No. 821,219. PATENTED MAY 22, 1906.

B. CLOW.

SWING.

APPLICATION FILED OCT. 4, 1905.

3 SHEETS—SHEET 1.

Fig. 1.

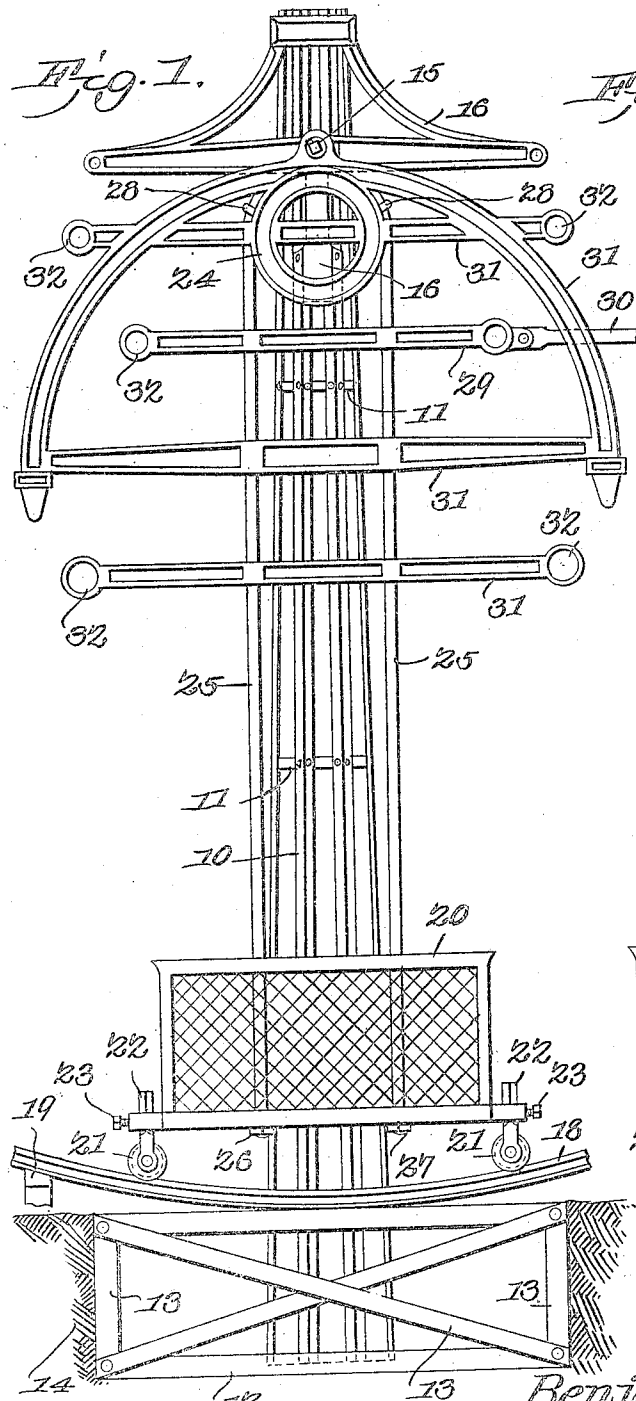
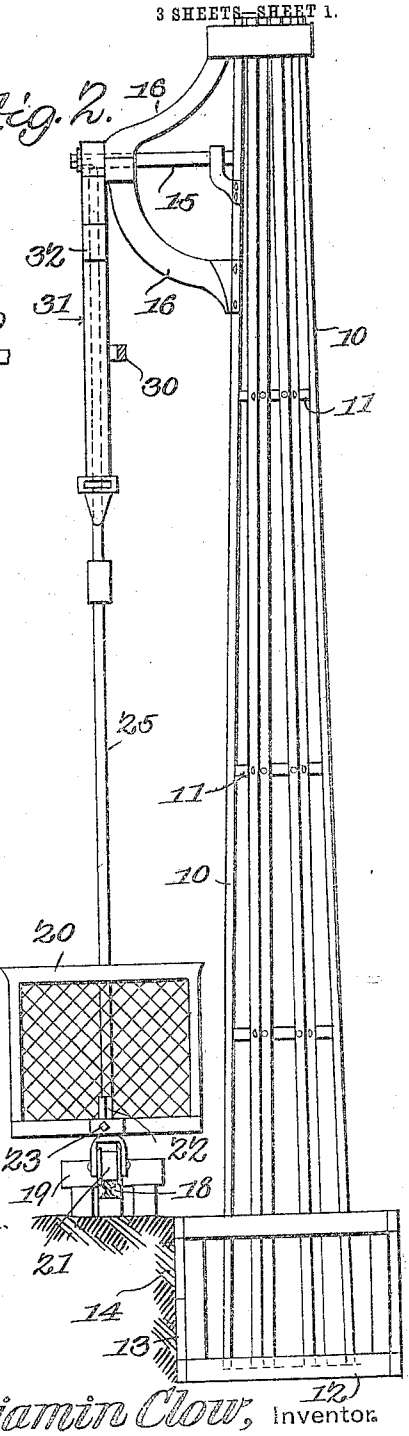


Fig. 2.



Witnesses

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3 SHEETS—SHEET 2.

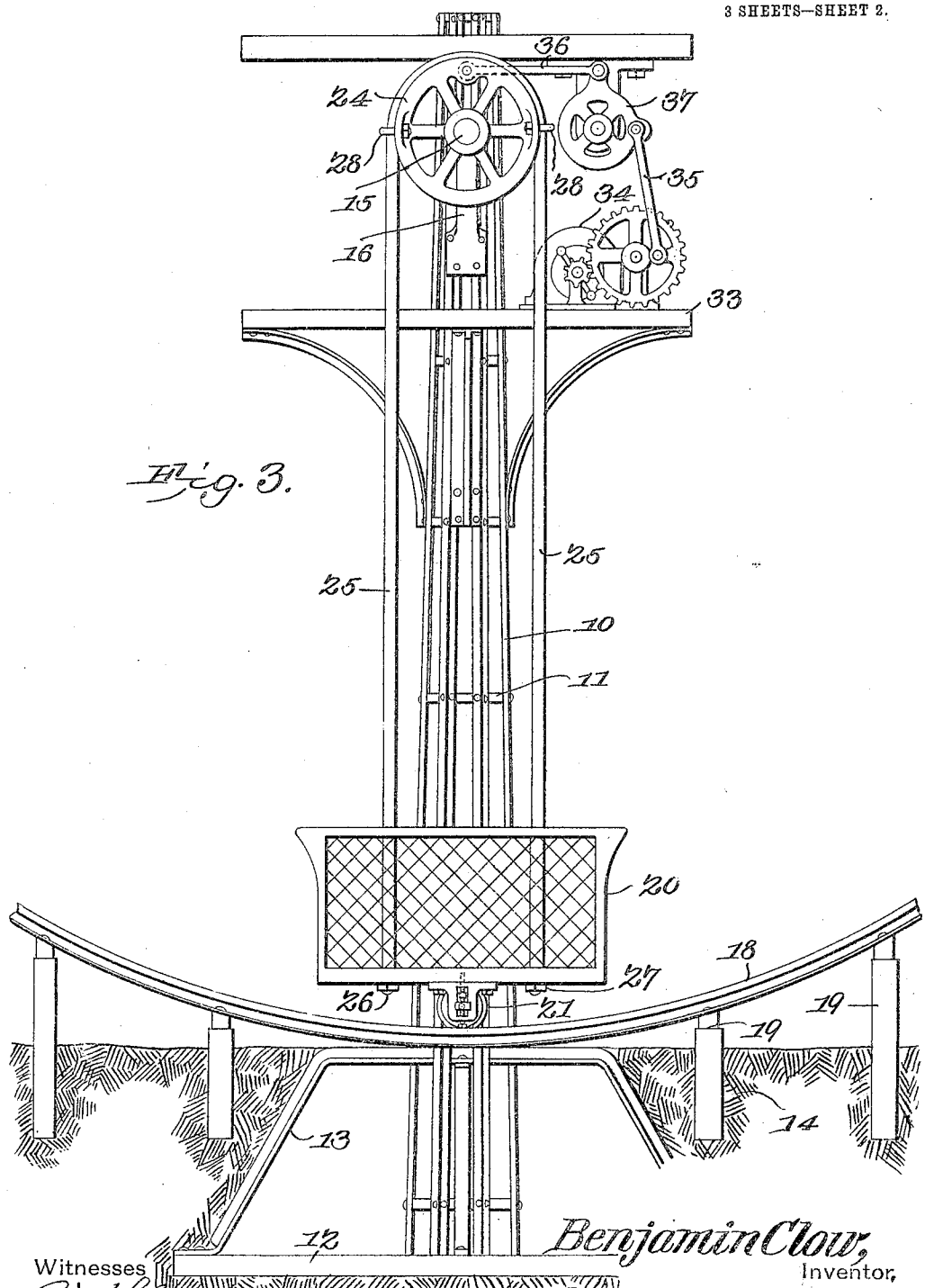

Fig. 3.

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3 SHEETS—SHEET 3.

Fig. 5

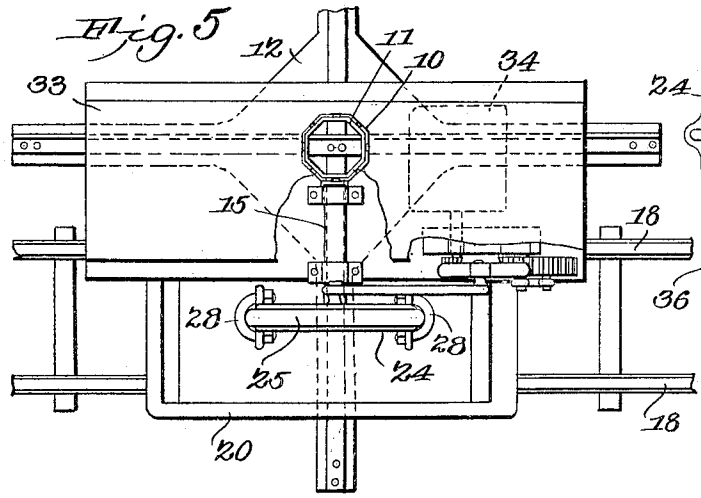


Fig. 4.

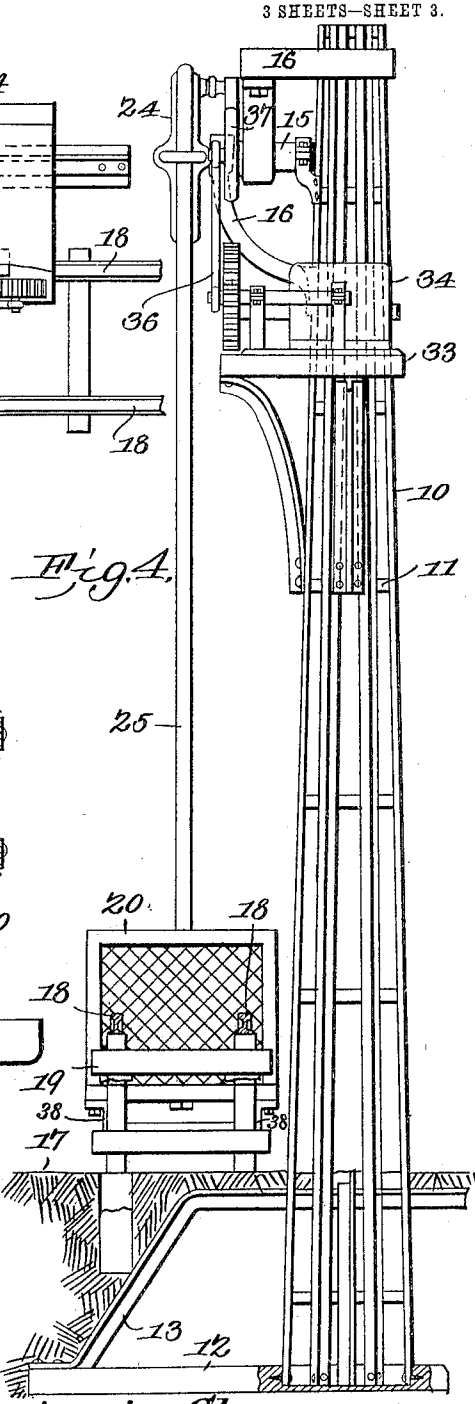


Fig. 6.

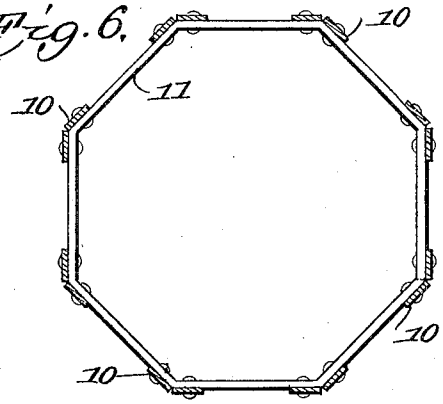
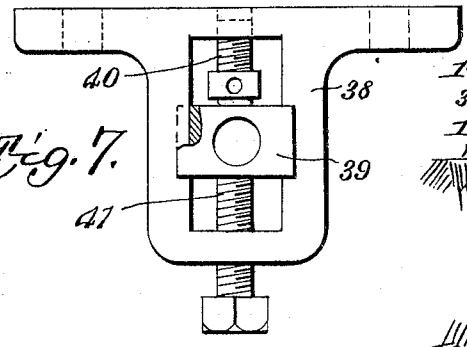


Fig. 7.



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UNITED STATES PATENT OFFICE.

BENJAMIN CLOW, OF DALTON, MASSACHUSETTS.

SWING.

No. 821,219. Specification of Letters Patent. Patented May 22, 1906.

Application filed October 4, 1905. Serial No. 281,338.

To all whom it may concern:

Be it known that I, BENJAMIN CLOW, a citizen of the United States, residing at Dalton, in the county of Berkshire and State of Massachusetts, have invented a new and useful Swing, of which the following is a specification.

This invention relates to swings, more particularly to the larger apparatus of this character requiring outside power to operate them, and has for its object to improve the construction and increase the efficiency, utility, and safety of devices of this character.

With these and other objects in view, which will appear as the nature of the invention is better understood, the invention consists in certain novel features of construction, as hereinafter fully described and claimed.

In the accompanying drawings, forming a part of this specification, and in which corresponding parts are denoted by like designating characters, is illustrated the preferred form of the embodiment of the invention capable of carrying the same into practical operation.

In the drawings, Figure 1 is a front elevation, partly in section, of the improved apparatus. Fig. 2 is an end elevation of the same, also partly in section. Figs. 3 and 4 are views similar to Figs. 1 and 2, illustrating modifications in the construction of some of the parts. Fig. 5 is a plan view of the construction shown in Figs. 3 and 4 with a portion of the platform broken away to illustrate the arrangement of the parts beneath. Fig. 6 is a transverse section, enlarged, of the supporting structure. Fig. 7 is an enlarged detail of one of the carrier-wheel-adjusting devices.

In the improved device is comprised a supporting structure or tower, preferably formed of longitudinal bars 10, arranged in pairs and each pair spaced around supporting-hoops 11, to which the bars are riveted, the hoops being arranged at as frequent intervals as required to secure the requisite strength and stability.

The construction of the tower is illustrated more fully in Fig. 6, which represents an enlarged transverse section of the same. The tower will be of any required height and size and will terminate at the lower end in a base 12, preferably of iron and suitably supported by braces 13, the whole embedded in concrete, (indicated at 14.) Extending laterally from the tower near the upper end is a bracket or frame 16, having a relatively large pin or shaft 15, forming a journal in vertical alinement above the track. Disposed upon the ground (represented at 17) is a track 18, curved concentrically to the pin 15 and suitably supported, as at 19. Disposed above the track 18 is a car or carriage 20, having bearing-wheels 21, running constantly upon the track. The wheels are provided with means, such as standards 22 and set-screws 23, for adjusting them vertically relative to the tracks 18, as hereinafter explained. Attached to the pin 15 is a circular frame 24, over which an elongated U-shaped suspension member 25 bears and connected by its ends at 26 27 to the car. The suspension member is connected rigidly to the circular member 24 by clips 28 or by other suitable means. The bracket 16 thus overhangs the track and supports the car in position to be moved back and forth over the track and produces the required swinging movement without side strains upon the car or track. The approach to the car is thus without obstructions from one side, and all danger of the occupants of the car being injured by contact with the supporting structure is materially reduced.

Any suitable power may be employed to operate the car and will preferably be applied to the suspension element below the circular member 24—as, for instance, to an arm 29, attached transversely of the suspension element, as shown in Figs. 1 and 2, the operating member being indicated at 30. Numerous ornamental bars 31 may be attached to the circular member 24 and suspension member 25, as shown in Figs. 1 and 2, and supplied with colored lights in the cavities 32 to increase the pleasing appearance of the device.

In Figs. 3, 4, and 5 a modified structure is shown wherein two of the curved tracks are shown with the bearing-wheels 21 centrally of the car 20 and provided with a slightly different means for adjusting the wheels, as represented in Fig. 7, consisting in frames 38, having blocks 39 slidable therein and each provided with a bearing for the shafts of the wheels 21, the frames having adjusting-screws 40 41 bearing upon opposite sides of the blocks and by means of which the wheels may be adjusted relative to the carriage 20, and thus maintain the same in posi

tion relative to the segmental track 18. In the modified structure also a platform 33 is shown connected to the supporting-tower and adapted for carrying a motor 34, preferably electric, and connected by rods 35 36 and bell-crank 37 to the circular member 24. By this means when the motor is operated the suspension member is also operated and the car moved back and forth over the curved track. The car is thus operated with safety to the occupants, as no matter how rapidly the car may be moved there is no danger from accidents, as the track 18 effectually prevents any tendency of the car to fall or become displaced.

Having thus described the invention, what is claimed is—

1. In a device of the class described, a supporting structure, a bracket-frame extending laterally from said structure, a shaft carried by said bracket-frame and provided with a bearing extending beyond the same, a track curved concentric to said shaft and in vertical alinement with the bearing thereof, a car having wheels bearing upon said track, and connecting means between said car and bearing.

2. In a device of the class described, a supporting structure, a bracket-frame extending laterally from said structure, a shaft carried by said bracket-frame and provided with a bearing extending beyond the same, a track curved concentric to said shaft and in vertical alinement with the bearing thereof, a car having wheels bearing upon said track, a segmental member swinging upon said bearing, a U-shaped hanger bearing over said segmental member and coupled at the terminals to said car, and coupling means for clamping said hanger to said segmental member.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

BENJAMIN CLOW.

Witnesses:
ROSE DERMODY,
P. J. MOORE