No. 660,016. Patented Oct. 16, 1900.

G. S. KERR.

TOY ROCKER.

(Application filed Aug. 17, 1900.)

(No Model.)

FIG. 1.

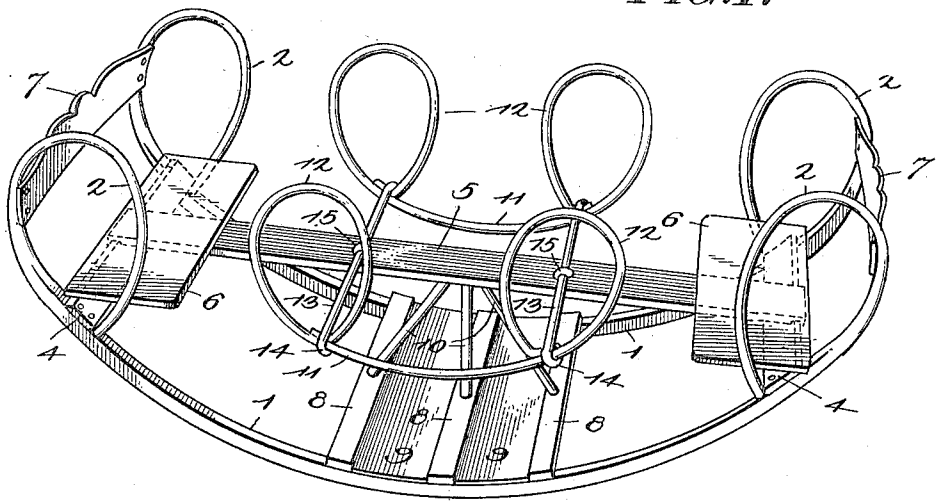


FIG. 2.

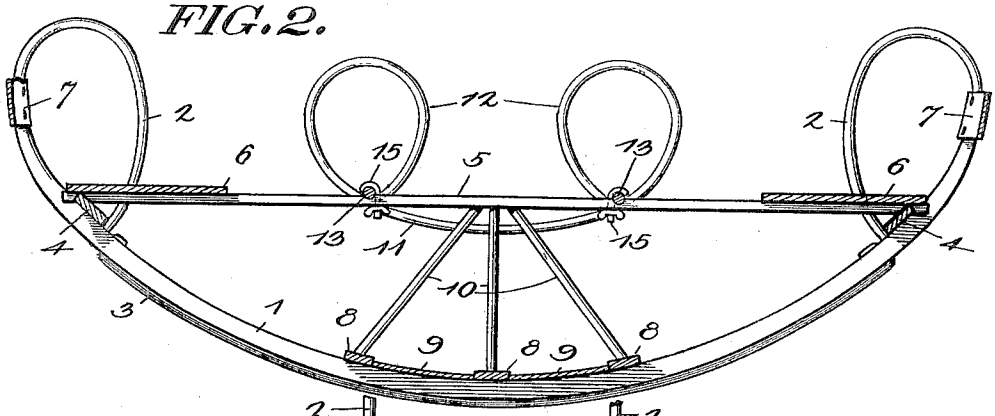
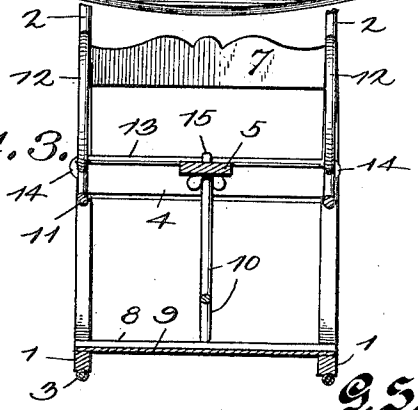


FIG. 3.



Witnesses
J. Frank Leverwell.
Chas. S. Hoyer.

Inventor.
G. S. Kerr,
By C. A. Snow & Co.
Attorneys

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

GEORGE SMILEY KERR, OF MORTON, PENNSYLVANIA.

TOY ROCKER.

SPECIFICATION forming part of Letters Patent No. 660,016, dated October 16, 1900.

Application filed August 17, 1900. Serial No. 27,193. (No model.)

To all whom it may concern:

Be it known that I, GEORGE SMILEY KERR, a citizen of the United States, residing at Morton, in the county of Delaware and State of Pennsylvania, have invented a new and useful Toy Rocker, of which the following is a specification.

This invention relates to toy rockers; and the object of the same is to provide simple and effective means of amusement for children of a strong and durable nature, easily operated without danger of injury resulting from the use of the same, and affording bodily exercise, as well as enjoyment, for a number of children at one time without requiring a tiresome manipulation.

The invention consists in the construction and arrangement of the several parts, which will be more fully hereinafter described and claimed.

In the drawings, Figure 1 is a perspective view of a rocker embodying the features of the invention. Fig. 2 is a longitudinal vertical section of the same. Fig. 3 is a transverse vertical section of the same.

Similar numerals of reference are employed to indicate corresponding parts in the several views.

The numeral 1 designates oppositely-disposed parallel rockers of light bent wood, with the opposite extremities of each longitudinally reduced by shaving off the material or otherwise removing the latter and overturned inwardly to provide gripping-loops 2, which are regularly curved and terminally secured to the upper edge portions of the rockers beneath, the said loops being sufficiently resilient to avoid stiffness of the same when grasped by those operating the rocker to render the rocking sensation more enjoyable and without any tendency to obstructive movements or obstacles. The under edges of the rockers are provided with rubber tires 3, which are of any preferred form and secured in place by any suitable and well-known means adapted for the purpose. The opposite extremities of the rockers are firmly tied by transverse strips 4, terminally secured thereto within the plane of the loops, and extending longitudinally from one strip to the other through the center of the entire device is a bridge 5 of light and strong construction and broad enough to form a convenient seat at any point throughout the length thereof. Secured to the opposite ends of the bridge are transversely-extending seats 6, having a portion of their terminals within the confines of the lower portions of opposite loops 2 and braced at the outer edge portions by the strips 4. At a suitable elevation above the seats 6 backs 7 are secured to the loops 2 and are outwardly curved to give comfort to the occupants of the said seats and also act as cross-braces for the upper portions of the loops.

The lower central portions of the rockers are connected at their upper edges by cross-braces 8, spaced apart at regular intervals and having intermediate thin strips of wood or veneer extending from the upper edge of one rocker to the other for covering purposes, as at 9, to thus provide a foot resting and bracing surface for the occupants of the device at the ends and on intermediate points of the bridge and also give additional strength to the entire structure without employing a heavy or cumbersome structure to arrive at the result sought. Rising from the central portions of the braces 8 are upright rounds 10, the center one being vertical and connecting at its upper end with the center of the under side of the bridge and the outer ones gradually converged from the brace 8 inwardly toward the central one and also secured at their upper ends to the central portion of the under side of the bridge. By this means a light intermediate support for the bridge is provided to prevent intermediate sag or bending of the same, and the disposition of the rounds in the manner set forth resists what intermediate strain there may be exerted at the center of the bridge by the opposite rocking movements of the entire device, with evident advantage in preserving the securement of the several parts against loosening. The location of the rounds under the bridge also permits the central occupants of the latter to reach the rest below without obstruction or inconvenience, and, furthermore, the bridge is also thus tied at the center indirectly to the rockers to thereby increase in another manner the strength of the entire structure. At opposite sides of the center

of the bridge guards 11 are located and preferably formed of round lengths of bent wood of a light and strong nature and regularly curved, the opposite extremities of each guard being overturned inwardly to form gripping-loops 12, which project above the plane of the bridge and have a yielding movement similar to the loops 2 for a like purpose. These guards are connected to each other and to the bridge by cross-rods 13, having terminal bends 14, embracing the guards within the bases of the loops 12, and removably applied to the upper surface of the bridge by hook-bolts 15, extending therethrough and having their lower extremities engaged by thumb-screws 16 for ready detachment or disconnection of the guards to adapt the device for operation without the same should such arrangement be desired at any time or to serve exclusively as a simple and effective means of securing the guards in place. It will be observed that the guards are firmly held at opposite points by the rounds or rods 13 and that longitudinal or transverse strain exerted thereon by the occupants gripping the loops will not displace the same. The ends of the rods 13 may be secured in any other manner desired; but the method described and shown avoids weakening the loops 12 by the formation of openings therethrough at the points where the said rods connect therewith.

As many children can occupy the bridge as desired and proportionate to the dimensions of the entire device, and those at the ends will sit in the seats provided by the parts 6, the opposite loops 2, and the backs 7 and cause their feet to contact with the braces 8. Others may sit astride of the bridge between the said seats and the guards, and astride of the bridge between the guards a smaller child or children can be placed, for the reason that they will be less liable to be affected by the rocking movement at this point, which is gentle in contradistinction to the maximum movement at the ends. The loops 2 and 12 provide means for allowing the occupants of the device to steady themselves and maintain their positions during the rocking motion of the toy. There are several different modes of using the improved device, and it can be loaded with safety in view of the length of the curve of the rockers, and as one end weight will overcome or balance the other there will be no danger of overturning or upsetting.

The most essential features of the device are the lightness of structure and the strength of the several parts and the cheapness of the same, due to the use of bent wood in the main. The central location and use of the bridge gives the entire device exceptional strength and serves also to centralize the load, the said bridge in conjunction with the looped handles affording an opportunity for illimitable change of position of the occupants. The rubber tires also deaden the sound of the device when in operation and prevent the rockers from slipping, and though the improved device has been shown and described in its preferred structural condition it is obviously apparent that changes in the form, size, proportions, and minor details may be resorted to without departing from the principle of the invention.

Having thus described the invention, what is claimed as new is—

1. In a toy rocker, the combination of oppositely-disposed rockers with the ends reduced and turned inwardly in the form of holding-loops, a central longitudinally-extending bridge terminally connected to said rockers, transverse seats on the ends of the bridge, backs above the seats extending transversely from one loop to the other, and guards at opposite sides of the intermediate portions of the bridge also having inturned looped ends extending above the plane of the said bridge.

2. In a toy rocker, the combination of oppositely-disposed rockers having rubber tires and the ends reduced and turned inwardly in the form of holding-loops, cross-strips connecting the rockers within the planes of the loops, a central longitudinally-extending bridge terminally connected to said strips, transverse backs connecting the loops above the strips, transverse seats on the ends of the bridge, guards on opposite sides of the central portion of the bridge and standing outwardly from the latter, said guards having the opposite ends inturned in the form of loops extending above the plane of said bridge, and cross-rods connected to the opposite extremities of the guards and to the bridge, the central portions of the rockers being attached by cross-strips with intermediate thin coverings.

3. In a toy rocker, the combination of oppositely-disposed rockers having the ends reduced and turned inwardly in the form of holding-loops, transverse strips connecting the rockers within the plane of the loops, a central longitudinally-extending bridge terminally connected to said strips, cross-strips connecting the lower central portions of the rockers, upright brace-rods extending from said latter cross-strips to the under central portion of the bridge, the outer rods converging inwardly in an upward direction toward the central one, and guards at opposite sides of the center of the bridge and having inturned ends forming loops above the plane of the bridge.

4. In a toy rocker, the combination with an elongated bridge, of rockers having reduced inturned ends to form loops, and guards at opposite sides of the intermediate portion of the bridge also having inturned looped extremities projecting above the plane of said bridge.

5. A toy rocker comprising a longitudinal bridge with transverse end seats, and rockers having reduced end portions inturned in the form of loops above the plane of the bridge and seats.

6. A toy rocker having a longitudinal bridge, rockers connected to the same, and elongated guards at opposite sides of the central portion thereof extending in a longitudinal direction and having inturned ends to form holding-loops rising above the plane of the said device.

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

GEORGE SMILEY KERR.

Witnesses:

WILHELMINA YOUNG,

MARY T. PILE.