Aug. 27, 1940. H. A. YERRICK 2,212,723

STABILIZING HANGER FOR GLIDERS

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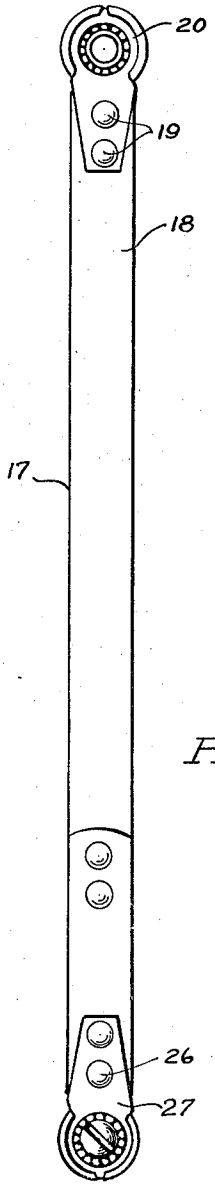


Fig-2

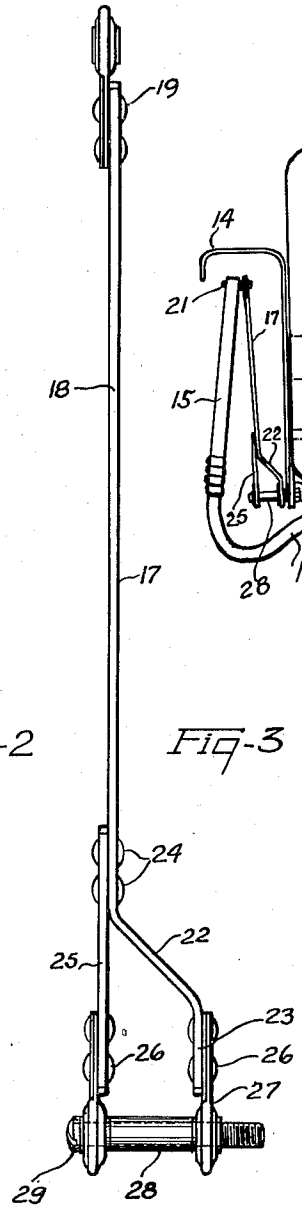


Fig-3

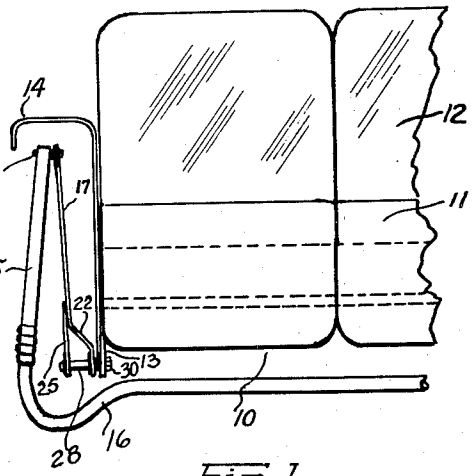


Fig-1

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STABILIZING HANGER FOR GLIDERS

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Application January 3, 1938, Serial No. 182,973

1 Claim. (Cl. 5—129)

This invention relates to gliders or porch hammocks having laterally spaced upright supports between which the glider seat frame is suspended for to and fro swinging movements, the seat structure being suspended at each end from the upright supports by pairs of hangers.

Considerable objection has been raised to devices ordinarily employed for suspending the glider seat frame from the upright supports because of lost motion in a lateral direction often enabling the seat frame to hit against the upright supports. Such lateral motion is annoying and is contrary to what is desired in a glider. The ideal structure for a glider is one in which the seat structure is free to swing to and fro between the supporting frame parts but is held against lateral movement or side sway.

An object of this invention is to produce an exceedingly simple and efficient hanger for the seat structures of gliders which militates against such objectionable lateral movement or side sway and one which can be inexpensively manufactured and installed.

An embodiment of the invention is shown for purposes of illustration on the accompanying drawing in which

Figure 1 is a front elevation of a portion of a glider showing the supporting hanger in position of use;

Figure 2 is an enlarged side elevation of a hanger; and

Figure 3 is an edge view of the glider hanger shown in Figure 2.

The illustrated embodiment of the invention comprises a glider having a seat frame 10 on which are mounted the usual seat cushions 11 and back cushions 12. Depending from each of the four corners of the seat frame are legs 13 and suitably secured to the seat frame is an arm rest 14 which extends over an adjacent upright end frame 15 which may be in the form of a sheet metal panel formed with sockets to receive at opposite ends substantially U-shaped tubular rails 16, a portion of which extends beneath the seat frame 10. Further description and illustration of the glider is not considered necessary because it is well-known to those skilled in this art. The co-pending application of Louis Vavrik, Serial No. 141,616 shows one form of a supporting frame. It will be understood that the structure illustrated is duplicated on the opposite side of the glider. In gliders of this character, the seat frame is supported from each upright end frame 15 by a pair of laterally spaced hangers so that the seat structure can swing to and fro between the end frames. As shown, a hanger 17 is pivotally connected at its upper end to the upper end of the frame 15 forwardly thereof. Another hanger (not shown) depends from the opposite end portion of the frame 15 to support the adjacent rear end of the seat frame 10.

The hanger 17 is formed of a length of strap metal providing an arm 18 to the upper end of which is secured by rivets 19 a ball bearing unit 20. A bolt 21 passes through the bearing unit 20 and is secured to the upright 15. The lower portion of the hanger arm 18 is outwardly and downwardly inclined, as shown in Figure 3, and the extreme end portion 23 extends substantially parallel to the upper portion of the arm. Secured to the outer side of the arm 18 just above the bent or inclined portion 22 by rivets 24 is a bar 25 which extends parallel to the arm 18 and terminates substantially flush with the end portion 23. Thus, the bar 25 and the bent portion 22 and end portion 23 provide a fork and to the arms of the fork are secured respectively by rivets 26 ball bearing units 27. Disposed between and rigid with the units 27 is a sleeve 28, and extending through the ball bearing units 27 and the sleeve 28 is a bolt 29, the inner end of which extends through an opening in the adjacent leg 13 of the seat frame 10 to receive a nut 30 at its inner end. It is to be understood that the bearing units 27 and sleeve 28 together provide a rigid structure which is of course rigidly secured to the lower forked end of the hanger.

The importance of the above described hanger, four of which are ordinarily employed for each glider, is that it materially reduces the side sway of the seat frame 10 toward and away from the upright end frames 15. This is due to the fact that the tendency of the legs 13 of the seat frame to rock about the bolt 29 is almost entirely overcome. Not only is the lower end of the hanger materially strengthened but a double bearing arrangement is provided which affords a much smoother gliding or rocking action. A slight amount of side play, but not sufficient to be objectionable, may result from flexing of the hanger bars and in the region of the bearing unit 20, although the hanger quite satisfactorily militates against the major amount of lateral motion. Obviously, the above described hanger is inexpensive to manufacture and can be readily installed without difficulty and also can be used to replace hangers heretofore in use.

It is to be understood that numerous changes

in details of construction, arrangement and operation may be effected without departing from the spirit of the invention especially as defined in the appended claim.

What I claim is:

A hanger for gliders having a supporting frame with end uprights, and a seat frame provided with depending legs at the corners thereof, composed of a vertically disposed resilient arm having its plane perpendicular to the length of the seat, a member connected to the upper end of the arm and to the adjacent upright to mount the seat frame for swinging movements, a second member connected to the arm above the lower end thereof and depending therefrom to provide a forked lower end for the arm, one of said furcations being interposed between the seat frame leg and the arm, a third member pivotally connected to each of the furcations of the forked lower end of the arm, and rigidly connected to the adjacent leg of the seat frame so as to lie in a horizontal plane in all movements of the seat frame, and means to hold the furcations spaced with respect to each other on the third member, whereby upon sidesway of the seat frame the latter will tend to bow the arm toward the seat frame and with the point of connection of the second member with the arm as a fulcrum, thereby to resist sidesway.

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