H. J. BLAKESLEE.

SWINGS.

No. 182,548. Patented Sept. 26, 1876.

Fig. 1.

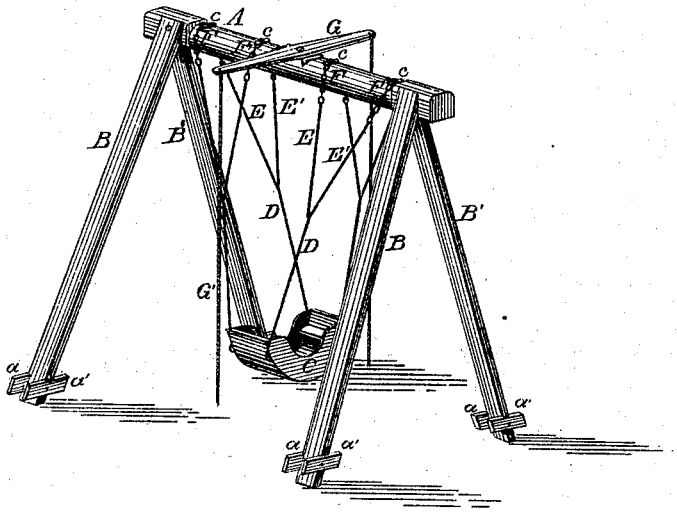


Fig. 2.

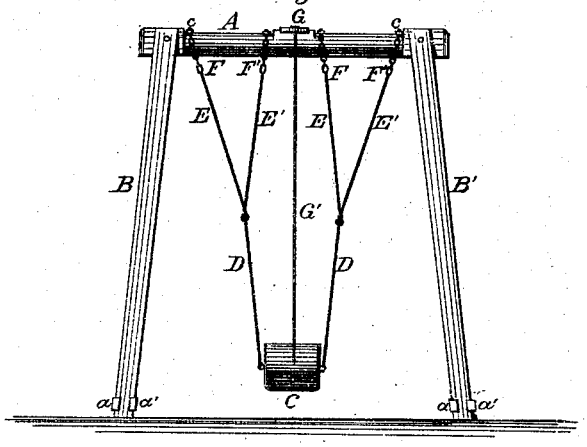
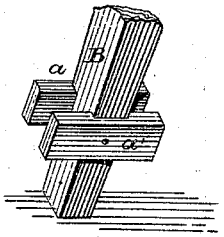


Fig. 3.



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UNITED STATES PATENT OFFICE.

HOMER J. BLAKESLEE, OF CONCORD TOWNSHIP, ERIE COUNTY, PA.

IMPROVEMENT IN SWINGS.

Specification forming part of Letters Patent No. **182,548**, dated September 26, 1876; application filed March 3, 1876.

To all whom it may concern:

Be it known that I, HOMER J. BLAKESLEE, of Concord township, in the county of Erie and State of Pennsylvania, have invented a new and useful Improvement in Swings; and I do hereby declare that the following is a full and exact description of the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

The object of my invention is the production of a swing, designed more particularly for yard or lawn uses, which will be strong and durable, have convenient and effective means for being operated by the person or persons seated in the carriage, will operate without creaking, and be safe when swung to any height.

My invention therein consists in the peculiar means for limiting the side motion of the carriage; further, in the peculiar means for preventing creaking when the swing is operated; further, in the peculiar construction of the lower ends of the standards; and in the construction, arrangement, and combination of the principle parts, all as more fully hereinafter explained.

To enable others skilled in the art to manufacture my device, I now describe the same in connection with the drawings, in which—

Figure 1 is a perspective view, Fig. 2 is a front or rear elevation, and Fig. 3 is a detached view, of the foot of one of the standards.

Like letters denote corresponding parts in each figure.

A represents the cross-beam, which is supported at each end by two inclined standards, B B′, mortised into the beam, and secured by nails, spikes, or bolts, and bracing each other. Near the bottom of each standard are rigidly secured two strips or blocks, *a a′*. The feet of the standards are set into the ground to some distance above the strips *a a′*, and the earth rammed around the standards, the strips thereby preventing them from working out of the ground. Each standard, where it is set into the ground, is coated with tar or other preserving material, to prevent the same from decaying. C is the carriage, having two seats, and is constructed, preferably, of wood, of the form shown. The carriage is suspended at its four corners by pendants D. Each pendant D is connected at its top to two pendants, E E′, which are fastened to the said pendants D, and spread apart to the beam, where they are joined to chains F F′. These chains are fastened at their centers to the top of the cross-beam by the plates *c*, or long links. The cross-beam is rounded, as shown, to allow the chains to play freely around the same. The pendants are composed, preferably, of galvanized-iron wire, but can also be made of rope, or jointed iron rods. The spread pendants E E′ prevent the carriage from being thrown when violently swung against the standards, while the pendants D allow the carriage a slight side motion. When iron rods are used as pendants they need only to be jointed at the points where the lower pendants D meet the spreading pendants E E′. The chains F F′ are constructed of short links, which operate upon the rounded surface of the cross-beam without creaking, as in the case where the pendants are secured to a ring-bolt on the under side of the cross-beam.

It will be understood that the links of the chain form a number of joints, each of which twists but a short distance, thus operating noiselessly. The width of the cross-beam also tends to keep the carriage on more of a level when swung.

G is a cross-piece, rigidly secured to the center of the cross-beam at right angles thereto. To each end of the cross-piece G is secured a pendent propelling-rope, G, which hangs down to or below the carriage.

Two persons being seated in the carriage, the ropes G′ are crossed, and, by pulling alternately upon the same, the carriage is swung to any desired height.

As will be readily seen, the swing can be easily operated by one person seated in the carriage.

The carriage, if desired, can be removed from its supporting pendants in the winter, to be stored away and protected from the weather, while the frame is left standing.

The construction and arrangement of the principal parts make a swing which is simple, easily erected, conveniently and safely operated, and durable in use.

Having thus fully described my swing, and

explained some of its advantages, what I claim as new therein, and desire to secure by Letters Patent, is—

1. In a swing, the combination, with the carriage C, of the pendants D and the spreading pendants E E′, substantially as described and shown.

2. In a swing, the combination, with the rounded cross-beam A, of the chains F F′, to which the pendants supporting the carriage are attached, substantially as described and shown.

3. In a swing, the combination, with the rounded cross-beam A, of the carriage C, the pendants D, spreading pendants E E′, and the chains F F′, substantially as described and shown.

4. In a swing, the combination, with the standards B B′, of the strips or blocks *a a′*, secured to the bottom of the same, substantially as described and shown.

5. The swing described, consisting of the rounded cross-beam A, standards B B′, cross-piece G, ropes G′, carriage C, pendants D E E′, and chains F F′, all constructed, arranged, and combined substantially as described and shown.

This specification signed and witnessed this 28th day of February, 1876.

HOMER J. BLAKESLEE.

Witnesses:
R. N. DYER,
SAML. R. SCHARF.