

June 29, 1926.

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R. J. FELTNER

VEHICLE FOR AMUSEMENT PARKS

Filed Oct. 16, 1925

3 Sheets-Sheet 1

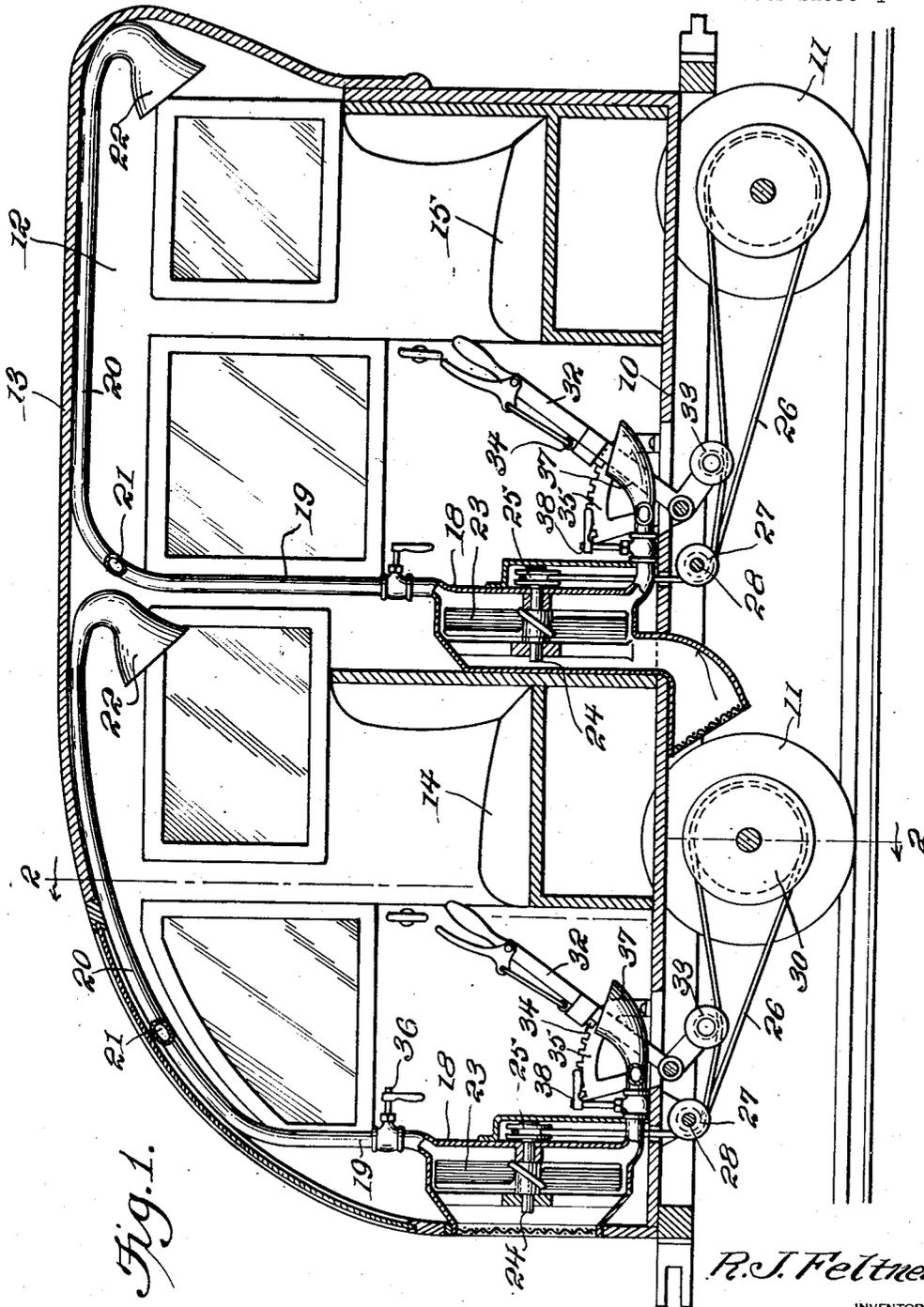


Fig. 1.

WITNESS: *J. S. Wright*

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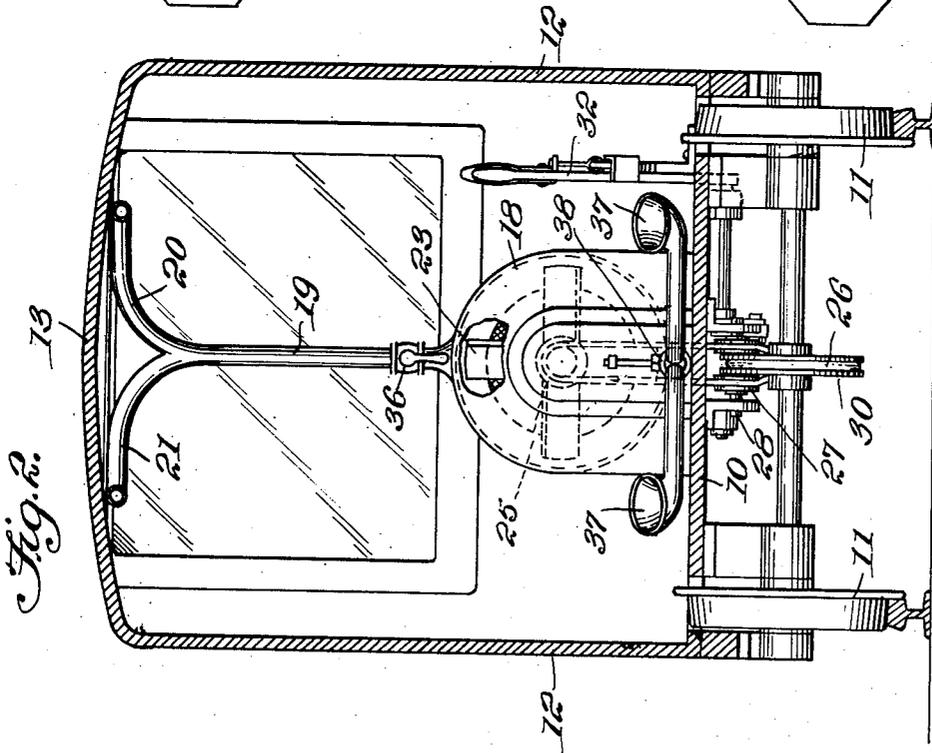
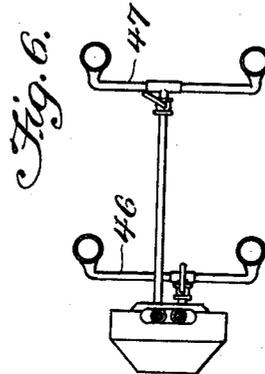
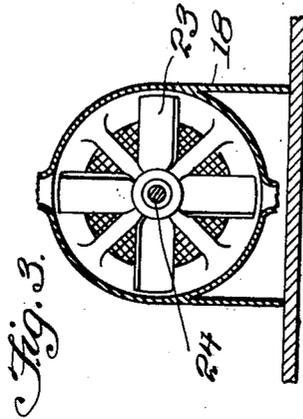
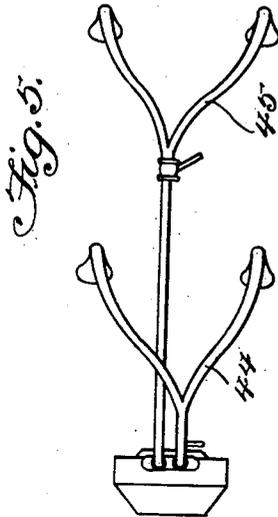
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VEHICLE FOR AMUSEMENT PARKS

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3 Sheets-Sheet 3

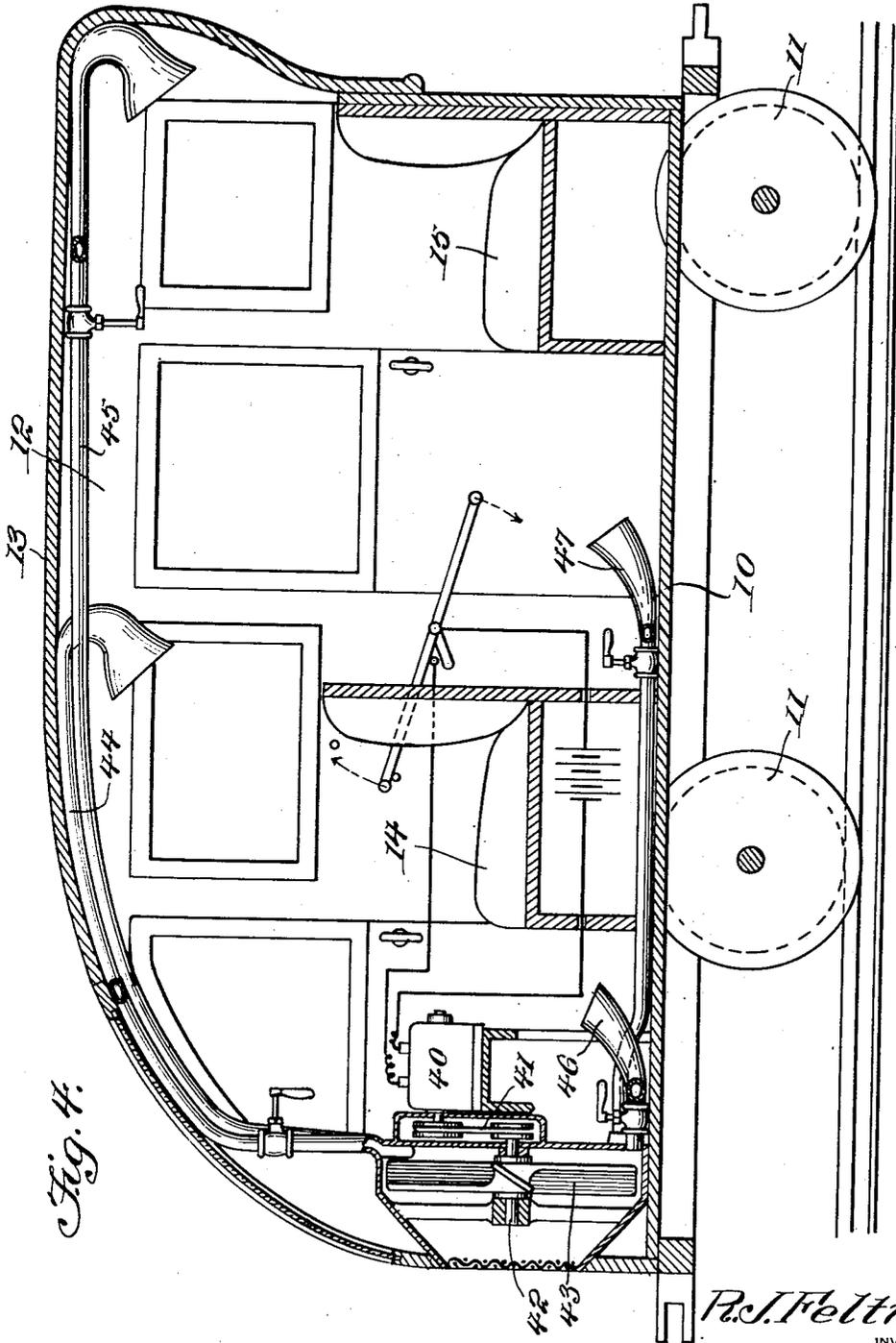


Fig. 4.

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# UNITED STATES PATENT OFFICE.

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VEHICLE FOR AMUSEMENT PARKS.

Application filed October 18, 1925. Serial No. 62,850.

The object of this invention is to provide a vehicle for amusement purposes, and one especially adapted for use at amusement parks where some unusual feature is the chief attraction.

A further object is to provide a closed vehicle with particular means for circulating air currents, so that the cooling effect of a rapidly moving vehicle may be secured without the expensive structure required for building an elevated track.

A still further object is to effect the result desired by the use of a fan and air distributing means, the fan being driven from the ground wheels or axle, or from a motor employed for driving the car.

With the foregoing and other objects in view, the invention consists in the novel construction and arrangement of elements described, illustrated and claimed, it being understood that modifications may be made within the scope of the claims without departing from the spirit of the invention.

In the drawings forming part of this application,

Figure 1 shows the vehicle in vertical longitudinal section.

Figure 2 is a section on line 2-2 of Figure 1.

Figure 3 is a vertical section thru the fan casing.

Figure 4 is a vertical longitudinal section of a slightly modified form in which the fan is driven by an electric motor.

Figure 5 is a detail view in top plan showing the upper ducts of Figure 4.

Figure 6 is a detail view, in top plan showing the lower air duct of Figure 4.

The floor 10 of the car is of any desired size, depending upon the type and size of the car, and this element will be considered as the body, it being clear that a full body may be employed if desired. The ground wheels are designated 11, and if the car is fully inclosed, it will have sides or detachable side elements 12, and a top 13 extending from the front to the rear. A forward seat is shown at 14 and a rear seat is designated 15.

The air distributing apparatus includes a fan casing 18, a duct 19, and branching pipes 20, 21, leading upwardly and rearwardly, and thence downwardly turned at 22

for discharging air at points adjacent to the back of the front seat of the car. A fan 23 is mounted in casing 18, and this air current producing and distributing means may be duplicated in front of the rear seat.

In this form the fan shaft 24 carries a pulley 25, driven by belt 26 passing over pulleys 27 on shaft 28, and around a main drive pulley 30, to which power is imparted by the front wheel or wheels.

The belt is loose until lever 32 carrying wheel 33 is thrown to operative position, the lever being retained by pawl 34 engaging segment 35. The tightening of the belt sets the fan in motion and air passes through the tubes mentioned, or if cut off from these ducts by valve 36, the current will pass through outlets 37 adjacent to the floor of the car, and controlled by valves 38.

The drive pulley 30 and the means controlling the air current, at the floor, as well as the belt tightener, may also be duplicated in the rear portion of the car, or between the two seats.

In the modified form, a motor 40 and belt 41 is employed for driving fan shaft 42 mounting fan 43, and this fan distributes air through pipes or tubes such as 44, 45 to the upper portion of the car, at the front and back,—other ducts such as 46, 47 serving the same purpose in connection with the distribution of currents above the floor, at the front and rear.

What I claim is:

1. In a device of the class described, a body portion, seats thereon, a fan casing, a fan therein, means for driving the fan, air ducts connected with the casing and extending upwardly and rearwardly, and each having a plurality of outlets and means for controlling a flow of air through the ducts, individually, the controlling means cutting off both outlets.

2. In a device of the class described, a body portion, wheels therefor, a fan, means for driving the fan from the wheels, a fan casing, air ducts connected therewith and leading to points of distribution, and means for controlling the flow of air through some of the ducts.

3. In a device of the class described, a body portion, a seat carried thereby, a fan, means for driving the fan, a duct extending

from the casing, upwardly and rearwardly, and a duct extending downwardly from the casing, said ducts discharging respectively near the back of the seat and in front thereof.

4. In a device of the class described, a body portion, seats carried thereby, means

for inclosing the top and sides of the body, a fan and fan casing, ducts extending from the casing to points of distribution within the inclosing means, means for driving the fan, and means for throwing out the drive.

In testimony whereof I affix my signature.  
**ROBERT J. FELTNER.**