No. 723,074. PATENTED MAR. 17, 1903.

LA MARCUS A. THOMPSON.

PLEASURE VEHICLE.

APPLICATION FILED OCT. 11, 1902.

NO MODEL. 2 SHEETS—SHEET 1.

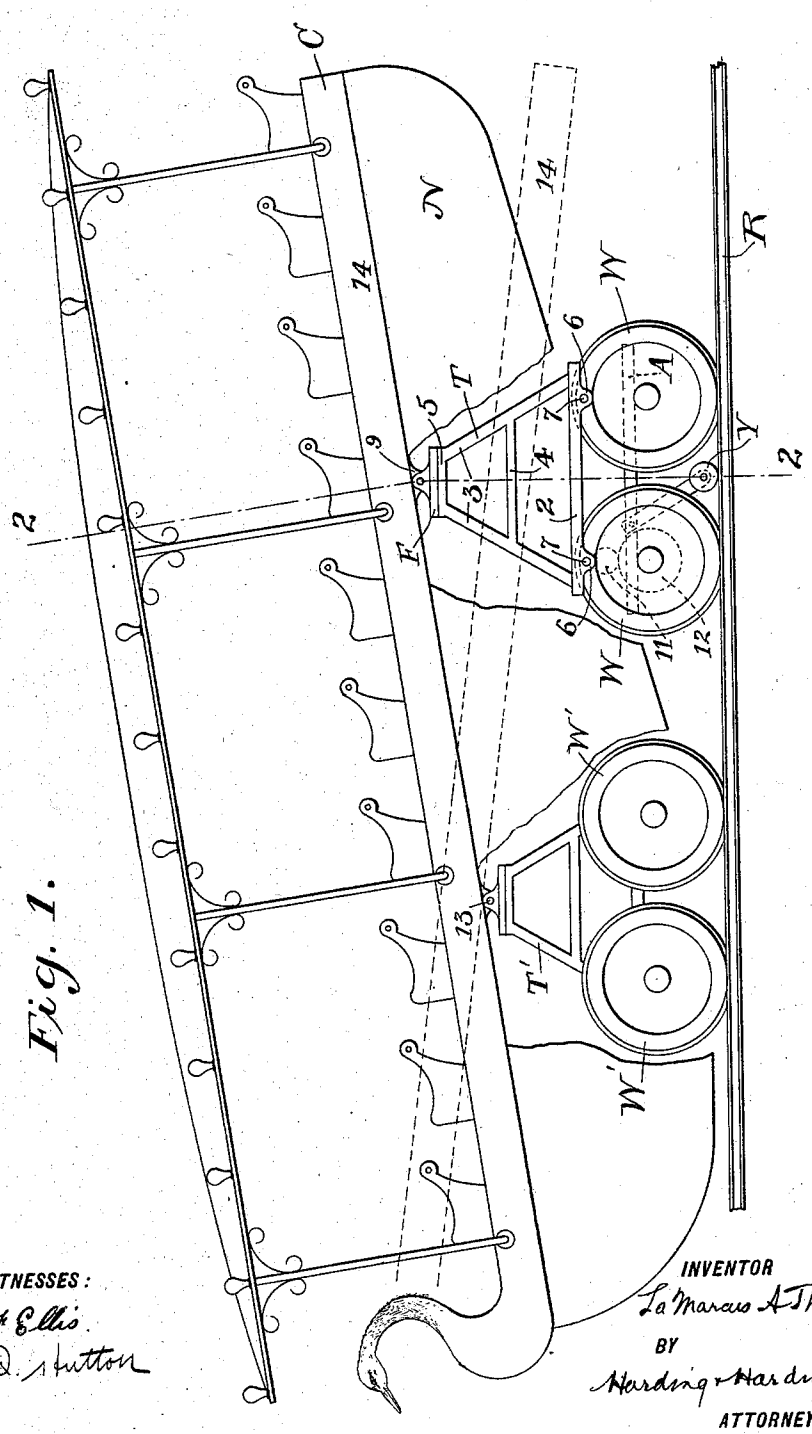

Fig. 1.

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NO MODEL. 2 SHEETS—SHEET 2.

Fig. 2.

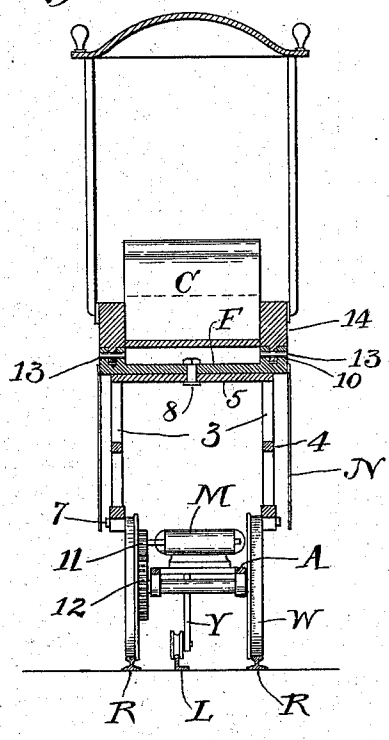


Fig. 3.

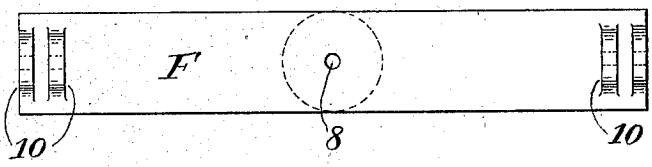
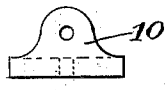


Fig. 4.



WITNESSES:

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UNITED STATES PATENT OFFICE.

LA MARCUS A. THOMPSON, OF NEW YORK, N. Y.

PLEASURE-VEHICLE.

SPECIFICATION forming part of Letters Patent No. 723,074, dated March 17, 1903.

Application filed October 11, 1902. Serial No. 126,856. (No model.)

To all whom it may concern:

Be it known that I, LA MARCUS A. THOMPSON, a citizen of the United States, residing at New York city, county of New York and State of New York, have invented a new and useful Improvement in Pleasure-Vehicles, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, which form a part of this specification.

My invention relates to pleasure-vehicles. It has for its object to so construct and mount the same that an up-and-down or see-saw movement will be imparted to it as it is forwardly propelled.

It also has for its object to so construct and mount the same that the car-body will be propelled bodily forward in an irregular or jerky manner.

The invention consists of a car-body mounted on a double truck, one of the truck-frames being mounted so as to revolve with the wheels about the axles of the truck while the motive power is applied to the wheels.

The invention also consists of a special arrangement of this construction and in certain structural details.

The preferred mode of carrying out my invention will now be described in detail.

In the drawings, Figure 1 is a view of the vehicle in side elevation. Fig. 2 is a section on the line 2 2 of Fig. 1. Fig. 3 is a plan view of the fifth-wheel. Fig. 4 is an end view of Fig. 3.

C is the car-body.

T is the rear truck-frame, which consists of the longitudinally-extending bars 2, the uprights 3, the braces 4, and the cross-piece 5.

W represents the rear wheels. The bars 2 have flanges 6, which are pivotally secured by wrist-pins 7 to the outer faces of the wheel W near their peripheries.

F is a fifth-wheel connected to cross-piece 5 by a king-bolt 8.

9 represents flanges that depend from the side bars 14 of the car-body and extend between flanges 10, projecting upwardly from the ends of the fifth-wheel F. Bolts 13 pass through the flanges 9 10. Thus the car-body is connected to the truck-frame T on both a horizontal and a vertical pivot, so that the car-body may rock on the truck and the vehicle pass freely around curves.

T' is the front truck-frame, mounted in the usual manner on the axles of the front wheels W' and connected with the car-body in the same manner as the latter is connected with the rear truck.

A is a frame resting on the axles of the rear wheels. The frame A carries an electric motor M. The shaft of motor M has a pinion 11, meshing with a gear 12 on the axle of the front pair of rear wheels W. To the frame is also pivoted a trolley Y, engaging a third rail L, located between the regular track-rails R.

N represents curtains depending from each side of the car-body and substantially concealing the truck-frames.

The operation of the car is as follows: As the wheels W are revolved by the motor M the rear truck-frame T rises and falls, owing to its described mode of connection with the wheels. The front truck-frame has no vertical movement. The result is that a see-saw movement is imparted to the car-body, the full lines and dotted lines of side bars 14 representing the two extreme positions of the car-body. The forward movement of the vehicle is also an irregular one, for while the wheels W themselves rotate, and hence bodily advance at a uniform speed, the truck-frame T, car-body, truck-frame T', and wheels W alternately advance and recede with respect to the said wheels W. Consequently for half a revolution of the wheels W the car-body advances rapidly and for the next half-revolution slowly, and so on alternately. The combined up-and-down movement and jerky advance imparts an exhilarating sensation to the occupants of the vehicle.

The track may be built like an ordinary railway-track through the grounds of a public or private park, or a special structure may be erected to accommodate it. It may be built on a level or provided with inclines.

The car may be propelled by any kind of motor, and the motor may be carried by or remote from the car. The driving means may be gravity alone, or the car may be run

partly by gravity and partly by power. If it is desired to avoid the irregular bodily advance motion, the motor may be mounted on the forward truck, or the rear truck-frame may be mounted on the axles and the front truck-frame connected to the wheels and the motor mounted on the rear truck.

Both trucks may, if desired, be connected to the wheels so as to revolve about the axles thereof, thus producing a simple rising-and-falling motion of the vehicle or a double see-saw motion, dependent upon whether or not the trucks are connected to corresponding points on the front and rear sets of wheels, and producing also the irregular advance movement before described.

The car may be of any shape or any design and may be run in both directions, if desired.

Other variations of the principle of construction may be designed, and the invention is not limited to the details of construction shown or any particular features of the described structure not specifically claimed.

Having now fully described my invention, what I claim, and desire to protect by Letters Patent, is—

1. A pleasure-vehicle, the combination with a double truck, of a car-body connected to each truck, the frame of one truck resting on the axles of the front wheels, and the frame of the rear truck secured to the rear wheels so as to revolve about the axles thereof, and means for driving the wheels of the rear truck.

2. In a pleasure-vehicle, the combination, with a double truck, of a car-body connected to each truck, the frame of one truck resting on the axles of one set of wheels, and the frame of the other truck being so connected as to revolve about the axles of the other set of wheels, and means for driving the wheels of the last-named truck.

3. In a pleasure-vehicle, the combination, with a double truck, of a car-body connected to each truck, the frame of one truck resting on the axles of one set of wheels, and the frame of the other truck being so mounted as to revolve about the axles of the other set of wheels, and means for driving the wheels of one of said trucks.

4. In a pleasure-vehicle, the combination, with a double truck, of a car-body connected to each truck, the frame of one truck being so mounted as to revolve about the axles of the wheels of said truck.

5. In a pleasure-vehicle, the combination, with the truck-frame, of a fifth-wheel pivoted on a vertical axis thereon, a car-body pivoted on a horizontal axis on said fifth-wheel, a set of wheels for the truck-frame, the truck-frame being so mounted as to revolve about the axles of said wheels, a second set of wheels, a second truck-frame mounted thereon, the car-body being also pivoted to the second truck-frame, and driving means for the wheels of one truck.

6. In a pleasure-vehicle, the combination, with a truck-frame, of a fifth-wheel pivoted on a vertical axis thereon, a car-body pivoted on a horizontal axis on said fifth-wheel, a set of wheels for the truck-frame, the truck-frame being so mounted as to revolve about the axles of said wheels, a second set of wheels, a second truck-frame mounted thereon, the car-body being also pivoted to the second truck-frame, and driving means for the wheels of the first-named truck.

7. In an eight-wheeled pleasure-vehicle, the combination, with a double truck, of a car-body pivoted on a horizontal axis to each truck, the frame of one truck resting on the axles of the four front wheels, and the frame of the rear truck being pivoted to the outer faces of the four rear wheels near the periphery thereof, a motor-frame resting on the axles of the four rear wheels, a motor mounted on the motor-frame, and driving connections from said motor to the axles of one pair of said rear wheels.

In testimony of which invention I have hereunto set my hand, at Philadelphia, on this 8th day of October, 1902.

LA MARCUS A. THOMPSON.

Witnesses:
M. M. HAMILTON,
M. F. ELLIS.