No. 699,960. Patented May 13, 1902.

N. LACHASE.

PLEASURE RAILWAY.

(Application filed Oct. 17, 1901.)

(No Model.) 3 Sheets—Sheet 1.

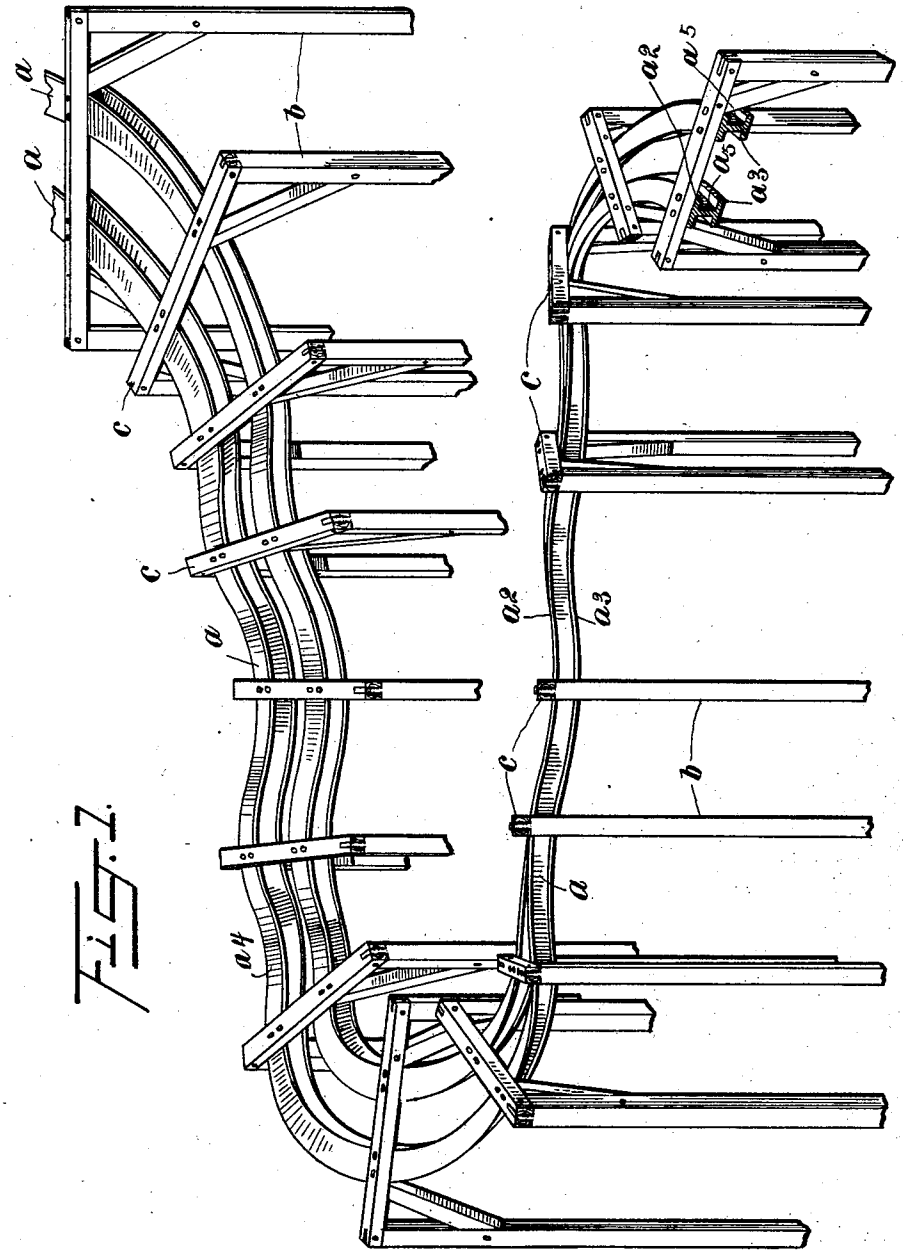

Fig. 1.

WITNESSES

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F. F. Teeler

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Fig. 2.

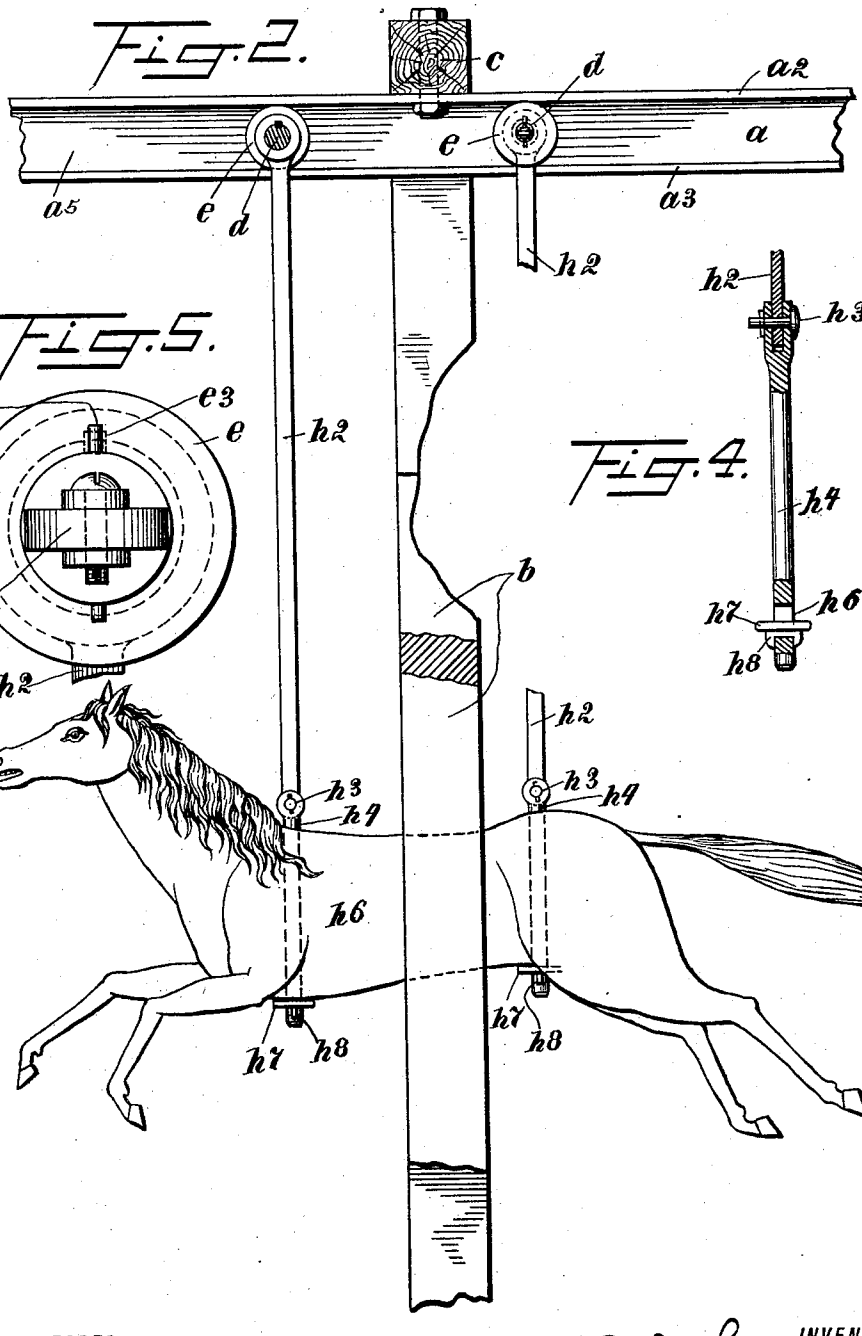

Fig. 5.

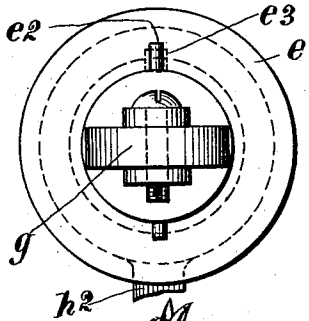

Fig. 4.

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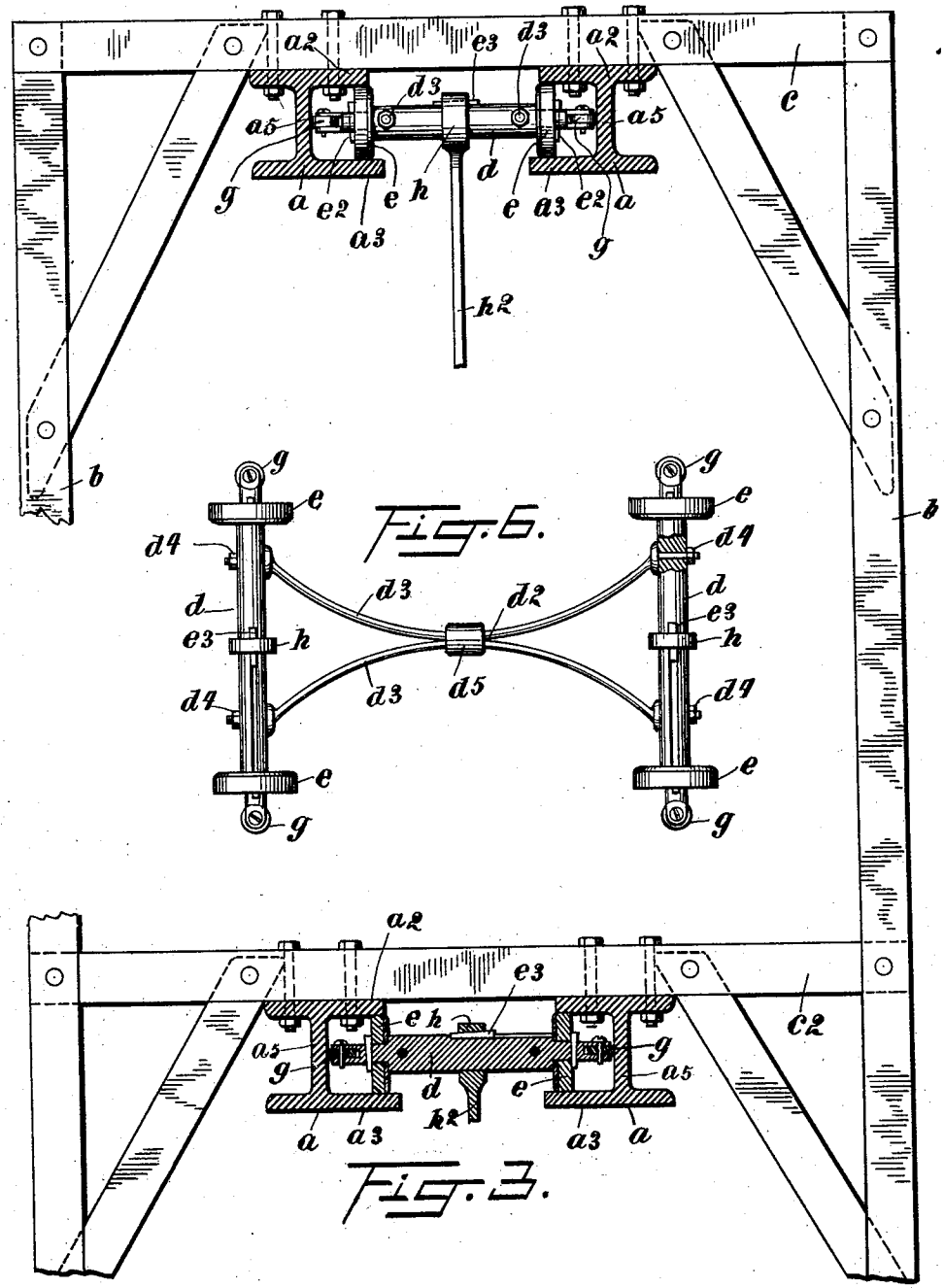

Fig. 6.

Fig. 3.

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UNITED STATES PATENT OFFICE.

NICK LACHASE, OF CONEY ISLAND, NEW YORK.

PLEASURE-RAILWAY.

SPECIFICATION forming part of Letters Patent No. 699,960, dated May 13, 1902.

Application filed October 17, 1901. Serial No. 79,022. (No model.)

To all whom it may concern:

Be it known that I, NICK LACHASE, a citizen of the United States, residing at Coney Island, in the county of Kings and State of New York, have invented certain new and useful Improvements in Pleasure-Railways, of which the following is a full and complete specification, such as will enable those skilled in the art to which it appertains to make and use the same.

This invention relates to pleasure-railways; and the object thereof is to provide an improved device of this class which comprises inclined tracks or ways and means for suspending dummy animals therefrom in such manner that said animals are passed rapidly down said tracks or ways, said dummy animals being also designed to serve as a seat for children and others in the manner of an ordinary merry-go-round.

In the drawings forming part of this specification, in which the separate parts of my improvement are designated by the same reference characters in each of the views, Figure 1 is a perspective view of an inclined track or way which I employ; Fig. 2, a longitudinal section of a part of said track or way and showing a dummy animal suspended therefrom; Fig. 3, a transverse section of said track or way; Fig. 4, a sectional side view of a detail of the construction; Fig. 5, an end view of another detail of the construction, and Fig. 6 a plan view of a means by which a dummy animal may be suspended from the track or way.

In the practice of my invention, as shown in Fig. 1, I provide a track or way consisting of two separate parts a, which, as shown in the drawings, consists of double T-rails and which are suspended by suitable upright supports b, which are connected at their upper ends by top bars c, to the bottoms of which the separate parts a of the track or way are secured.

The separate parts a of the track or way consist of angle-irons having top and bottom flanges a^2 and a^3, respectively, and the said parts a of the track or way are supported in such manner that from the beginning thereof or at the highest point there is a gradual downward inclination, and said track or way may be supported in a spiral position or may be given a lateral and downward curve, as shown in Fig. 1, and the said track or way is also preferably undulated throughout its length, as shown at a^4 in Fig. 1, the general course thereof, however, being downward, as will be readily understood. I may also provide the supports b with two transverse bars c and c^2, as shown in Fig. 3, one of which is arranged above the other, and in this event two of the tracks or ways will be employed, each of which will consist of separate parts a, firmly bolted or otherwise secured to the said bars c and c^2.

In practice the inwardly-directed flanges a^3 of the separate parts a of the track or way are preferably made of considerable width, and on these flanges are placed trucks, but one of which is shown, and these trucks consist of axles d, preferably rigidly connected, as shown at d^2, and said axles are provided with wheels e, which rest on the flanges a^3 and are free to turn thereon and on said axles. The axles d pass through the wheels e and are provided at their ends with antifriction wheels or rollers g, which in practice bear on the central or vertically-arranged body portions a^5 of the separate parts a of the track or way, and each of said axles is provided centrally with a collar h, which is keyed thereto and provided with a depending rod h^2, and pivotally connected with the lower ends of the depending rods h^2, as shown at h^3, are supports h^5, by means of which a dummy animal h^6 is supported.

In the form of construction shown in the drawings the dummy animal represented is a horse, and the supports h^5 pass therethrough between the shoulders and between the hips, and said supports are preferably provided at their lower ends each with a transverse slot h^6, as shown in Fig. 4, and a washer h^7, which is held in place by a key or key-pin h^8, passed through the lower end of the slot h^6. My invention, however, is not limited to this means of connecting the dummy animal with the supports h^5, and any suitable devices may be provided for this purpose. The means for connecting the said axles d of the truck are preferably composed of two rods d^3, which are passed through said axles and provided with nuts d^4; but this connection may also be made in any desired manner, and if the

rods d^3 are employed they are preferably connected centrally thereof by a sleeve d^5, and in Fig. 5 I have given an end view of one of the axles d, so as to show more clearly one of the antifriction-wheels g.

It will be understood that the axles d are always held in the same position, or in the position shown in Fig. 3, and the trucks of which said axles form a part will have but a slight, if any, lateral movement. The wheels e in the form of construction shown are held in place by key-pins e^2; but this connection of said wheels with the axles d may also be made in any desired manner, and while I prefer to connect the collars h with the said axles by means of the key-pin or wedge, as shown at e^3, any other suitable means may be employed for this purpose.

It will be understood that any desired number of the trucks by means of which the dummy animal is supported may be employed, and in practice the said trucks are lifted or raised to the highest end of the track or way and the truck is placed in position and when released immediately starts down the track or way, as will be readily understood, the wheels e moving freely over the flanges a^3 of the separate parts of said track or way.

Any suitable means may be employed for lifting or raising the trucks and dummy animal to the highest end of the track or way, and as this forms no part of my invention no devices for this purpose are shown and described.

It will be understood that when two of the tracks or ways are employed, as shown in Fig. 3, the details of the construction are the same as those hereinbefore described and as shown in said figure, and it will also be apparent that many changes in and modifications of the construction herein described may be made without departing from the scope of my invention or sacrificing its advantages.

In the operation of my improved pleasure-railway, after the trucks have been placed on the track or way, at the upper end thereof, as hereinbefore described, a child or other person may mount the dummy animal in the manner of an ordinary merry-go-round, and the said truck moves downwardly over the entire course of the track or way, the rapidity of this movement depending on the inclination of said track or way and on the undulations formed therein. It will also be apparent that the dummy animal is free to swing back and forth by reason of its supports being connected with the axles d, which turn in the wheels e, and by reason of the pivotal connection at h^3 and the movement occasioned by the suspension of the dummy animal in this manner and by the passage of the truck down over the inclined track or way, as described, is exhilarating and exciting to the highest degree.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A pleasure-railway comprising suitable supports, an inclined track or way suspended thereby, said track or way consisting of two separate parallel parts substantially in the form of double T-rails and connected shafts or axles placed in said track or way and provided with wheels which rest in said rails and with laterally-directed antifriction wheels or rollers which bear on the central portions of said rails, said shafts or axles being also provided with depending supports and a dummy animal suspended thereby, substantially as shown and described.

2. A pleasure-railway comprising suitably-supported inclined tracks or ways consisting of parallel members, the adjacent sides of which are provided with horizontal flanges, and connected shafts or axles provided with wheels which rest on said flanges and with laterally-directed antifriction-rollers which bear on the body portion of said track members, said shafts or axles being also provided with depending supports substantially as shown and described.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of the subscribing witnesses, this 16th day of October, 1901.

NICK LACHASE.

Witnesses:
F. A. STEWART,
F. F. TELLER.