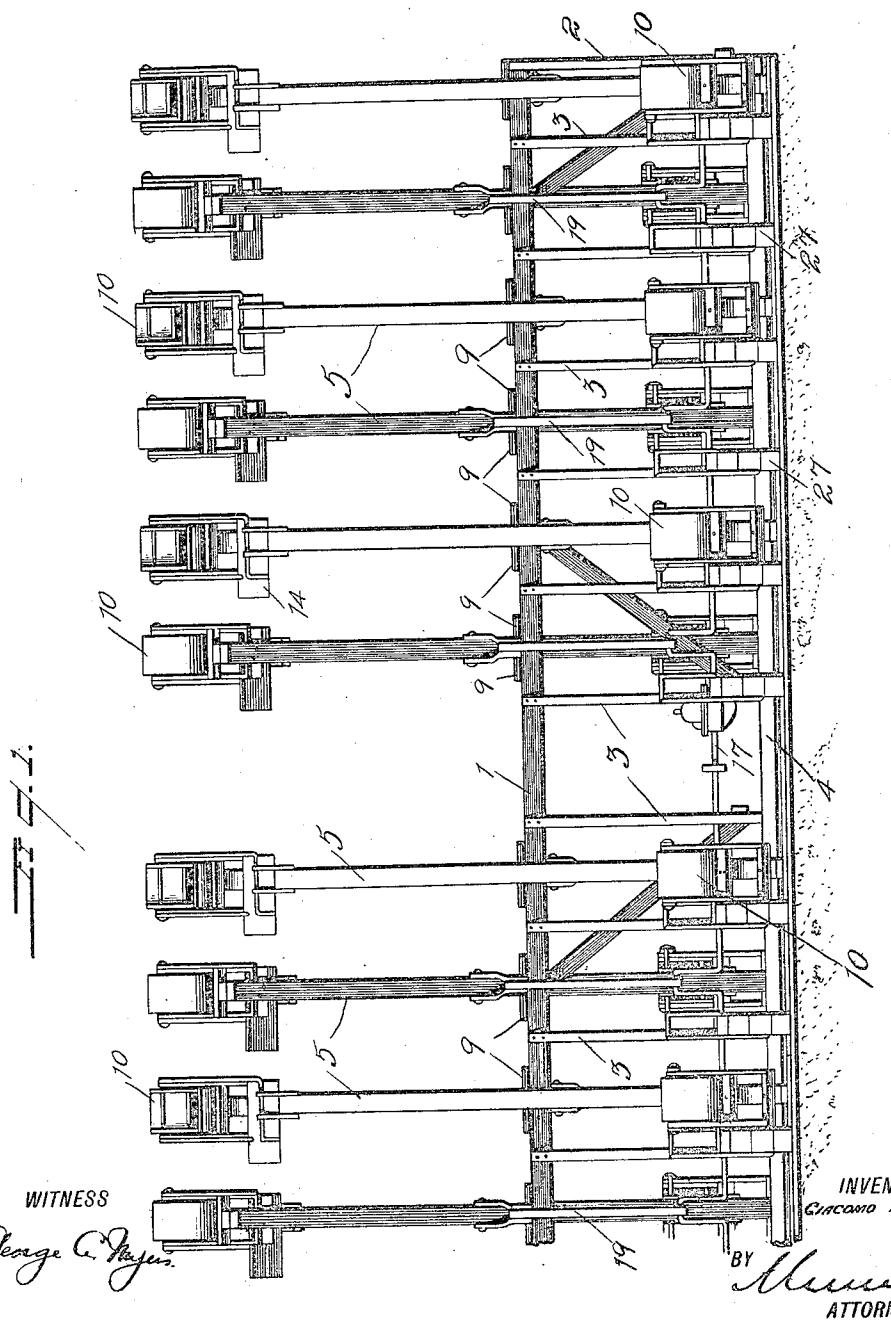


G. MONGILLO,
AMUSEMENT APPARATUS,
APPLICATION FILED NOV. 23, 1917.

1,262,373.

Patented Apr. 9, 1918.
3 SHEETS—SHEET 1.



WITNESS

George A. Hayes

INVENTOR
GIACOMO MONGILLO

BY *Meissner & Co.*
ATTORNEYS

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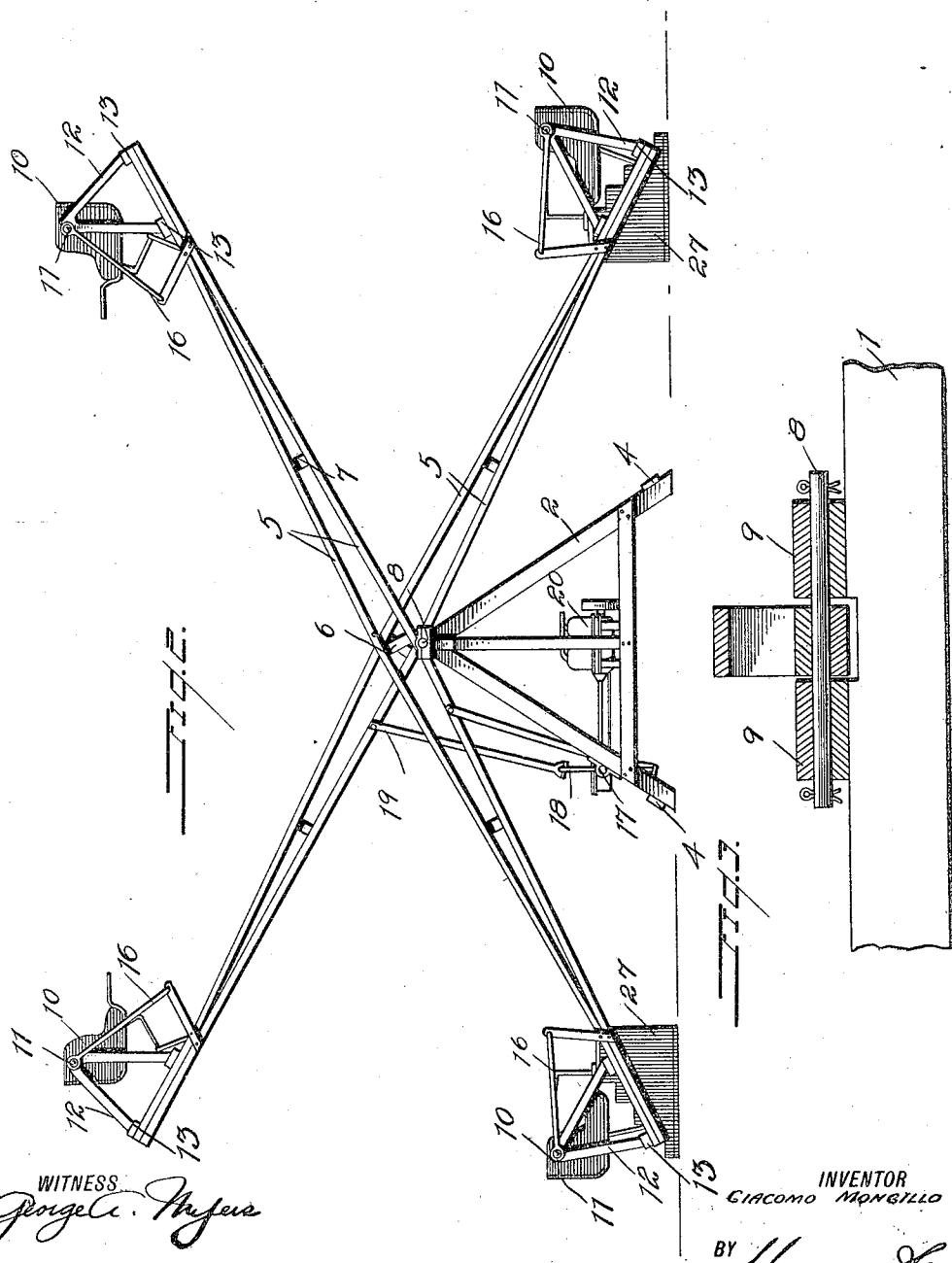
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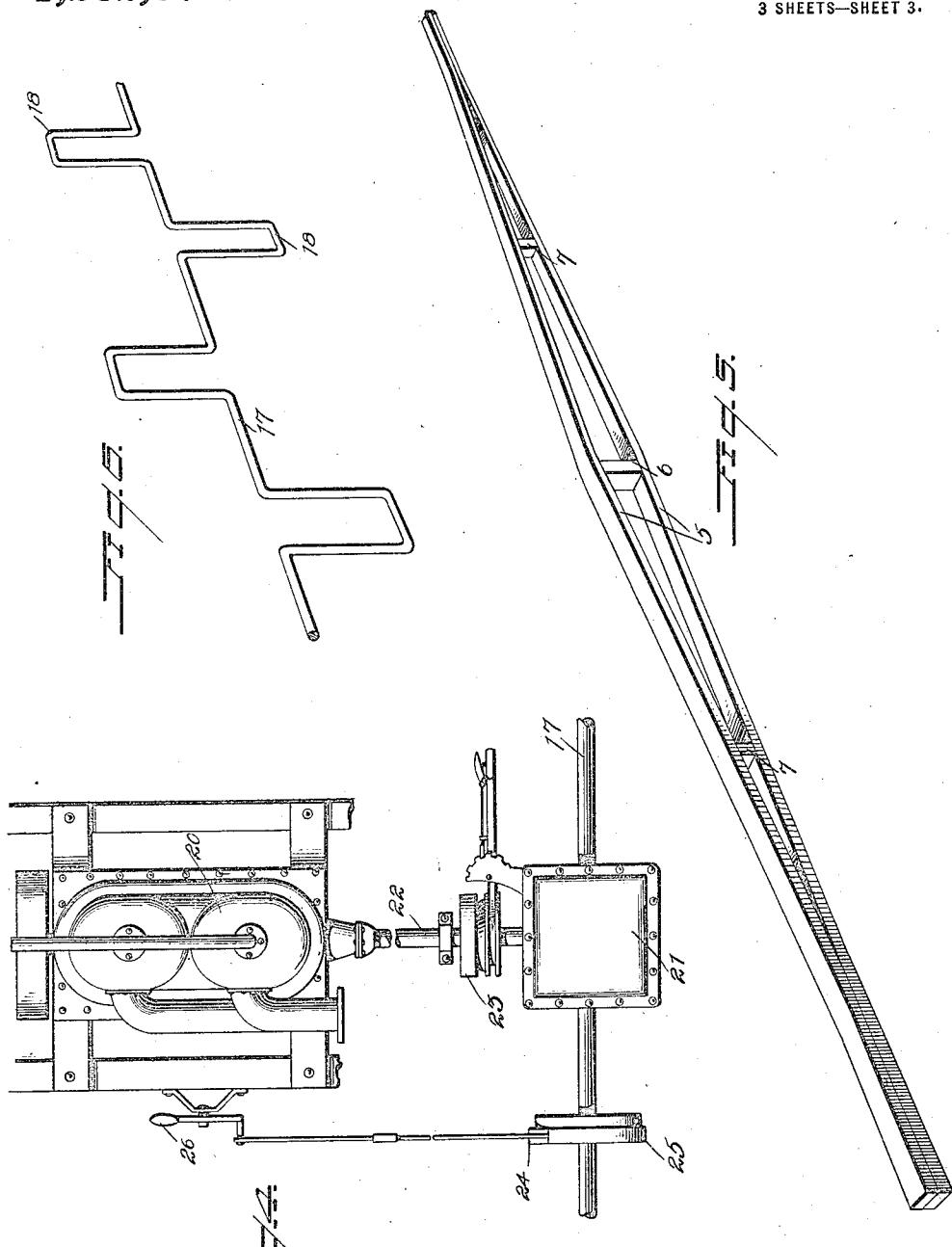


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3 SHEETS—SHEET 3.



WITNESS:

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UNITED STATES PATENT OFFICE.

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AMUSEMENT APPARATUS.

1,262,373.

Specification of Letters Patent. Patented Apr. 9, 1918.

Application filed November 23, 1917. Serial No. 203,580.

To all whom it may concern:

Be it known that I, GIACOMO MONGILLO, a citizen of the United States, and a resident of Bradford, in the county of McKean and State of Pennsylvania, have invented certain new and useful Improvements in Amusement Apparatus, of which the following is a specification.

My invention is an improvement in amusement apparatuses, and has for its object to provide an apparatus of the character specified, wherein a series of truss beams is provided, mounted intermediate their ends on a common axis to swing each in a vertical plane, each beam carrying at its ends seats, and wherein means is provided for simultaneously swinging the beams to swing the seats.

A further object of the invention is to provide mechanism for connecting the beams to a motor to operate the same, and clutch mechanism interposed between the motor and the beams, together with a brake for checking the swinging of the beams.

25 In the drawings:

Figure 1 is a side view of the improved apparatus;

Fig. 2 is an end view;

Fig. 3 is a section through the mounting 30 of the operating shaft;

Fig. 4 is a top plan view of the motor and a portion of the operating shaft;

Fig. 5 is a similar view of one of the beams;

35 Fig. 6 is a perspective view of a portion of the crank shaft.

In the present embodiment of the invention, a supporting frame is provided, consisting of a longitudinally extending plate 1 which is supported at its ends by A-frames 2 and intermediate its ends by inclined standards 3, which are parallel with the legs of the A-frames.

The A-frames and the standards are connected at their lower ends by brace plates 4, and a plurality of series of beams 5 is supported by the supporting frame. Each of the said beams 5 consists of upper and lower strips, which are superposed at their ends 50 and secured together, but are spaced apart intermediate their ends by spacing blocks 6 and 7 to form a truss beam.

These beams are arranged in series, the alternate members of the beams being similarly arranged and constituting one series,

while the intermediate members constitute the other series. Each of these beams is mounted upon a supporting shaft 8 which is journaled in bearing blocks 9 on the plate 1, and a seat 10 is supported at the ends of each beam. Each of these seats, as shown, has journal pins 11, which are journaled on A-brackets 12 secured to the ends of cross bars 13 mounted on the ends of the beams. Each seat has a foot rest, as shown, and a platform 14 is arranged adjacent to each seat on the beam to facilitate entrance to the seat and departure therefrom. Hand rails 16 are also provided at each seat for the use of the occupants in entering and alighting.

The beams are oscillated in unison, with the series moving in opposite directions, by means of a crank shaft 17, which is journaled on the standards at one side of the supporting frame and on the A-frames, and the cranks 18 of the shaft are connected to the beams by means of links 19.

It will be obvious that when the crank shaft is rotated by any suitable means, as, for instance, the motor 20 shown in Fig. 2, the two series of beams will be oscillated in opposite directions, to swing the seats at the ends of the beams. This motor is connected to the crank shaft by means of gearing (not shown) inclosed in a case 21, the motor shaft 22 of the motor extending into the casing, as does also the shaft 17. The gearing is loose on the shaft 17, and is connected thereto by means of a friction clutch 23, so that the motor may be connected to or released from the shaft at will. A brake disk 24 is secured to the shaft 17, and a brake ring 25 encircles the disk, the said ring being operated by a lever 26 adjacent the motor. By means of the brake the shaft 17 may be quickly checked, to check the swinging movement of the beams.

In order to facilitate entrance to the cars or seats and departure therefrom, a series 100 of stiles 27 is arranged at each side of the supporting frame in such position that when the cars are in lowered position each car will be adjacent to a stile. Each of these stiles, as shown in Figs. 1 and 2, comprises a 105 series of steps, and the stiles at each side may be connected together to provide a solid structure at the said side.

I claim:

1. A device of the character specified com- 110

prising a supporting frame, a series of truss beams journaled on the frame to swing transversely thereof, cars carried by the ends of the truss beams, the alternate members of the series being oppositely arranged to the intermediate members, means for simultaneously swinging said beams, said swinging means comprising a crank shaft journaled on the supporting frame, links connecting the cranks with the beams, a motor, a connection between the motor and the shaft for rotating said shaft, a brake in connection with the shaft, and a clutch for connecting and disconnecting the motor with the shaft.

15 2. A device of the character specified comprising a supporting frame, a series of truss

beams journaled on the frame to swing transversely thereof, cars carried by the ends of the truss beams, the alternate members of the series being oppositely arranged to the intermediate members, means for simultaneously swinging said beams, said swinging means comprising a crank shaft journaled on the supporting frame, links connecting the cranks with the beams, a motor, and a connection between the motor and the shaft for rotating said shaft.

GIACOMO MONGILLO.

Witnesses:

LILLIAN MULLINS,
J. A. FITZGIBBON.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."