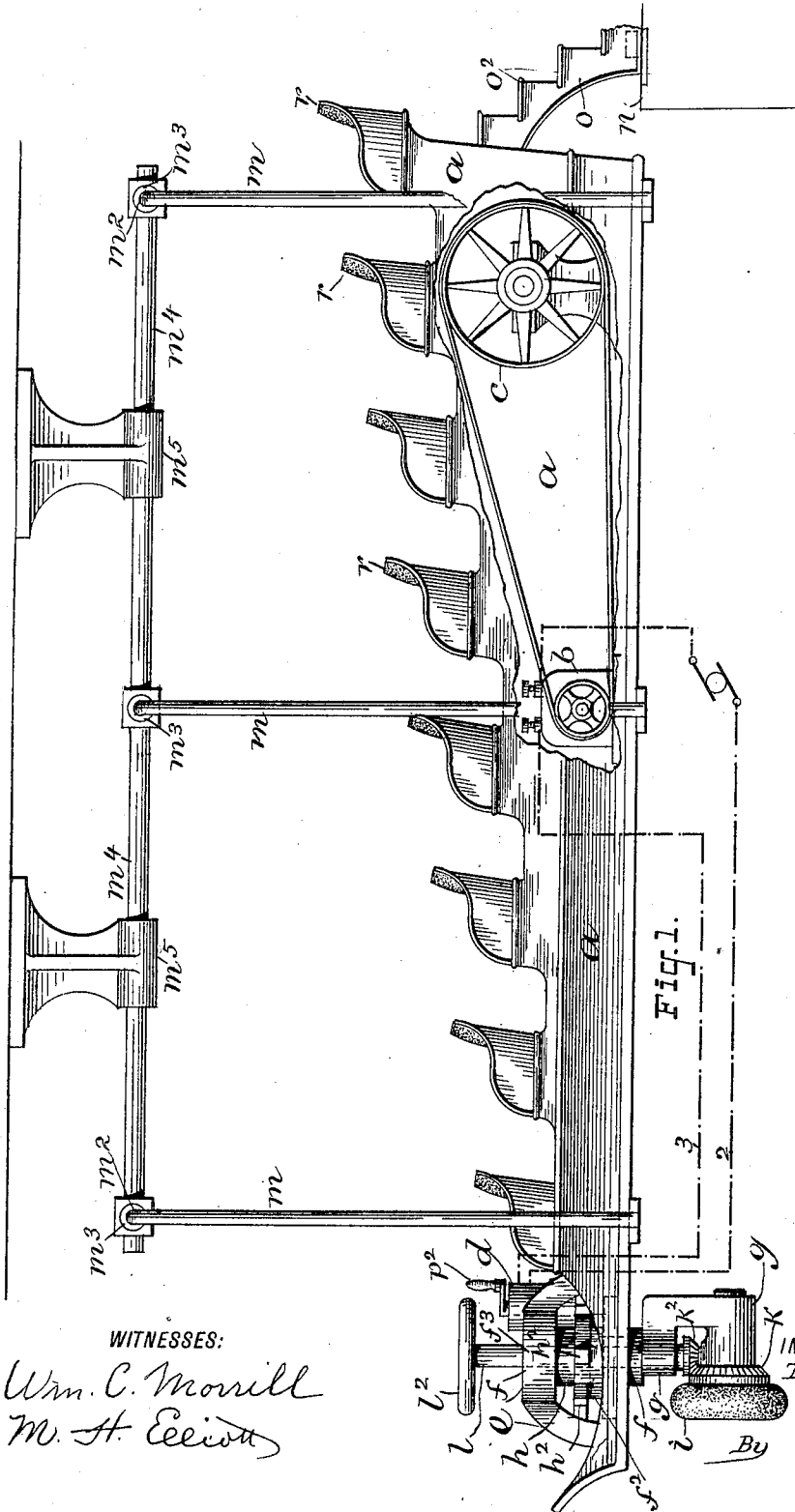


No. 812,848.

PATENTED FEB. 20, 1906.

T. C. HURST.  
AMUSEMENT DEVICE.  
APPLICATION FILED MAY 11, 1905.

3 SHEETS—SHEET 1.



WITNESSES:

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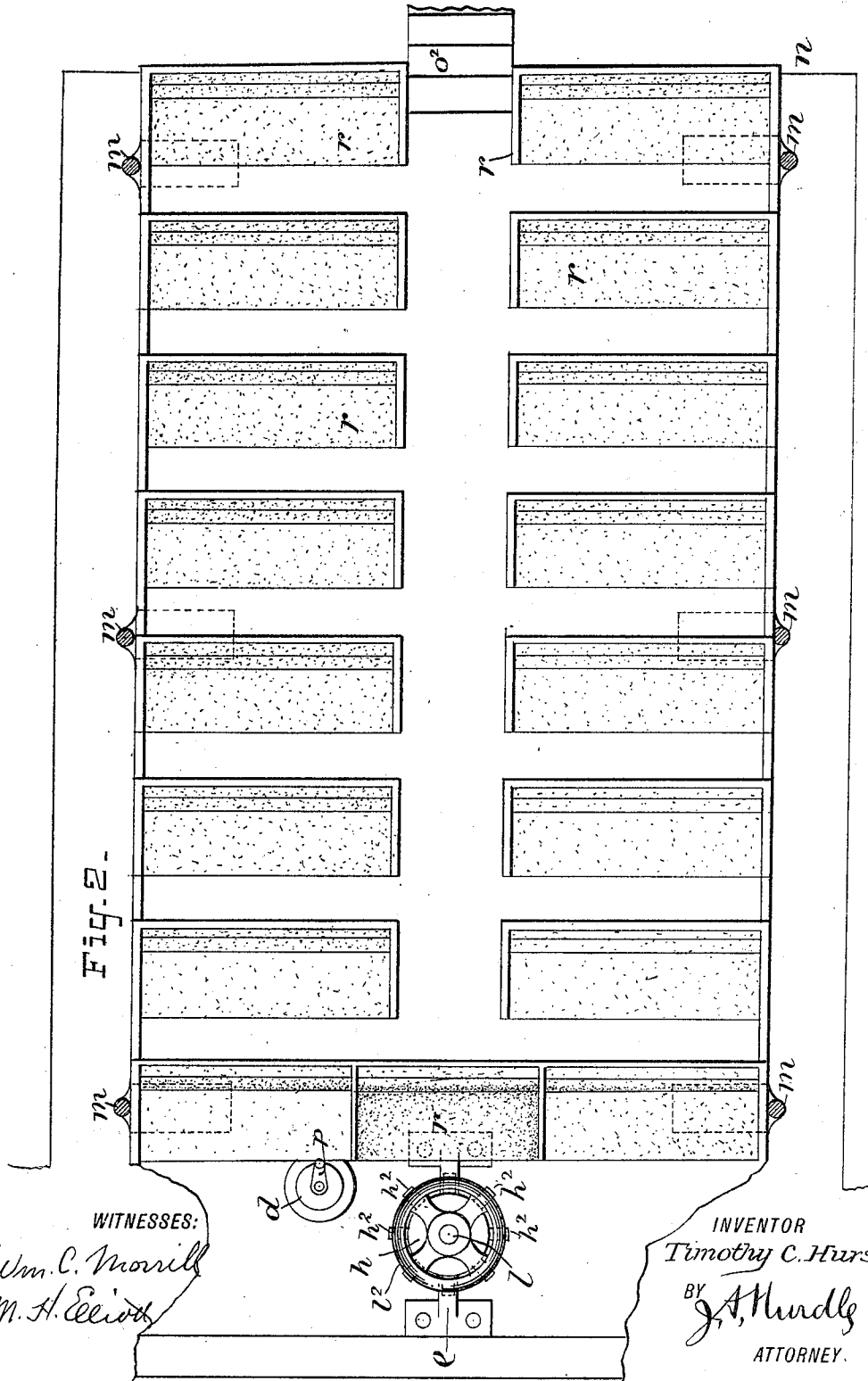
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3 SHEETS—SHEET 2.



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3 SHEETS—SHEET 3.

Fig. 3.

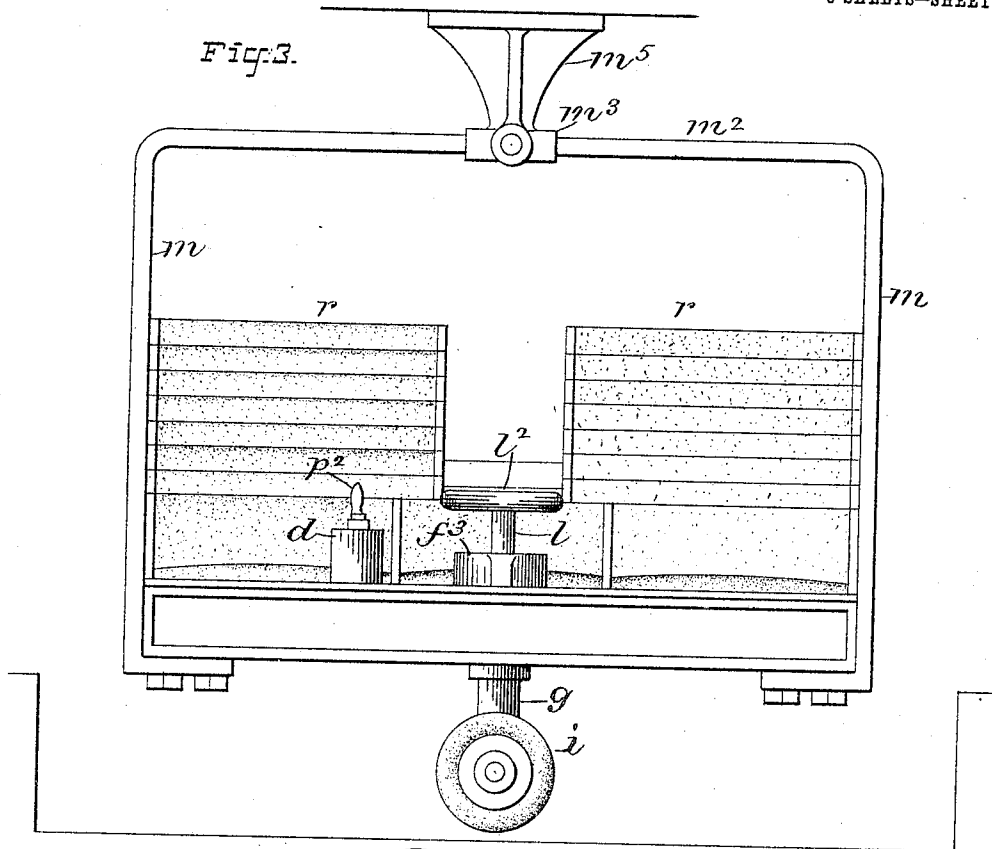


Fig. 4.

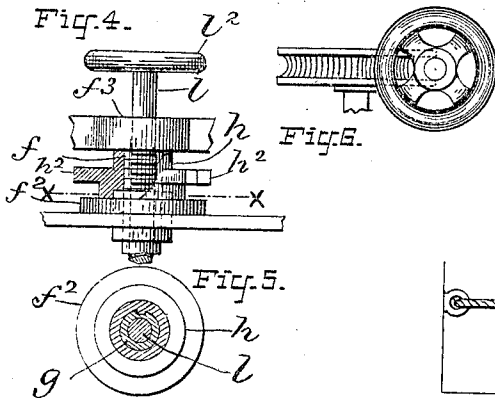


Fig. 5.

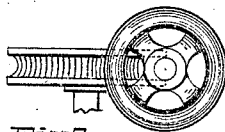
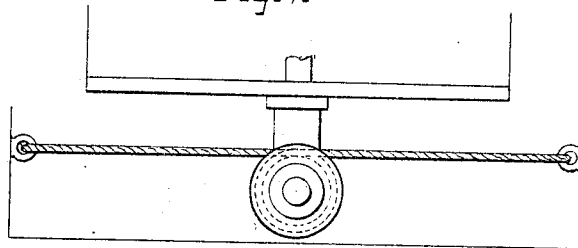


Fig. 7.



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# UNITED STATES PATENT OFFICE.

TIMOTHY C. HURST, OF NEW YORK, N. Y.

## AMUSEMENT DEVICE.

No. 812,848.

Specification of Letters Patent.

Patented Feb. 20, 1906.

Application filed May 11, 1905. Serial No. 260,033.

*To all whom it may concern:*

Be it known that I, TIMOTHY C. HURST, a citizen of the United States, and a resident of the borough of Manhattan, city of New York, and State of New York, have invented a certain new and useful Amusement Device, of which the following is a specification.

The invention relates to a new amusement device, the body of which may be made to represent an automobile touring-car, street or railway car, cab, carriage, boat, or any vehicle or carrier adapted to carry passengers, and is suspended in order that suitable vibratory mechanism may be incorporated therewith for the purpose of imparting a vibration thereto similar to that which a natural-running vehicle produces when in motion.

The invention consists of a suspended body representing an automobile touring-car or other vehicle having connected with the body thereof a vibratory device which may be operated by electricity, steam, gas, compressed air, or water-power.

It also consists of an oscillating device suitably placed in the car and controlled by the operator to produce the effect of traversing pictured curves either right or left or passing over uneven surfaces.

In the drawings, Figure 1 represents a side elevation of an automobile touring-car. A portion of the side is broken away, exposing an electric motor connected by belt with a balance-wheel located on the flooring of the car beneath the seats. Fig. 2 represents a plan view of the amusement device, showing the arrangement of the seats, rheostat for controlling the electrical current, and the oscillating mechanism. Fig. 3 represents a front elevation of Fig. 1. Fig. 4 represents a detached detail view of the oscillating mechanism. Fig. 5 is a detail section taken on line  $x x$  of Fig. 4. Fig. 6 represents a detail detached view of a modification of Fig. 4, in which a worm and a worm-wheel are used. Fig. 7 is also a detail view of a modification of the oscillating mechanism. In this view is shown a drum having one end of each of two cable-wire ropes connected therewith, the other ends connected to the side walls or posts, thus operating the car above the floor-line at all times.

Similar letters refer to similar parts throughout the drawings, in which—

$a$  represents the body of an automobile touring-car having a portion of the body

thereof broken away and exposing the vibratory mechanism, composed of the electric motor  $b$ , coupled by belt with the balance-wheel  $c$ . The electric motor  $b$  is electrically connected with the rheostat  $d$ , as indicated by the dot and dash lines 2 3, which in turn is electrically connected with the source of supply located in any convenient place. The oscillatory mechanism  $e$  is properly anchored to the flooring of the car at the forward end and is composed of a guideway  $f$ , bolted to the flooring. The lower part or base  $f^2$  of the guideway serves to guide the wheel-carrier  $g$ , which is lowered and raised by a spider screw-nut  $h$ , the latter of which is provided with the radially-arranged arms  $h^2$  and is held in position by the base  $f^2$  and head  $f^3$ . The wheel  $i$  is rotated in either direction by means of the bevel gear-wheel  $k$ , whose teeth mesh with those of the pinion  $k^2$ , the latter of which is rigidly secured to the vertically-arranged shaft  $l$ , having the bearings in the head  $f^3$  of the guideways  $f$  and movable wheel-carrier  $g$ .

The body  $a$  of the car is suitably mounted with vertically-arranged stays or supporting or carrier rods  $m$ , the portion  $m^2$  of which extends at right angles thereto and may form an eye or may be secured to sockets  $m^3$ , the latter of which are secured to shaft  $m^4$  and which swings in the hangers  $m^5$ , which in turn are properly secured overhead, thus suspending the entire car. Above the car and secured centrally to the shaft  $m^4$  may be arranged a device for the counterbalancing, if desired.

The platform  $n$  is provided with swinging or hinged frame  $o$ , forming the steps  $o^2$ , leading up to the upper floor of the car, from which arise the seats  $r$ .

The rheostat  $d$  is of course provided with a switch  $p^2$ , adapted to be turned by the operator when controlling the current leading to the electric motor operating the balance-wheel hereinbefore referred to.

This device may be used in connection with moving pictures, such as the vitascope or other similar devices. The scenes are placed in front and the realistic effect is produced by the vibratory movement of the car produced by the vibratory mechanism and oscillatory mechanism working in unison with the moving pictures or scenes.

Mode of operation: When the car shall have been filled with passengers, the operator closes the electrical circuit by turning

the switch-handle  $p^2$  of the rheostat  $d$ , thus starting up the motor interposed in its circuit. Said electric motor is connected with the balance-wheel  $c$  by means of the belt, as shown. The speed of the balance-wheel will of course be under the control of the operator. The car being suspended, the vibration produced imparts an imaginary movement, which is made realistic by the approaching objects of the moving pictures, which may be arranged on either side, as well as in the immediate front of the car. As the car appears to be moving rapidly forward a curve or bend in the roadway is observed by the operator. He at once turns the spider screw-nut  $h$ , with either foot upon the radially-arranged arm  $h^2$ , until the wheel  $i$  shall have come in contact with the flooring, and at the same time he turns the hand-wheel  $l^2$  in that direction consistent with the path of the curve. It will be obvious that the turning of the said hand-wheel  $l^2$  will impart a swinging movement to the suspended car, and thus give the effect of a swing or running around the curve. The car is prevented from assuming its normal position by the wheel  $i$ , which bears heavily upon the floor and which may be released gradually or suddenly at will when the oper-

ator shall have turned the spider screw-nut with either foot.

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

An amusement device comprising a suspended touring - car, vertically - arranged shaft journaled in a sleeve in the floor of said car, a wheel at the upper end and a beveled gear at the lower end of said shaft, a bearing on said shaft between the beveled gear and sleeve, provided with an elbow, a wheel journaled in the lower part of said elbow and provided with a beveled gear meshing with the first-mentioned beveled gear, a thrust-block surrounding said shaft above said sleeve, a threaded sleeve between said thrust - block and said first-mentioned sleeve, and a spider nut on said threaded sleeve, and an unbalanced wheel mounted within the car.

Signed at New York city, borough of Manhattan, State of New York, this 10th day of May, 1905.

TIMOTHY C. HURST.

Witnesses:

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CORA J. ROSE.