No. 729,522. PATENTED JUNE 2, 1903.

M. H. ANDERSON.

STREET CAR PUZZLE.

APPLICATION FILED JULY 19, 1902.

NO MODEL.

Fig. 1.

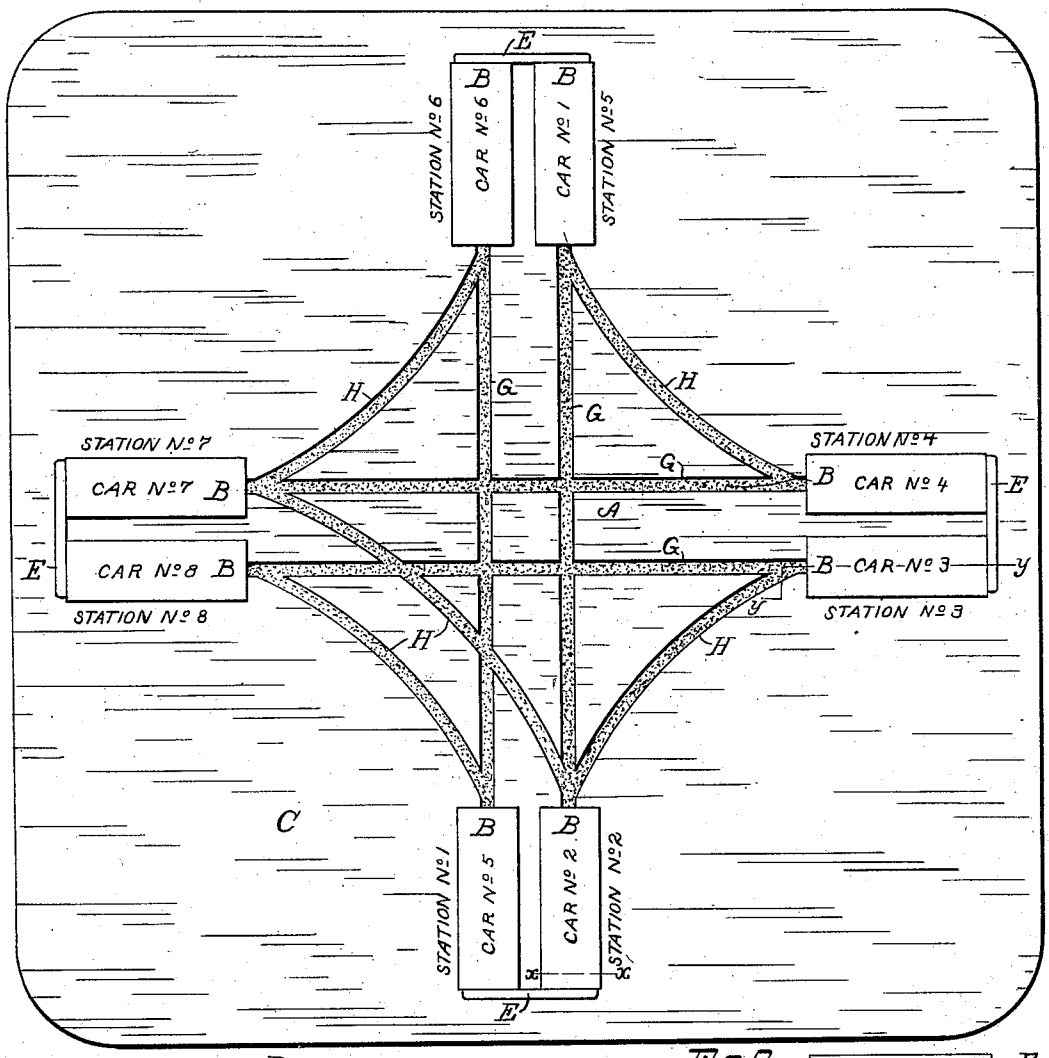


Fig. 2.

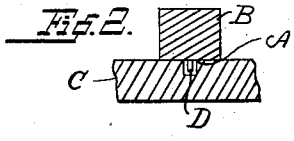
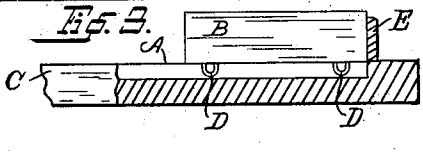


Fig. 3.



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UNITED STATES PATENT OFFICE.

MARTIN H. ANDERSON, OF MILWAUKEE, WISCONSIN.

STREET-CAR PUZZLE.

SPECIFICATION forming part of Letters Patent No. 729,522, dated June 2, 1903.

Application filed July 19, 1902. Serial No. 116,189. (No model.)

To all whom it may concern:

Be it known that I, MARTIN H. ANDERSON, a citizen of the United States, residing at Milwaukee, county of Milwaukee, and State of Wisconsin, have invented new and useful Improvements in Street-Car Puzzles, of which the following is a specification.

My invention relates to improvements in puzzles, and the same is explained by reference to the accompanying drawings, in which—

Figure 1 represents a top view. Fig. 2 is a vertical transverse section view drawn on line *x x* of Fig. 1, and Fig. 3 is a longitudinal vertical section drawn on line *y y* of Fig. 1.

Like parts are identified by the same reference characters throughout the several views.

The puzzle comprises a miniature system of street-railway cars, tracks, switches, and stations in which a series of grooves or channels A, formed in the upper surface of a board, represent the tracks, and the blocks B represent the cars. The grooves A may be either cut in the surface of the board C when formed of wood or they may be pressed into the surface of the board when made of sheet metal, cardboard, or other similar material, the boards C being about the size of an ordinary checker-board.

The blocks B are preferably formed of wood or may be made of other similar light material, rectangular in cross-section, and their lengths are preferably about twice that of their diameter. One side of the blocks B is provided with downwardly-projecting guide-bearings D, which are preferably formed of ordinary metallic staples, which are held in place by being driven firmly into the surface of the block.

G G represent the several straight tracks, which are arranged at right angles to each other, and H H represent the curved tracks, which communicate between the ends of the transversely-arranged straight tracks.

When playing the game, the guide-bearings or staples D are placed in the grooves A and serve to guide the blocks and prevent the player from moving them otherwise than is prescribed by the rules of the puzzle. The outer ends of the several tracks or grooves are provided with stationary blocks E, which serve as stops to prevent the blocks from being moved past the ends of the grooves. The outer ends of the several grooves are called "stations" and are numbered from 1 to 8 consecutively. The eight blocks B, which represent the cars, are also numbered consecutively from 1 to 8 to correspond with the numbers of the stations to which they severally belong. By the rules of the game or puzzle the cars may be moved in either direction upon the straight tracks G G or curved tracks H H to and from the several stations respectively connected therewith, and they may also be moved from the several curved tracks to and from the several stations communicating directly therewith; but they cannot be moved from a curved track into a straight track, or vice versa, without first being moved into one of the several stations. The stations comprise that part of the grooves outside of the junction of the curved tracks with the straight tracks.

The several stations are of sufficient length to accommodate but a single car only, and consequently it becomes necessary to remove a car located in any given station therefrom before another car can be moved into such station, as is necessary in all cases in transferring a car from one track to another, owing to which fact it has been found impossible to interchange a car in one station with that of another station with a less number of curved tracks than that shown, including the curved track H between the stations 2 and 7, as well as all the other curved tracks shown in Fig. 1.

The several cars or blocks being first placed in the several stations of corresponding number, the game or puzzle consists in changing the relative position or location of cars Nos. 1 and 5 to each other and thereafter returning the other cars to their several stations without taking any of said several cars from the tracks or grooves, it being understood, of course, that the other cars are necessarily moved from their stations to clear the way for the passage of the cars 1 and 5 when changing their relative positions. It will also be understood that many modifications of the game may be played. For example, the relative position of the other cars, 2, 3, 4, 6, 7, and 8, need not necessarily be observed, the puzzle consisting primarily in changing the relative location of the cars 1

and 5 to each other or any other cars similarly located upon the board without removing any of the cars from the track and without violating any of the rules governing the movement of the cars on such tracks.

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

1. A puzzle, comprising a board, provided with two sets of parallel straight tracks, crossing each other at right angles; single, angular tracks communicating from the outer ends of the tracks of each set of parallel straight tracks with the outer end of the next adjacent transverse track; stations located at the junction of said straight and angular tracks with each other; an additional angular track communicating from the outer end of one of the parallel straight tracks across the other parallel track and the first transverse track, to the second transverse track; and a slidable block for each of the several stations.

2. A puzzle, comprising a board, provided with two sets of parallel straight tracks, crossing each other at right angles; single, angular tracks communicating from the outer ends of the tracks of each set of parallel straight tracks with the outer end of the next adjacent transverse track; stations located at the junction of said straight and angular tracks with each other; an additional angular track communicating from the outer end of one of the parallel straight tracks across the other parallel track and the first transverse track, to the second transverse track; and a slidable block for each of the several stations, said slidable block being provided with downwardly-projecting guide-bearings, adapted to engage in the grooves of said tracks, and said tracks being provided at their outer ends with stops for limiting the movement of said blocks thereon, all substantially as and for the purpose specified.

In testimony whereof I affix my signature in the presence of two witnesses.

MARTIN H. ANDERSON.

Witnesses:

JAS. B. ERWIN,

LEVERETT C. WHEELER.