No. 836,260. PATENTED NOV. 20, 1906.

G. HYDE.

AMUSEMENT APPARATUS.

APPLICATION FILED JAN. 8, 1906.

2 SHEETS—SHEET 1.

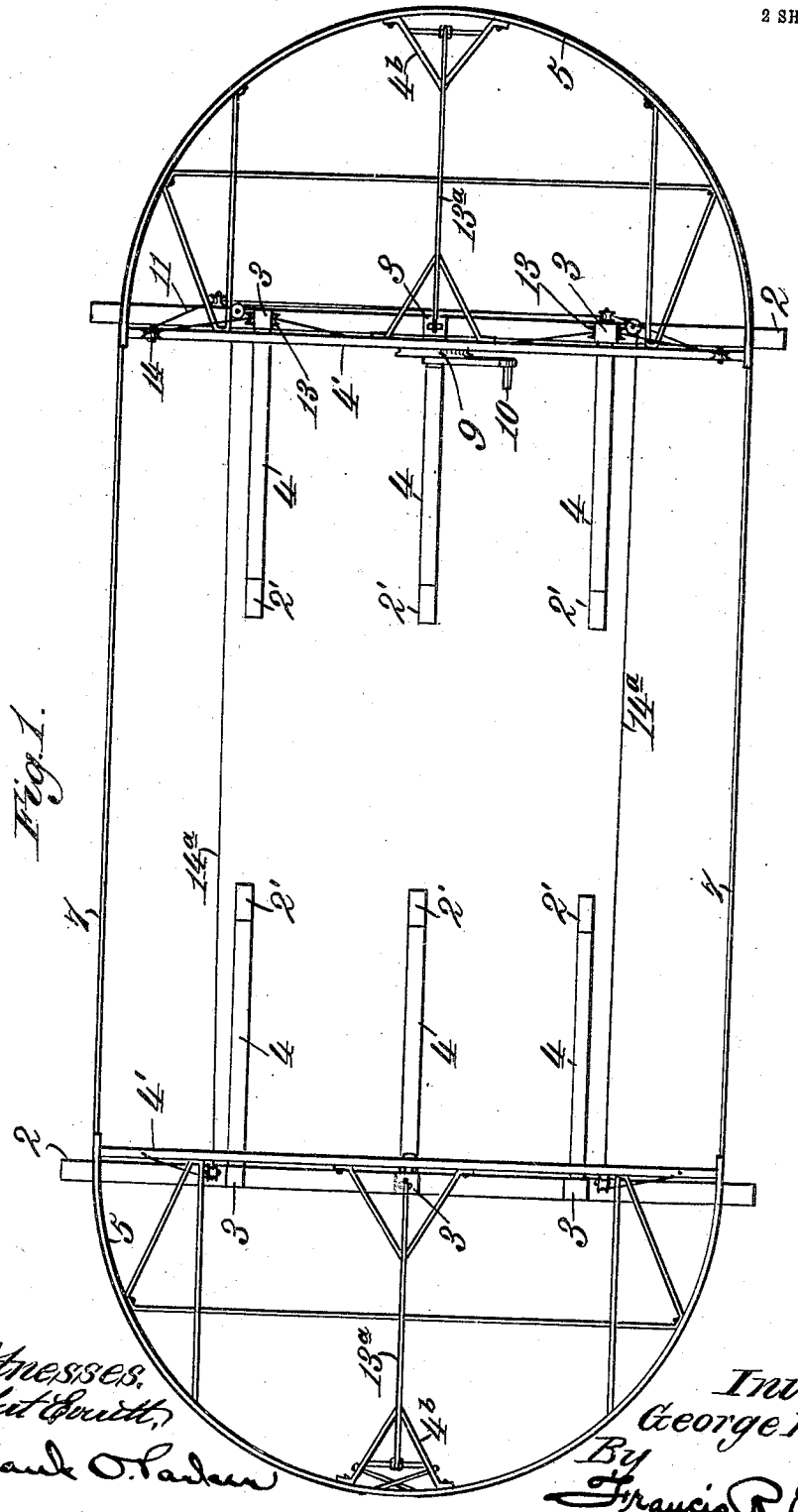

Fig. 1.

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2 SHEETS—SHEET 2.

Fig. 2.

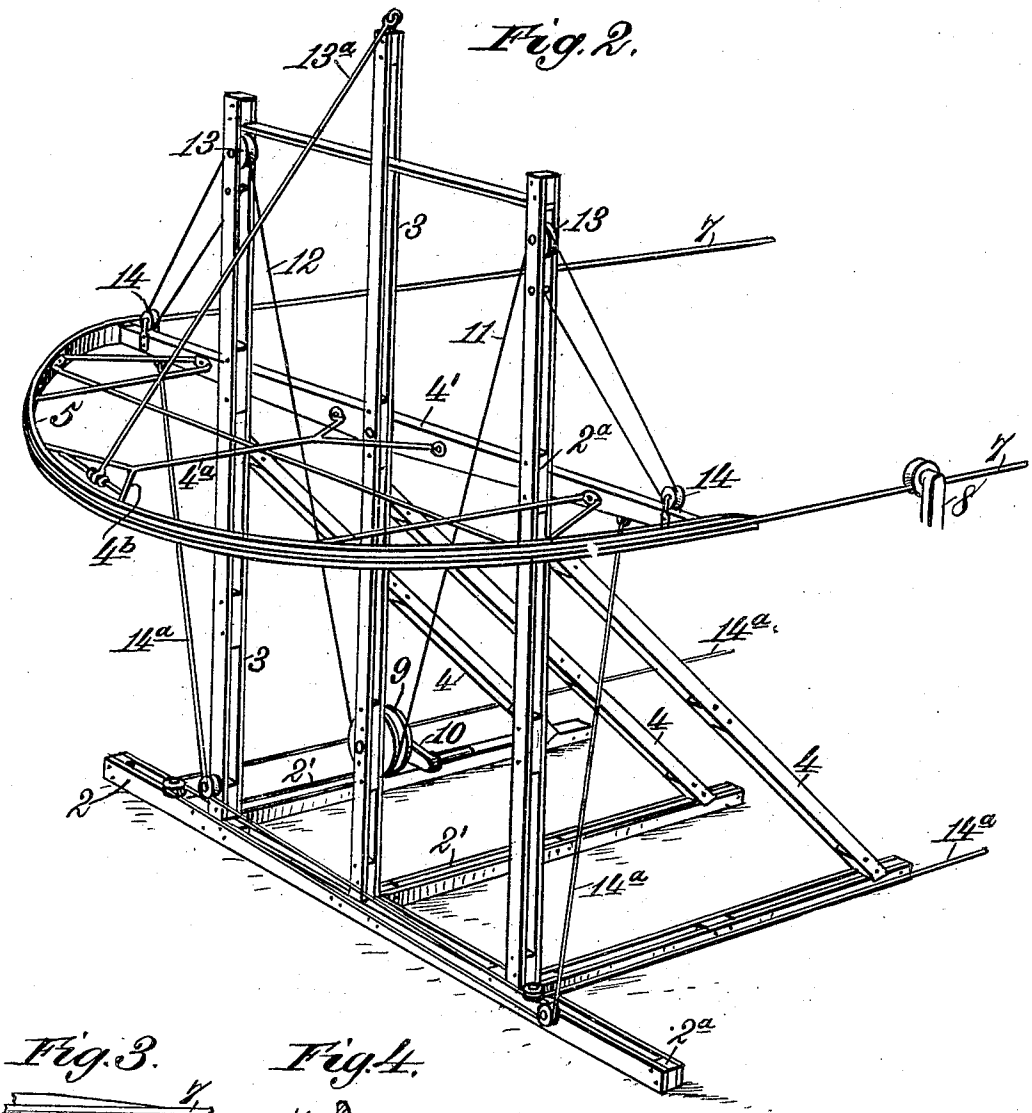


Fig. 3.

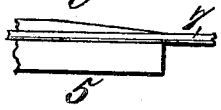
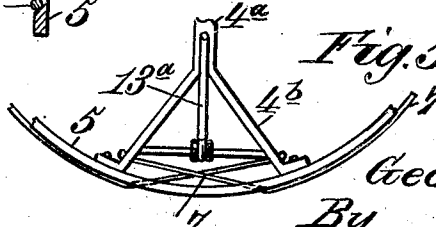


Fig. 4.

Fig. 5.



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UNITED STATES PATENT OFFICE.

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AMUSEMENT APPARATUS.

No. 836,260. Specification of Letters Patent. Patented Nov. 20, 1906.

Application filed January 8, 1906. Serial No. 295,101.

To all whom it may concern:

Be it known that I, GEORGE HYDE, a citizen of the United States, residing at Pawhuska, county of Pawnee, and Territory of Oklahoma, have invented certain new and useful Improvements in Amusement Apparatus, of which the following is a specification.

This invention relates to what I shall for convenience term an "amusement" apparatus. The apparatus involves a circuit-like track upon which is mounted for traveling motion a car or cars; and it is one of the objects of the invention to so mount the track that it can be given an oscillatory motion by reason of which the car or cars on the track will be alternately raised and lowered, thereby giving to a passenger or passengers in the car or cars an experience or sensation something like that experienced by one while on a rolling ship at sea. I will in order that the invention may be practiced describe that form of embodiment which I have selected for illustration in the accompanying drawings, forming a part of this specification.

In the drawings, Figure 1 is a top plan view of an apparatus involving my invention. Fig 2 is a perspective view, on an enlarged scale, of one end of the apparatus. Fig. 3 is a detail view of one end of a segment and a fragment of the cable. Fig. 4 is a similar view in cross-section of said segment and cable, and Fig. 5 is a top plan view of a segment.

Like characters refer to like parts throughout the several views.

As previously set forth, my apparatus includes a circuit-like track, and the framing for supporting it may be of any desirable character. It is represented as consisting of two duplicate frames, and a detailed description of one will therefore apply to the other. The end frame has a base portion or sill, as 2, from which one or more posts or uprights, as 3, rise, they being rigidly united in any desirable way. Extending inward from the sill or base portion 2 are represented several auxiliary sills 2′, braces, as 4, extending from the latter to the respective posts 3, whereby a stable solid structure is presented.

Supported by the intermediate posts 3 and in alinement with each other are rocking levers, as 4′, the levers being fulcrumed substantially centrally between their ends. As will hereinafter appear, these rocking levers are operatively connected, whereby they can be rocked or vibrated in unison and whereby when one is operated a like motion will take place with respect to the companion lever.

Connected with the levers 4′ are skeleton or open segments or semicircular members 5, of suitable material. The segments therefore partake of the motion of the levers. The terminals of the circular portions of these segments are located at the ends of the respective levers 4′. It therefore follows that the two segments are in a common plane, their skeleton form presenting one that is amply braced and strong. The two segments constitute a part of the circuit-like track to which I have hereinafter alluded, a cable, as 7, presenting the remainder of said track. The two end frames, which I have hereinbefore described in detail, will be placed upon the ground a suitable distance apart, the space between them being bridged by the cable 7, which is fitted in peripheral grooves or channels in the two segments 5. The cables 7 and the two segments therefore produce an endless track or runway, and this is of approximately oval form, and it is along this track that a car or cars, as 8, travel. When the levers 4′ are rocked, the track is given an oscillatory motion about its longitudinal axis. The track may be of any length, and a car 8 can therefore follow a circuitous path and while doing the latter can be given an up-and-down motion, so that an occupant thereof gets a double sensation—viz., that following a traveling carrier and that of an up-and-down-moving carrier. In traversing the track the car first starts from the cable 7 between the two end frames, moves along the cable until it reaches one of the segments 5, follows said segment, and then takes the cable 7, second segment 5, and finally runs onto the cable until it reaches its starting-point.

I may actuate one or both of the levers 4′ to secure a vibration of the circuit-like track or may operate only one of them to obtain such result, as said levers are operatively connected, or the rocking motion of the track may be brought about in other ways. However, I operate only one of said levers, and I have shown a construction for this purpose in my drawings which I will now set forth.

On the post 3 of an end frame of the apparatus to which a lever 4′ is fulcrumed and mounted below said lever is a rotary wheel or drum 9, which may be turned mechanically or by hand. For turning the wheel I have shown a hand crank or lever 10. The wheel or drum 9 is peripherally grooved, and in the

grooves are disposed cables, as 11 and 12, the inner ends of the cables being suitably fastened in the grooves. The cables extend upward from the drum or wheel 9, around sheaves 13 on the outer posts 4, then around sheaves 14 on the ends of the lever 4′, and to said outer posts 4 below the sheaves, where they are fastened. It is therefore evident that when the hand crank or lever 10 is manipulated the wheel 9 will be rocked back and forth to likewise, through the intermediate ports, rock the circuit-like track. When the wheel 9 is turned in one direction, one cable, as the cable 11, is wound thereon, while the other cable is correspondingly let off thereby to assure the operation desired.

The opposite ends of the curved portion of each segment 5 overlap the opposite ends of a coöperating lever or beam 4′ and are beveled, as clearly represented in Fig. 3, to permit free motion of a car onto and from off each of the segments. The arms 4^a of the latter serve as braces and extend from the curved portions thereof to the respective levers in any desirable way. The opposite ends of the cable 7 may be, and as represented in Fig. 5, fastened to the branches of the V-shaped head 4^b of the central one of the arms 4^a of one of the segments 4, the cable being stretched taut.

For additional strength I may extend guys, as 13, downward and outward angularly from the tops of the intermediate posts 3 to the respective segments 4.

It will be remembered that the two levers 4′ have been described as operatively connected. This may be secured in any desirable way. I may, as represented, connect them by cables, as 14^a, each cable running from the end of one lever 4′ to the opposite end of the coöperating lever 4′.

The sills 2 and 2′ and posts 3 may consist of duplicate sections separated by spacing-blocks (each designated by 2^a) and secured together in any convenient manner, this forming a light yet firm frame, while the wheel 9 may be mounted for turning motion upon a plate.

The apparatus, as will be understood, is a labor-saving device, in that it can be actuated or controlled by a single operator or attendant.

Having described my invention, what I claim is—

1. In an apparatus of the class described, a circuit-like track composed of complemental segments, the curved portions of which are externally grooved, and a cable fitted around and extended between the segments, said cable lying in the grooves of the segments and the track being mounted for oscillation.

2. In an apparatus of the class described, a circuit-like track composed of complemental segments, the curved portions of which are externally grooved, and a cable fitted around and extended between the segments and the track being mounted for oscillation, combined with a car to travel along the track from the cable to the segments and vice versa.

3. In an apparatus of the class described, two complemental levers fulcrumed between their ends and in alinement with each other, similar segments fastened to and extending from the levers in an outward direction and adapted each to support a car for traveling motion, and means also adapted to support said car, connecting the segments and adapted to oscillate in unison with the levers.

4. In an apparatus of the class described, two complemental levers fulcrumed between their ends and in alinement with each other, similar segments fastened to and extending from the levers in an outward direction and adapted each to support a car for traveling motion, and means also adapted to support said car, connecting the segments and adapted to oscillate in unison with the levers, and a hand operable device operatively connected with one lever to rock the same.

5. In an apparatus of the class described, two similar end frames adapted to rest upon the ground, levers fulcrumed between their ends to said end frames, segments extending outward from the levers, the ends of which are fastened to the ends of said levers, the segments being adapted to support a car for traveling motion, means extended between, connecting the levers also adapted to support said car for traveling motion, a wheel mounted on one frame, and cable means connecting said wheel and one lever to rock the latter on the motion of the wheel.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

GEORGE HYDE.

Witnesses:
E. W. KING,
G. R. MADDOX.