P. LINKER.

AMUSEMENT DEVICE.

APPLICATION FILED JAN. 25, 1909.

969,068. **Patented Aug. 30, 1910.**

3 SHEETS—SHEET 1.

Fig. 1.

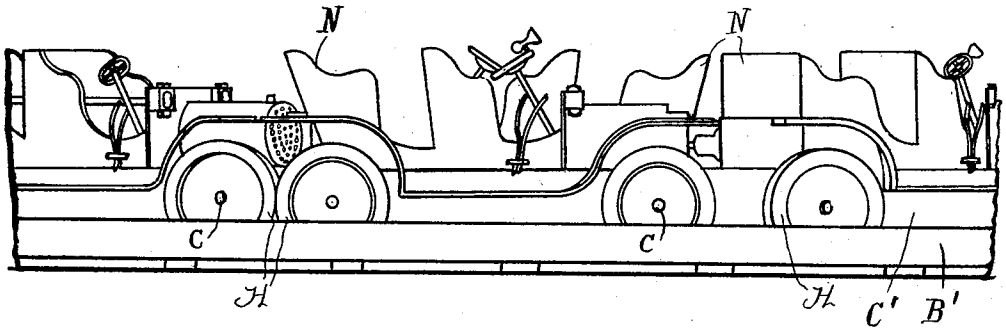
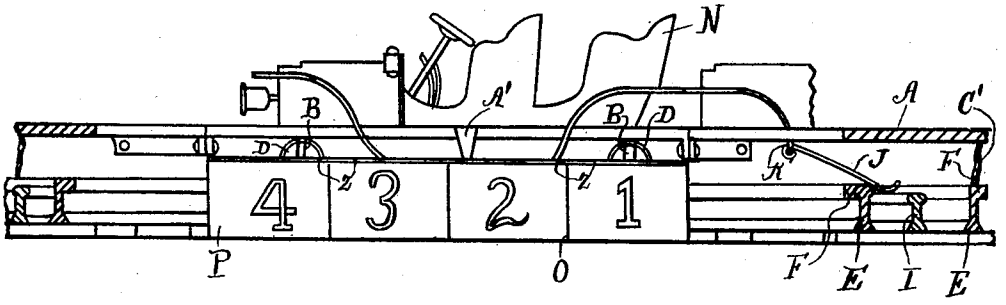


Fig. 2.



WITNESSES

S. M. Gallagher

S. J. Williamson

INVENTOR

Peter Linker

BY

W. Peter Williamson

ATTORNEY

THE NORRIS PETERS CO., WASHINGTON, D. C.

P. LINKER.

AMUSEMENT DEVICE.

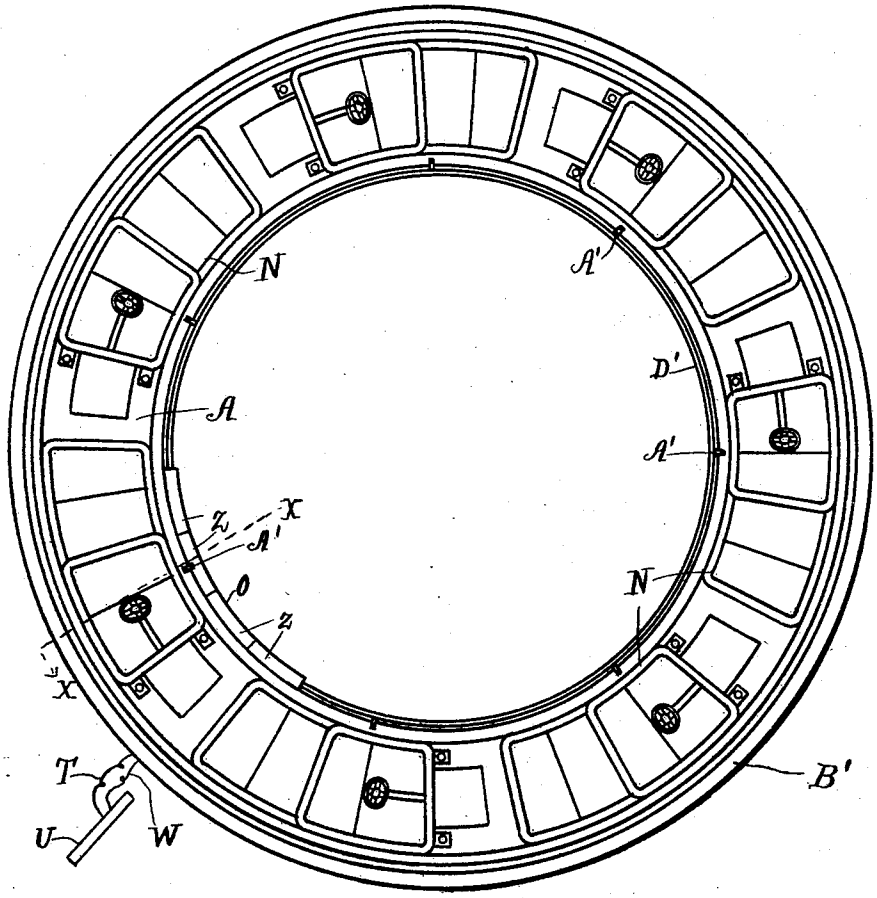
APPLICATION FILED JAN. 25, 1909.

969,068.

Patented Aug. 30, 1910.

3 SHEETS—SHEET 2.

Fig. 3.



WITNESSES

S. M. Gallagher.

S. S. Williamson

INVENTOR

Peter Linker

BY

W. Preston Williamson

ATTORNEY

THE NORRIS PETERS CO., WASHINGTON, D. C.

P. LINKER.

AMUSEMENT DEVICE.

APPLICATION FILED JAN. 25, 1909.

969,068.

Patented Aug. 30, 1910.

3 SHEETS—SHEET 3.

Fig. 4.

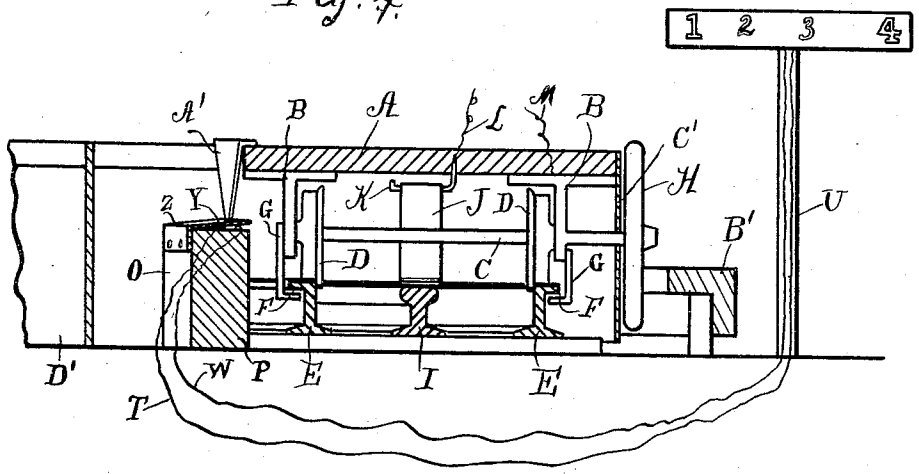


Fig. 5.

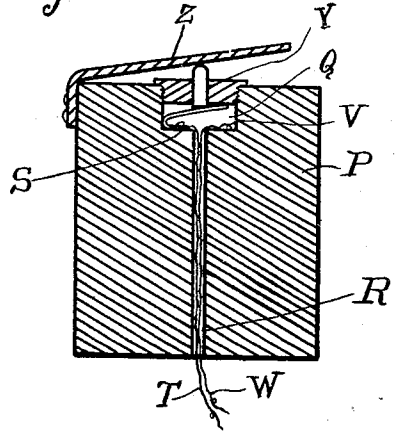
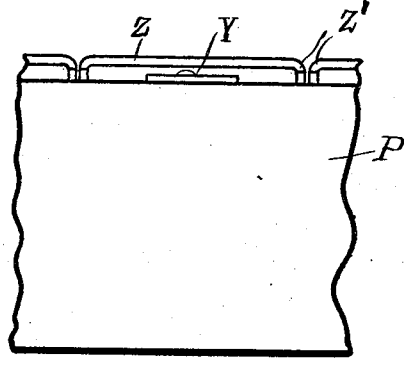


Fig. 6.



WITNESSES

S. M. Gallagher.

S. J. Williamson

INVENTOR

Peter Linker

BY

W. Preston Williamson ATTORNEY

THE NORRIS PETERS CO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

PETER LINKER, OF PHILADELPHIA, PENNSYLVANIA.

AMUSEMENT DEVICE.

969,068. Specification of Letters Patent. Patented Aug. 30, 1910.

Application filed January 25, 1909. Serial No. 473,946.

To all whom it may concern:

Be it known that I, PETER LINKER, a citizen of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented a certain new and useful Improvement in Amusement Devices, of which the following is a specification.

My invention relates to a novel and amusing device which has for its object an apparatus which will furnish amusement for the spectators or the users.

In general it consists of a series of cars representing automobiles, the wheels of which are adapted to revolve, thus producing the effect of riding in a real automobile.

A further object of my invention is to provide a device of the character described which will be provided with a chance device so that one of the persons in the cars at the end of each ride will be given a free ride.

With these ends in view, this invention consists in the details of construction and combination of elements hereinafter set forth and then specifically designated by the claims.

In order that those skilled in the art to which this invention appertains may understand how to make and use the same, I will describe its construction in detail, referring by letter to the accompanying drawing forming a part of this specification, in which—

Figure 1 is a side elevation of a portion of my improved amusement device. Fig. 2, a longitudinal sectional view thereof. Fig. 3, a plan view. Fig. 4, an enlarged section at the line *x*—*x* of Fig. 3, the bodies of the automobiles or cars being removed. Fig. 5, an enlarged sectional view of the chance device showing the manner in which the person to receive the free ride will be designated, and Fig. 6, an edge view of the spring plates which are operated by the contact members secured to the floor of the cars.

A represents a plurality of platforms or car floors, the ends of which are removably secured together to form a circle, and to these platforms are attached the depending brackets B, in which are journaled the axles C, said axles being adapted to revolve with the wheels D, which run on the circular track E, consisting of two rails. These rails are so formed that the upper flange F extends outward, so that the guard G, which is secured to the brackets B may overlap this flange, thus preventing the wheels leaving the track. The axles C extend beyond the outside line of the platform A and on the ends of said axles are secured the wheels H, which represent the wheels of an automobile, so that when the device is in motion the wheels D revolving on the track will cause the axle C to revolve, doing likewise with the wheels H. Between the rails of the track is placed the third rail I, which is supplied with electric current from some suitable source, and running on this is the contact member J, which is movably secured to the platforms A by some suitable means such as a hook K, which may be connected by the wire L to a motor in one of the cars, the wire M leading from said motor to one of the brackets B, so that the electric current may be carried back through one of the rails of the track E to the source of supply.

On top of the platforms A are placed the automobile bodies N, having a number of seats for passengers, and in front of these bodies may be placed a steering wheel, a horn and artificial levers, so that the person riding in the same can readily imagine that they are in an automobile.

On the inside of the track in proximity to the platforms is placed the chance device O, which consists of the member P, having a plurality of openings Q therein, from which lead the openings R. In each of the openings Q is secured a spring S, to which is attached a wire T leading to the sign post U. In this opening Q is also placed a contact point V, from which leads the wire W to the post U, it being understood that these wires must also be connected to some source of supply. Above the spring S is placed the push button Y, so that the spring plates Z which are secured to the upper edge of the member P and overlap the top thereof will press said push button downward, when said spring plates are operated upon by the contact member A′ which is fastened to the inner edge of the platforms A. There are four of the spring plates Z and their edges are beveled, as indicated by Z′, so that the contact member A′ will readily run upon the plates pressing them down. Below each of these plates is placed a number, as shown in Fig. 2 of the drawings, which corresponds to a number on the back of one of the seats in the

car, and the same numbers formed by electric globes are placed on the sign post U, so that when the device has stopped, the contact member A′ will be resting on one of the plates Z pressing it down thus forming a circuit through one of the numbers on the post, lighting it up to show the person holding the seat by that number in the car that he is to have a free ride. At the same time the contact member A will be above the same number marked on the member P beside the track, which shows the attendant which person is to remain for a free ride.

Outside of the device is placed a circular mounting platform B′, which conceals a portion of the wheels H so that it cannot be seen whether they touch the ground or not, and at the same time it acts as a platform whereby the patrons may have easy access to the seats.

To the outer edge of the platforms A is secured the shield C′, which conceals from view the track and operating parts of the device, and on the inside of the device, but separate from the platforms is placed the partition D′ which will prevent the riders from seeing the working parts of the device.

In practice, persons take the different seats in the cars and the current is turned on which causes the device to revolve, and when it has been in operation for sometime the power is turned off and the device allowed to revolve by its momentum, gradually coming to a standstill, at which time one of the contact members A′ will be resting upon one of the spring plates Z, lighting up one of the numbers on the post U, thus designating the person to remain for a free ride. Every time the machine stops some number will be lighted, as the distance between two of the contact members A′ is the exact length of all of the spring plates Z combined, so that as one contact member leaves the last plate the following contact member will at once engage with the first plate.

Of course I do not wish to be limited to the exact details of construction here shown as these may be varied within the limits of the appended claims without departing from the spirit of my invention.

Having thus fully described my invention, what I claim as new and useful, is—

1. In a device of the character described, an endless circular track, a third rail placed between the rails of said track, a plurality of platforms detachably secured together, depending brackets secured to said platforms, axles journaled in said depending brackets, wheels secured to said axles adapted to run upon the track, guards secured to the depending brackets and extending beneath the top flange of the rails of the track, wheels representing automobile wheels secured to the outer ends of the axles, automobile bodies attached to the platforms, which may have motors therein, a contact member movably secured beneath the platforms adapted to contact with the third rail, wires leading from said contact member to the motors, wires leading from said motors to the depending brackets, a chance device secured in proximity to the platforms, and means secured to said platforms for operating said chance device, as described.

2. In a device of the character described, an endless circular track, a third rail placed between the rails of said track, a plurality of platforms detachably secured together, depending brackets secured to said platforms, axles journaled in said depending brackets, wheels secured to said axles adapted to run upon the track, guards secured to the depending brackets and extending beneath the top flange of the rails of the track, wheels representing automobile wheels secured to the outer end of the axles, automobile bodies attached to the platforms, which may have motors therein, a contact member movably secured beneath the platforms adapted to contact with the third rail, wires leading from said contact member to the motors, wires leading from said motors to the depending brackets, a chance device secured in proximity to the platforms consisting of a member having a plurality of openings formed therein, push buttons placed in said openings, a plurality of spring plates secured to the upper edge of said member adapted to operate the push buttons, a sign post carrying a plurality of numbers formed of electric light bulbs, wires for connecting the push buttons with the numbers, and means carried by the inner edge of the platforms for operating the spring plates, lighting up one of the numbers on the post, as shown and described.

3. In a device of the character described, an endless circular track, a third rail placed between the rails of said track, a plurality of platforms detachably secured together, depending brackets secured to said platforms, axles journaled in said depending brackets, wheels secured to said axles adapted to run upon the track, guards secured to the depending brackets and extending beneath the top flange of the rails of the track, wheels representing automobile wheels secured to the outer end of the axles, automobile bodies attached to the platforms, which may have motors therein, a contact member movably secured beneath the platforms adapted to contact with the third rail, wires leading from said contact member to the motors, wires leading from said motors to the depending brackets, a chance device secured in proximity to the platforms consisting of a member having a plurality of openings formed therein, push buttons placed

in said openings, a plurality of spring plates secured to the upper edge of said member adapted to operate the push buttons, a sign post carrying a plurality of numbers formed of electric light bulbs, wires for connecting the push buttons with the numbers, a contact member carried by the inner edge of the platforms adapted to press the spring plates downward, thus lighting one of the numbers on the sign post, and means for concealing the operating parts, as specified.

4. In a device of the character described, an endless circular track, a third rail placed between the rails of said track, a plurality of platforms detachably secured together, depending brackets secured to said platforms, axles journaled in said depending brackets, wheels secured to said axles adapted to run upon the track, guards secured to the depending brackets and extending beneath the top flange of the rails of the track, wheels representing automobile wheels secured to the outer end of the axles, automobile bodies attached to the platforms, which may have motors therein, a contact member movably secured beneath the platforms adapted to contact with the third rail, wires leading from said contact member to the motors, wires leading from said motors to the depending brackets, a chance device secured in proximity to the platforms consisting of a member having a plurality of openings formed therein, push buttons placed in said openings, a plurality of spring plates secured to the upper edge of said member adapted to operate the push buttons, a sign post carrying a plurality of numbers formed of electric light bulbs, wires for connecting the push buttons with the members, a contact member carried by the inner edge of the platforms adapted to press the spring plates downward, thus lighting one of the numbers on the sign post, means for concealing the operating parts, and a circular mounting platform placed about the outside of the device for concealing a portion of the outer wheels and forming an easy manner of access to the cars.

In testimony whereof, I have hereunto affixed my signature in the presence of two subscribing witnesses.

PETER LINKER.

Witnesses:
ANDREW SCHIMMEL, JR.,
W. HENRY CREAMER, JR.