No. 793,114. PATENTED JUNE 27, 1905.

J. D. WALSH.

PLEASURE CAR.

APPLICATION FILED MAR. 16, 1905.

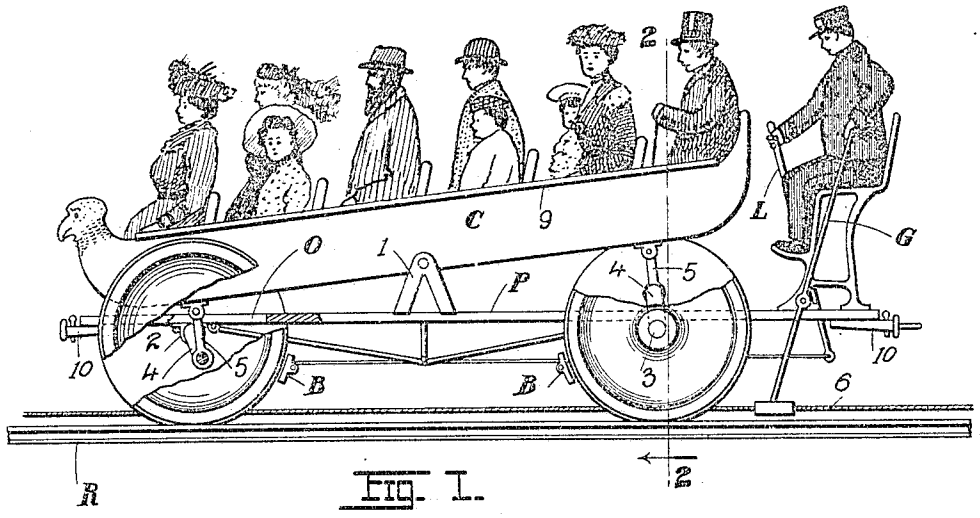

Fig. 1.

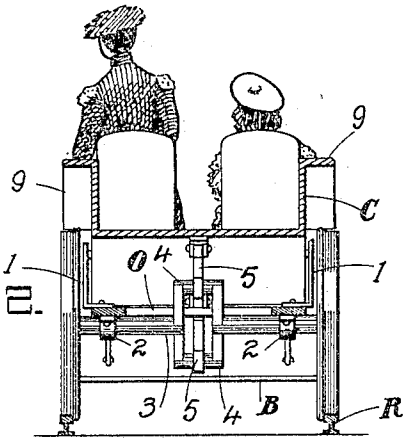

Fig. 2.

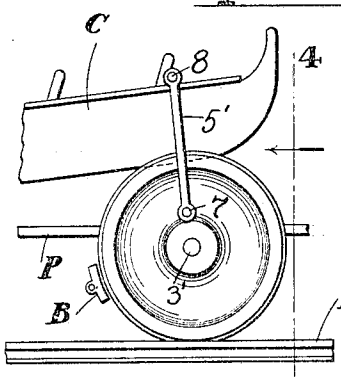

Fig. 3.

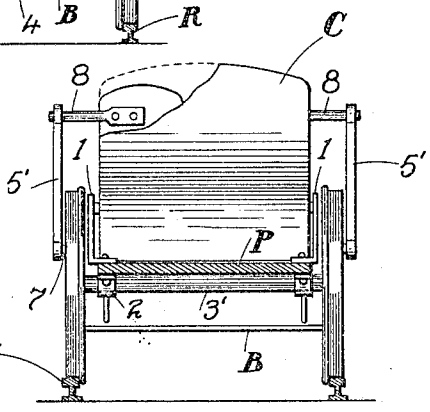

Fig. 4.

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UNITED STATES PATENT OFFICE.

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PLEASURE-CAR.

SPECIFICATION forming part of Letters Patent No. 793,114, dated June 27, 1905.

Application filed March 16, 1905. Serial No. 250,455.

To all whom it may concern:

Be it known that I, JAMES D. WALSH, a subject of the King of Great Britain, residing at St. Louis, State of Missouri, have invented certain new and useful Improvements in Pleasure-Cars, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

My invention has relation to improvements in pleasure-cars; and it consists in the novel arrangement and combination of parts more fully set forth in the specification and pointed out in the claims.

In the drawings, Figure 1 is a side elevation of my invention. Fig. 2 is a transverse vertical section on line 2 2 of Fig. 1. Fig. 3 is a side elevation of one end of a car, showing a modification of my invention applied thereto; and Fig. 4 is a cross vertical section on line 4 4 of Fig. 3.

The present invention is an improvement on the pleasure-car covered by United States Letters Patent No. 773,613, issued to me under date of November 1, 1904, and has for its object a qualification of the patented construction which shall eliminate the friction incident to the patented device, one which will permit a greater range of oscillation for the car, thereby increasing the exhilarating effects produced on the passengers occupying the car, and one possessing further and other advantages better apparent from a detailed description of the invention, which is as follows:

Referring to the drawings, and particularly to Figs. 1 and 2, C represents a car of any approved design or pattern, the same being pivotally mounted upon standards 1 1, projecting from a platform P, the said platform being provided with straps or bearings 2, which loosely embrace the axles 3 of the front and rear trucks, the axles 3 being free to revolve within the said bearings. Each axle is provided with a centrally-disposed double crank-arm 4, which is connected to the car-body by a connecting-rod 5. The trucks run on rails R, and disposed between the rails and below the lowest positions occupied by the crank-arms is a driving-cable 6, which may be gripped or released by any form of grip G under control of the operator, the platform likewise carrying a brake-lever L, connected to the brakes B in any approved mechanical manner. The body of the platform has portions removed, leaving openings O for the free rotation of the crank-arms.

As the cable advances the car along the rails the rotation of the axles will necessarily impart rotation to the crank-arms, and these in turn impart a reciprocating movement to the connecting-rods 5. The latter being pivotally coupled to the car-body will oscillate the latter about its axis of suspension on the standards 1, as is obvious.

What amounts to a full equivalent of the arrangement thus far described is shown in the modification in Figs. 2 and 3. In that case the wheels of the respective trucks are provided with studs 7, to which and to the car-body the connecting-rods 5′ are respectively coupled. Since the studs 7 are located at a suitable distance from the axles 3′—that is to say, from the center of rotation of the wheels—their eccentric position gives the intermediate portion of the wheel the function of a crank-arm, and the same character of oscillation is thus imparted to the car. Necessarily, as one end of the vehicle or car is up the opposite end is down, so that the car is at all times rocked and a very pleasant and exhilarating sensation results. Of course the passengers near the center of oscillation of the car experience this sensation to the least degree, and the most desirable seats would be at the opposite ends of the car.

In the modification shown in Figs. 3 and 4 the studs 7 are preferably located along the outer faces of the wheels, so as to permit the bringing of the latter close to the body of the car, the upper ends of the connecting-rods being connected by rods 8 to the car-body.

The design for the car may be any approved style—that shown in Figs. 1 and 2 being provided with lateral guards or wings 9 to protect the passengers from the wheels of the trucks. Obviously I may depart from the details here shown without affecting the nature or spirit of my invention. The oppo-

site ends of the platform are provided with car-couplers 10, whereby a series of platforms and cars may be coupled together.

Having described my invention, what I claim is—

1. In a pleasure-car having a front and rear truck, wheels carried by the respective trucks, connecting-rods connected at one end to the car-body, the opposite ends of said connecting-rods being in coöperative connection with the wheels and coupled at points removed a suitable distance from the axis of rotation of the wheels, substantially as set forth.

2. In a pleasure-car having a front and rear truck, wheels carried by the respective trucks, axles for said wheels, crank-arms on said axles, and connecting-rods interposed between the axles and car-body, substantially as set forth.

3. In a pleasure-car, a platform, standards carried thereon, said car being pivotally suspended on said standards at an intermediate point of the length of the car, a front and rear truck comprising suitable wheels and axles therefor, the said axles passing loosely through suitable bearings on the platform, crank-arms formed on the respective axles, connecting-rods connecting the opposite ends of the car-body to the crank-arms, and means for impelling the car, substantially as set forth.

4. In a pleasure-car oscillating about a fixed axis, front and rear trucks disposed on either side of said axis, wheels and connecting-axles forming said trucks, crank-arms on the axles, and connecting-rods interposed between the axles and the adjacent ends of the car-body, substantially as set forth.

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

JAMES D. WALSH.

Witnesses:
EMIL STAREK,
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