A. M. RICKS.

AMUSEMENT DEVICE.

APPLICATION FILED NOV. 21, 1911.

1,024,283.

Patented Apr. 23, 1912.

3 SHEETS—SHEET 1.

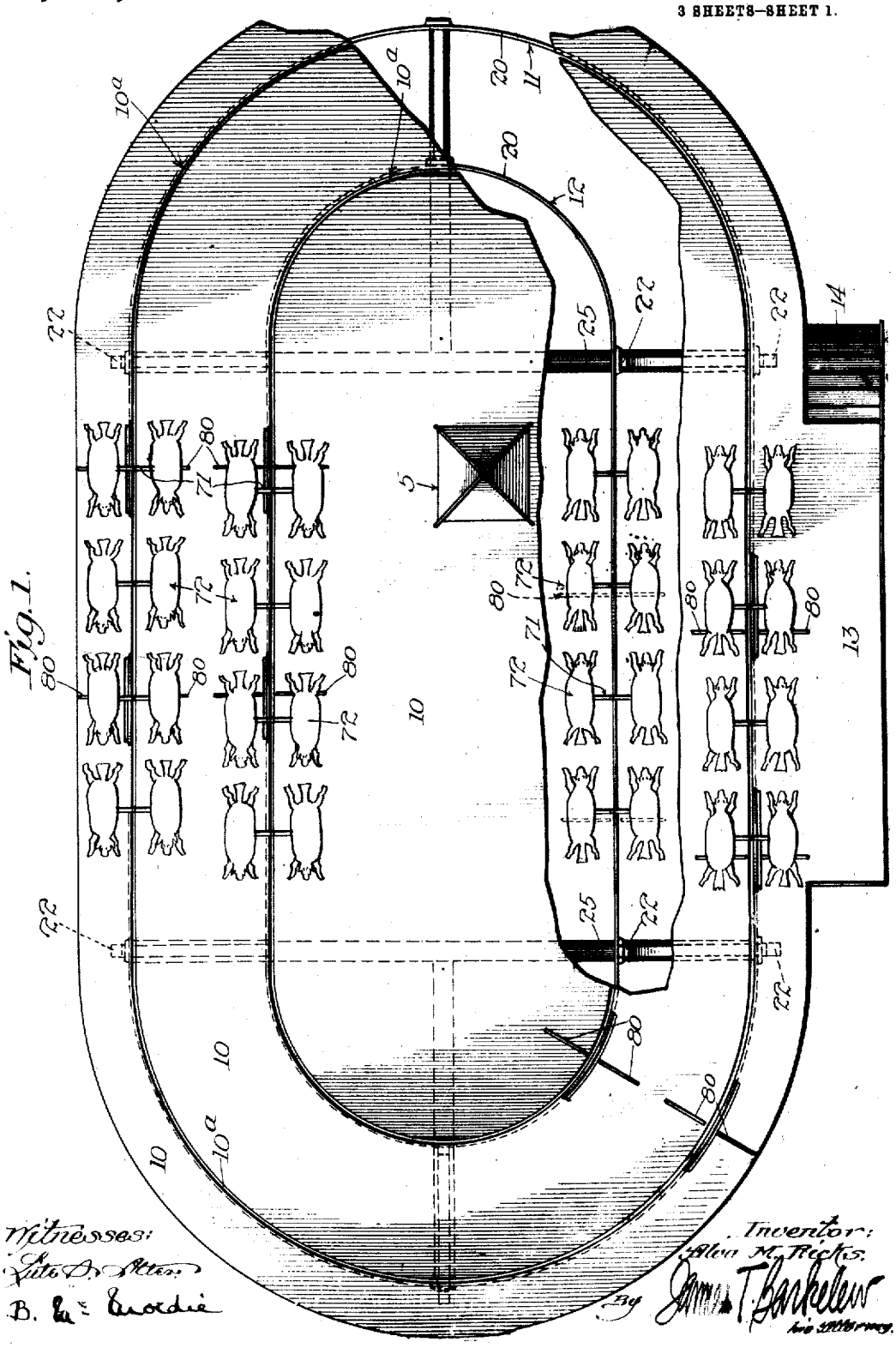

Fig. 1.

Witnesses:
Fitz D. Otten
B. L. Goodrich

Inventor:
Allen M. Ricks.
By James T. Barkeley
his Attorney.

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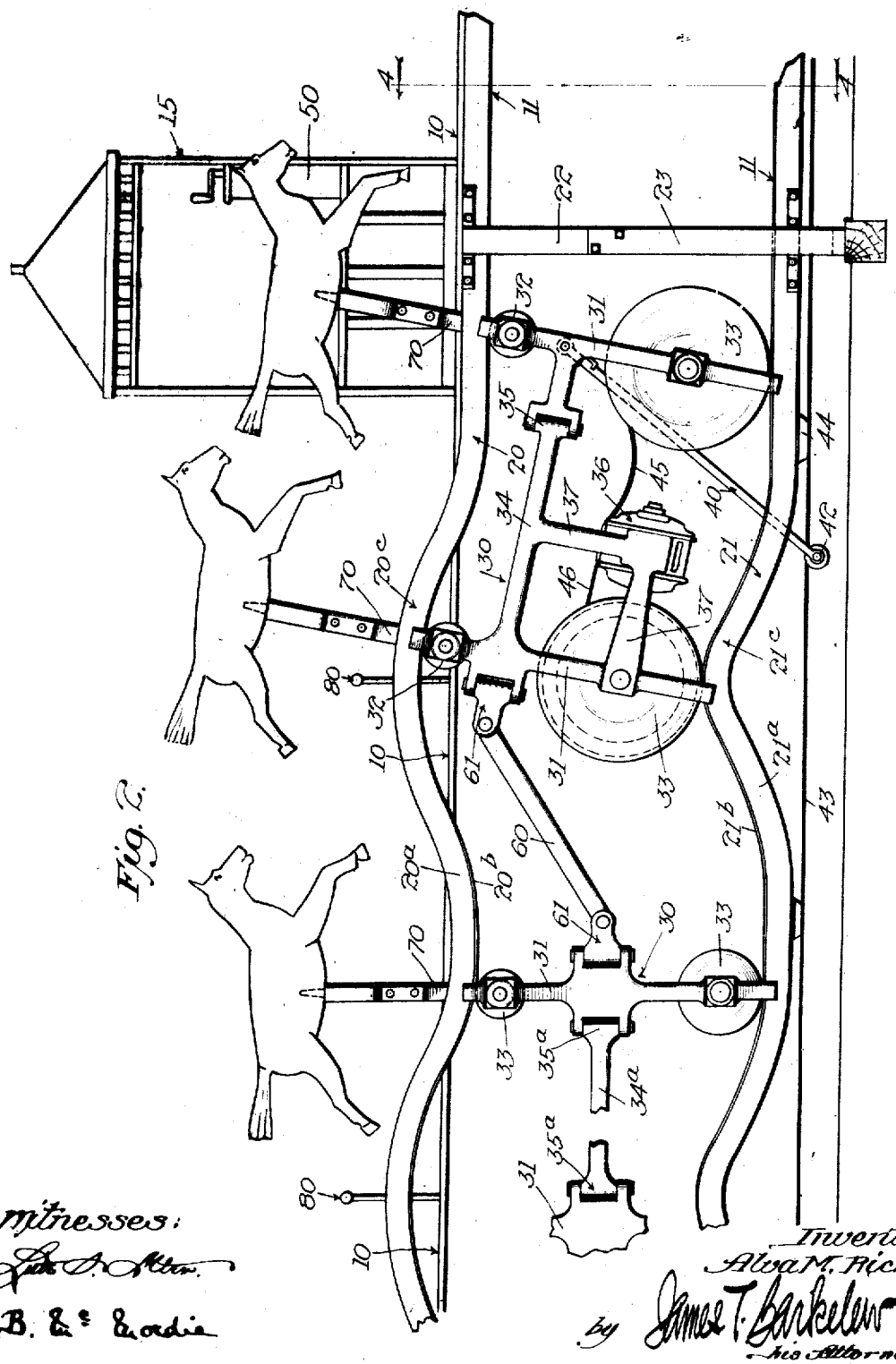

Fig. 2.

Witnesses:

B. & Gordie

Inventor.
Alva M. Ricks.
by James T. Barkeley
his Attorney

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3 SHEETS—SHEET 3.

Fig. 4.

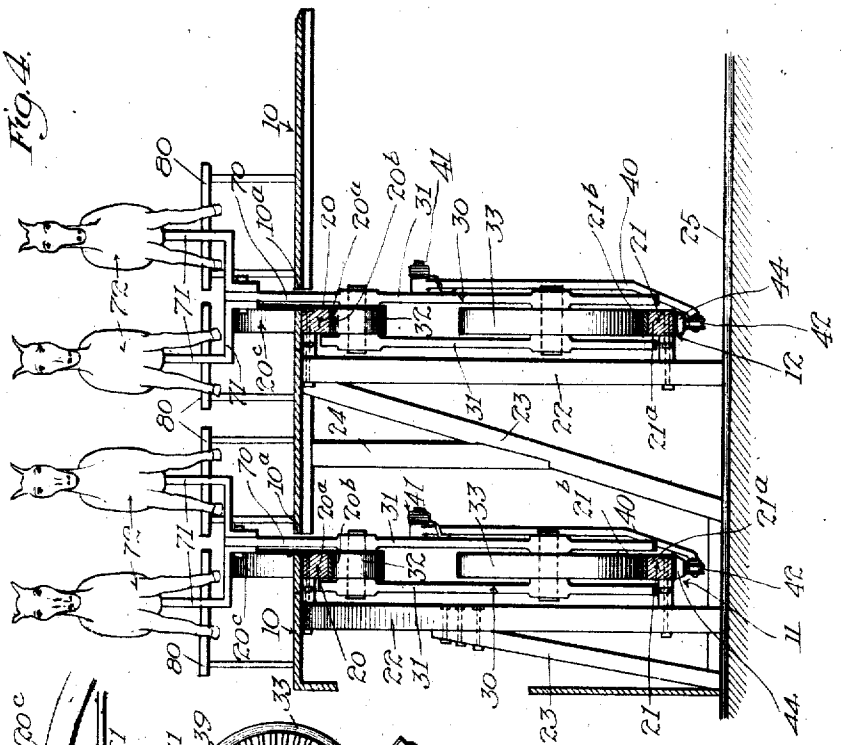
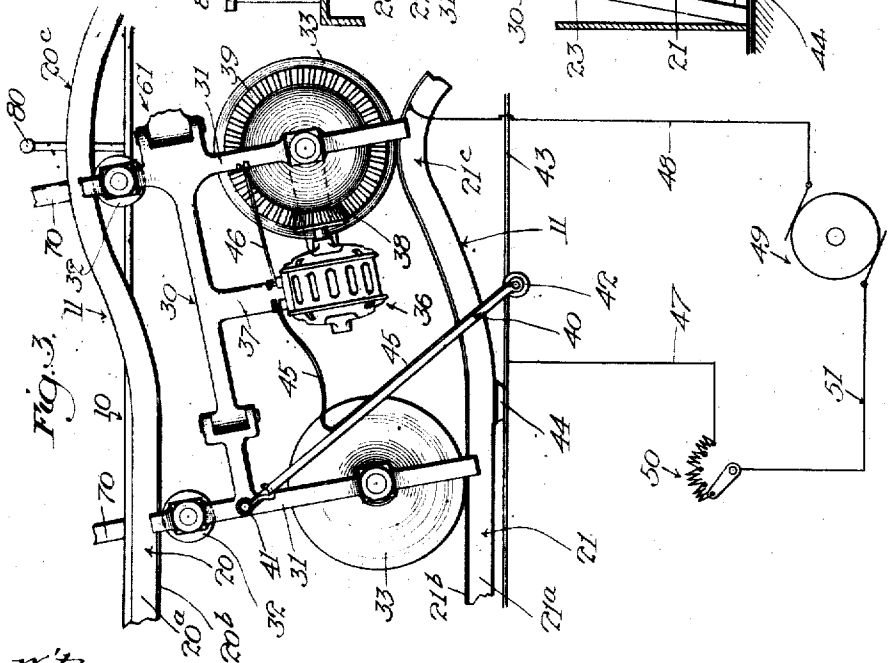


Fig. 3.



Witnesses:
Lute A. Atterbury
B. L. Chadie

Inventor:
Alva M. Ricks.
By James T. Barkelew
Attorney.

UNITED STATES PATENT OFFICE.

ALVA M. RICKS, OF LOS ANGELES, CALIFORNIA.

AMUSEMENT DEVICE.

1,024,283. Specification of Letters Patent. Patented Apr. 23, 1912.

Application filed November 21, 1911. Serial No. 661,509.

To all whom it may concern:

Be it known that I, ALVA M. RICKS, a citizen of the United States, residing at Los Angeles, in the county of Los Angeles, State of California, have invented new and useful Improvements in Amusement Devices, of which the following is a specification.

This invention relates to an amusement device of the "racing" class; and it has to do particularly with a racing apparatus in which there is provided a novel form of track, in combination with suitable trucks traveling thereon, for producing a movement peculiarly suited for carrying equestrian figures and for imitating equestrian movements—although any sort of carriages may be mounted on the trucks and in which people may ride.

The invention consists primarily in the provision of a suitable platform beneath which a track is arranged, the track comprising a pair of rails one placed above the other. These rails have raised curved portions which cause the trucks traveling thereon to rise; and the curves may be made of any desired character so as to obtain a movement of any kind. The trucks traveling on the rails are so constructed that the horses supported and carried by the trucks will rise in a realistic manner as in leaping a hurdle or other barrier; and I place hurdles upon the platform over which the horses will be raised by the mechanism below; the apparent effect being that the horses travel along horizontally up to the hurdles and then leap them in a natural manner. I also prefer to provide two tracks, one within the other, and to provide such driving means for the trucks thereon that the speed of the trucks on the separate tracks may be varied at will. This provides for "racing" the trucks on the different tracks, allowing one truck to pass the other as on a real race-course. This variation of speed is preferably effected by providing each truck or group of trucks with a driving motor and controlling the current to the driving motor through the means of a rheostat or other electrical controller. In my preferred form of apparatus I have provided for a similarity to a real race-course and have mounted a controlling station at a convenient point on the course—at a position corresponding to the position of the judge's stand—and have mounted the controller therein; but this arrangement may be made as desired.

The structure and minor combinations of my device will be best understood from the following specification and the accompanying drawings, in which:

Figure 1 is a plan of my complete apparatus, portions being broken away for purposes of illustration. Fig. 2 is an enlarged side elevation of a portion of the apparatus. Fig. 3 is a side elevation of a portion of the mechanism shown in Fig. 2, looking from the opposite side of the device. Fig. 4 is a cross section taken as indicated by line 4—4 of Fig. 2.

In the drawings 10 designates a platform which preferably covers the entire apparatus, extending outside of the outer track 11 as is best indicated in Fig. 1 and covering the whole space within inner track 12. I have provided a landing platform 13 and steps 14 for the convenience of passengers. The surface of the platform 10 may be provided with any desired embellishments and may be made to imitate a race-course as closely as desired. At a suitable point on the platform 10 I have shown the controlling stand 15, this controlling stand being made to imitate a judge's stand. Tracks 11 and 12 are each composed of an upper and a lower rail 20 and 21 and these rails are supported on upright posts 22 braced by means of members 23, so that the whole construction is made rigid and durable. The platform 10 is supported by any suitable means; and I have shown members 24 particularly for the support of the platform 10 between the tracks 11 and 12. Just inside each track there is a slot 10^e cut in the platform, these slots being for the accommodation of the vertical posts which project upwardly from the trucks to carry the figures on their upper ends. Posts 22 rest upon suitable sills 25; and the number of these sills and posts will depend entirely upon the size of the whole apparatus. I have shown only a few of these supporting members; in a large apparatus the posts 22 would probably be spaced not more than eight or ten feet apart. The rails 20 and 21 are preferably composed of suitable backings 20^a and 21^a, say of wood, and facings 20^b and 21^b of steel or other durable material.

I have provided trucks 30 to travel upon the tracks and these trucks are so constructed that, in traveling over curved portions 20^c and 21^c of the rails, they will take

certain angular positions as will hereinafter appear; each of the trucks 30 is preferably comprised in two upright portions 31 which carry upper wheels 32 and lower wheels 33 engaging with the upper and lower rails respectively. Upper wheels 32 are preferably small in all of the trucks; while lower wheels 33 are usually made larger than the upper wheels, and in the forward or driving truck I have made wheels 33 larger than in the other or trailing trucks. Upright portions 31 are joined by horizontal portions 34 and in these horizontal portions is placed a pivoted joint 35 so as to allow flexibility of the truck in passing around horizontal curves. On the driving truck the driving motor 36 is preferably supported by frames 37 in somewhat the manner illustrated, and this driving motor 36 carries a bevel pinion 38 meshing with gear teeth 39 on one of driving wheels 33. Current is supplied to the motor 36 through the medium of a circuit, one portion of which is formed by a trolley 40 pivoted at 41 to the truck frame and having a wheel 42 running on trolley wire 43 located on insulators 44 beneath the lower rail. A wire 45 connects the trolley wheel with one side of the motor 36, and the other side of the motor is connected by wire 46 with the framework of the truck. Through the framework of the truck and through the wheels the circuit passes to the metallic facing 21^b of the lower track. Current is supplied to the lower track facing 21^b on one side and to the trolley wire 43 on the other side through the medium of wires 47 and 48, wire 48 connecting facing 21^b with a generator 49, wire 47 connecting trolley wire 43 with controller 50, and a wire 51 connecting the controller with the generator 49.

I may connect as many trailing trucks to the driving truck as I find convenient and necessary. The trailing trucks are constructed similarly to the driving truck with the exceptions noted—that the lower wheels 33 are preferably smaller and that there is no motor on the trailing trucks. Connection between adjacent trucks is made by means of a draft bar connected through universal joints 61 with the two trucks. In the trailing trucks I may employ a construction in which the uprights 31 are connected by horizontal member 34^a, and this horizontal member is connected to each upright through the medium of a pivoted joint 35^a. This will make a pivoted joint near each upright member 31 instead of a single pivoted joint 35 as in the form of truck first described and preferably for the driving truck. In each truck each upright member 31—at the forward end of each truck—carries an upright post 70 which projects up through slot 10^a in platform 10. These posts 70 carry on their upper ends frames 71 which are of such configuration as to allow the mounting of two horses, or other carriages, 72 on each of the posts. Thus each truck carries four horses; and the arrangement becomes somewhat similar to the showing of Fig. 1. It will be observed, particularly from Figs. 2 and 3, that the individual trucks will pass over the raised curved portions of the tracks in the manner as illustrated in Fig. 2 and in angular positions; so that the horses will rise over the curves in a realistic manner. That is, the horses' heads will first rise in coming to the curve and will first lower in passing off the curve. This is one of the features of my invention and I have provided to make the effect more realistic by placing suitable hurdles or other barriers 80 in the paths of the horses and over which the horses have the appearance of leaping. But other forms of carriages may be used, as some persons usually prefer a chair-like seat; and such a seat may be provided by mounting a chariot or other vehicle imitation on the rear uprights of a truck and mounting horses on the forward uprights.

Having described my invention, I claim:

1. In combination, a pair of rails arranged one above the other and each having raised curved portions therein, a truck comprising a frame having a horizontally swinging pivoted joint therein, forward and rear wheels on the truck bearing on each of the rails, and a motor on the truck and mechanically connected to one of the wheels.

2. In combination, a platform, a track comprising a pair of rails arranged one above the other and beneath the platform, each rail having raised curved portions therein, and a hurdle mounted on the platform adjacent the curved portions of the rails; a truck comprising a frame having a horizontally swinging pivoted joint therein and having upright members at its forward and rear ends, upper and lower wheels on each of the upright members of the truck and bearing on the upper and lower rails, an electric motor mounted on the truck and mechanically connected to one of the lower wheels, equestrian figures mounted above the platform and supported on the truck, and means including a controller to supply electrical energy to the electric motor on the truck.

3. In combination, a platform, a track comprising a pair of rails arranged one above the other beneath the platform, each rail having raised curved portions therein; a plurality of trucks each comprising a frame composed of forward and rear upright members and a horizontal connecting member between the uprights, there being a horizontally swinging pivoted joint in the horizontal connecting member, wheels on

the upper and lower ends of each of the uprights and bearing on the upper and lower rails, mechanically connecting means between the several trucks, an electric motor mounted on one of said trucks and mechanically connected to one of the lower wheels thereof; an upright post extending upwardly from each of the truck uprights, there being a slot in the platform through which the upright posts pass, a carriage mounted upon the upper end of each upright, hurdles on the platform adjacent the curved portions of the track, and means including a controller for supplying electrical energy to the motor on the truck.

4. In combination, a pair of rails arranged one above the other and curving in vertical and horizontal planes, a truck arranged substantially in a vertical plane and including a frame having a horizontally swinging joint therein, forward and rear pairs of wheels bearing on the upper and lower tracks, means to prevent lateral horizontal movement of the wheels from the tracks, and a motor on the truck frame connected to one of the wheels.

5. In combination, a pair of rails arranged one above the other and curving in vertical and horizontal planes, a truck arranged substantially in a vertical plane and including a frame having a horizontally swinging joint therein, upwardly projecting posts carrying equine figures above the frame, forward and rear pairs of wheels bearing on the upper and lower tracks, and means to prevent lateral horizontal movement of the wheels from the tracks.

6. In combination, a pair of rails arranged one above the other and curving in vertical and horizontal planes, a truck arranged substantially in a vertical plane and including a frame having forward and rear vertical members connected by a horizontally swinging joint, each of said members projecting upwardly and carrying an equine figure above the upper rail, a pair of wheels arranged on each of said frame members and bearing one against the upper rail and the other against the lower rail, and means to prevent the lateral horizontal movement of the wheels from the rails.

7. In combination, a pair of rails arranged one above the other, a truck arranged substantially in a vertical plane and including a pair of vertical frame members, each of said frame members projecting upwardly and carrying an equine figure above the upper track, a pair of wheels on each of the frame members engaging one beneath the upper track and the other above the lower track, and means to prevent the lateral horizontal movement of the wheels away from the rails.

In witness that I claim the foregoing I have hereunto subscribed my name this 9th day of November, 1911.

ALVA M. RICKS.

Witnesses:
JAS. H. BALLAGH,
BESSIE MCMORDIE.