Feb. 21, 1950 B. B. PEWITT 2,498,450

PLEASURE RAILWAY

Filed Nov. 15, 1945 3 Sheets-Sheet 1

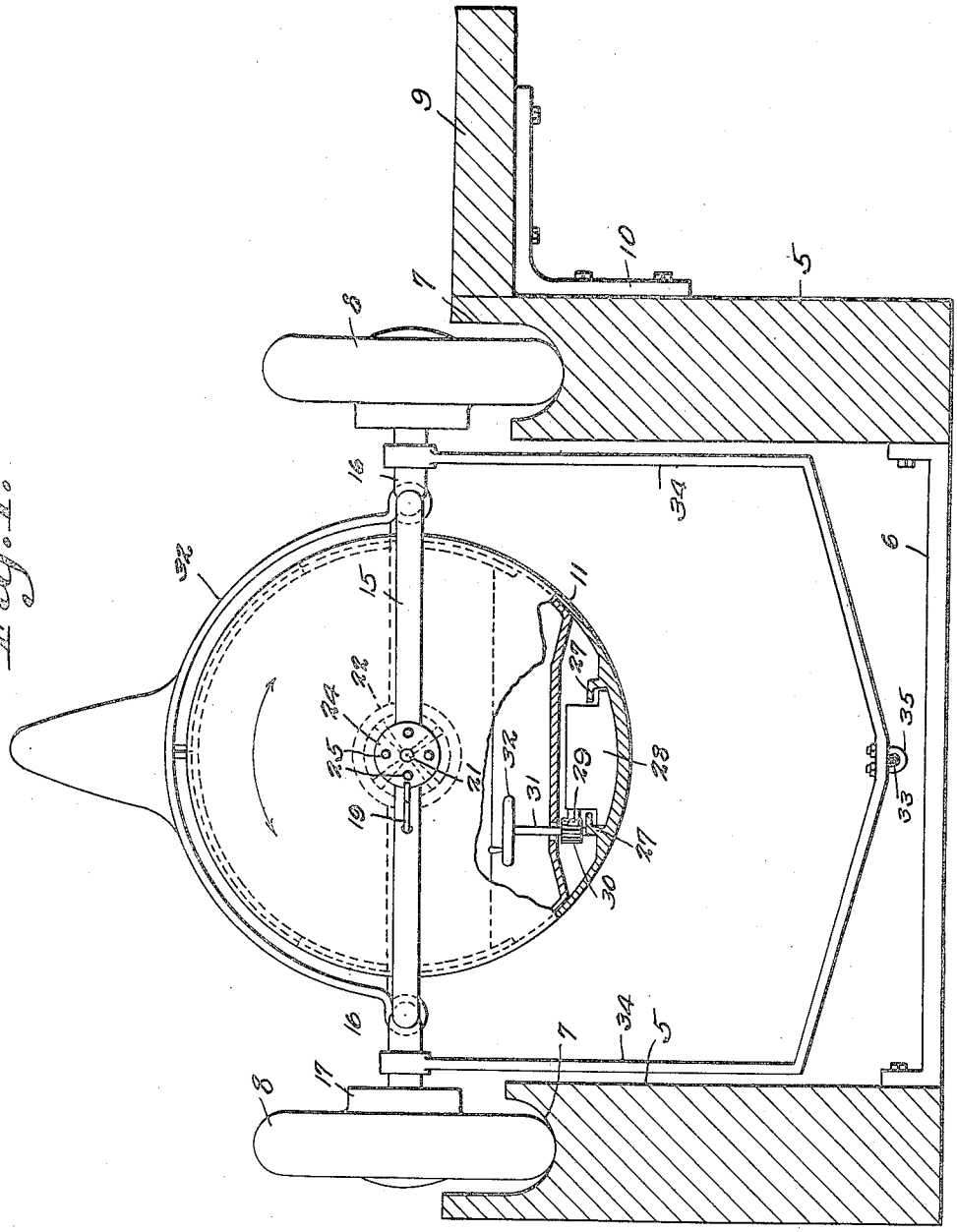

Fig. 1.

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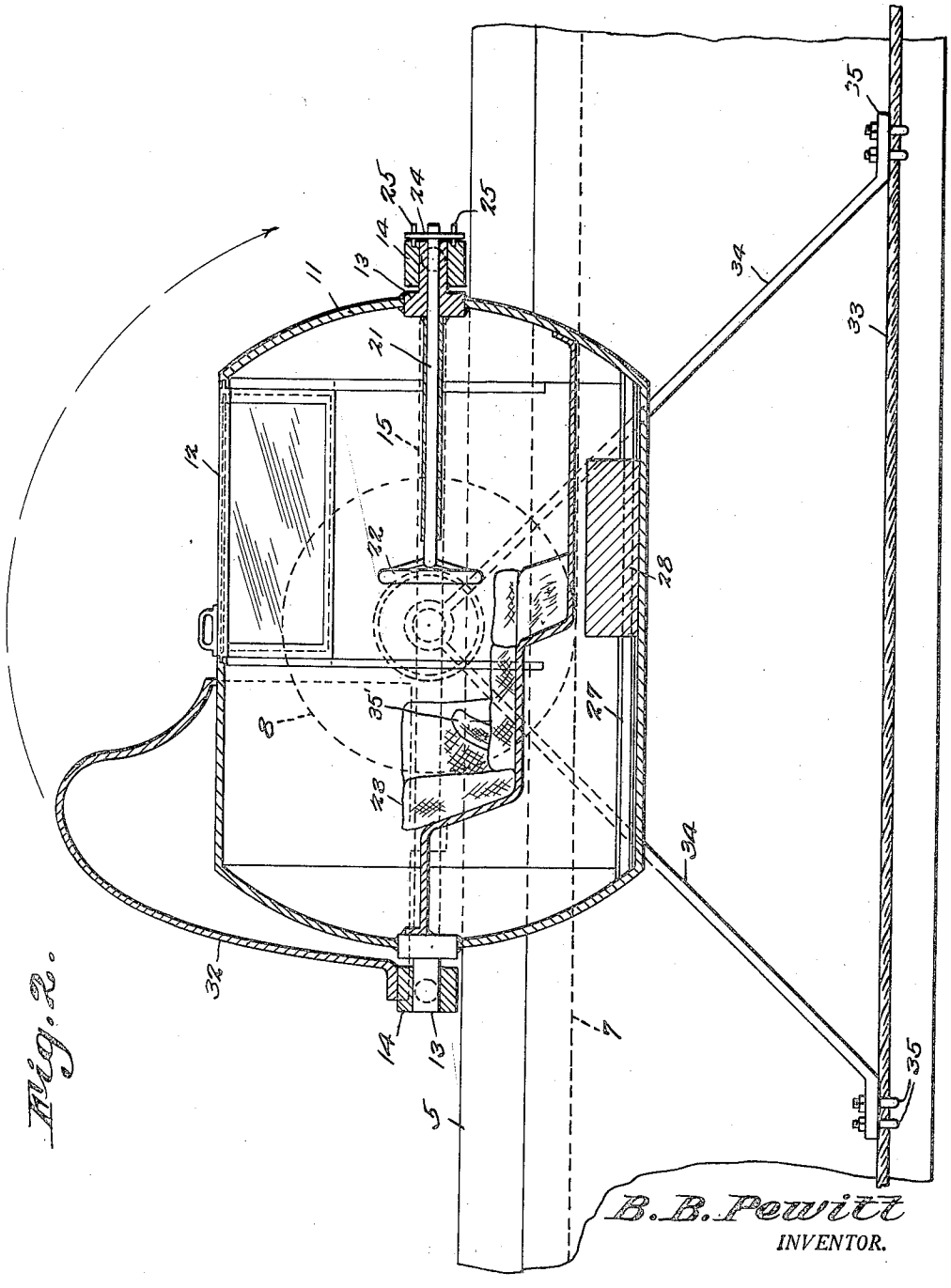

Fig. 2.

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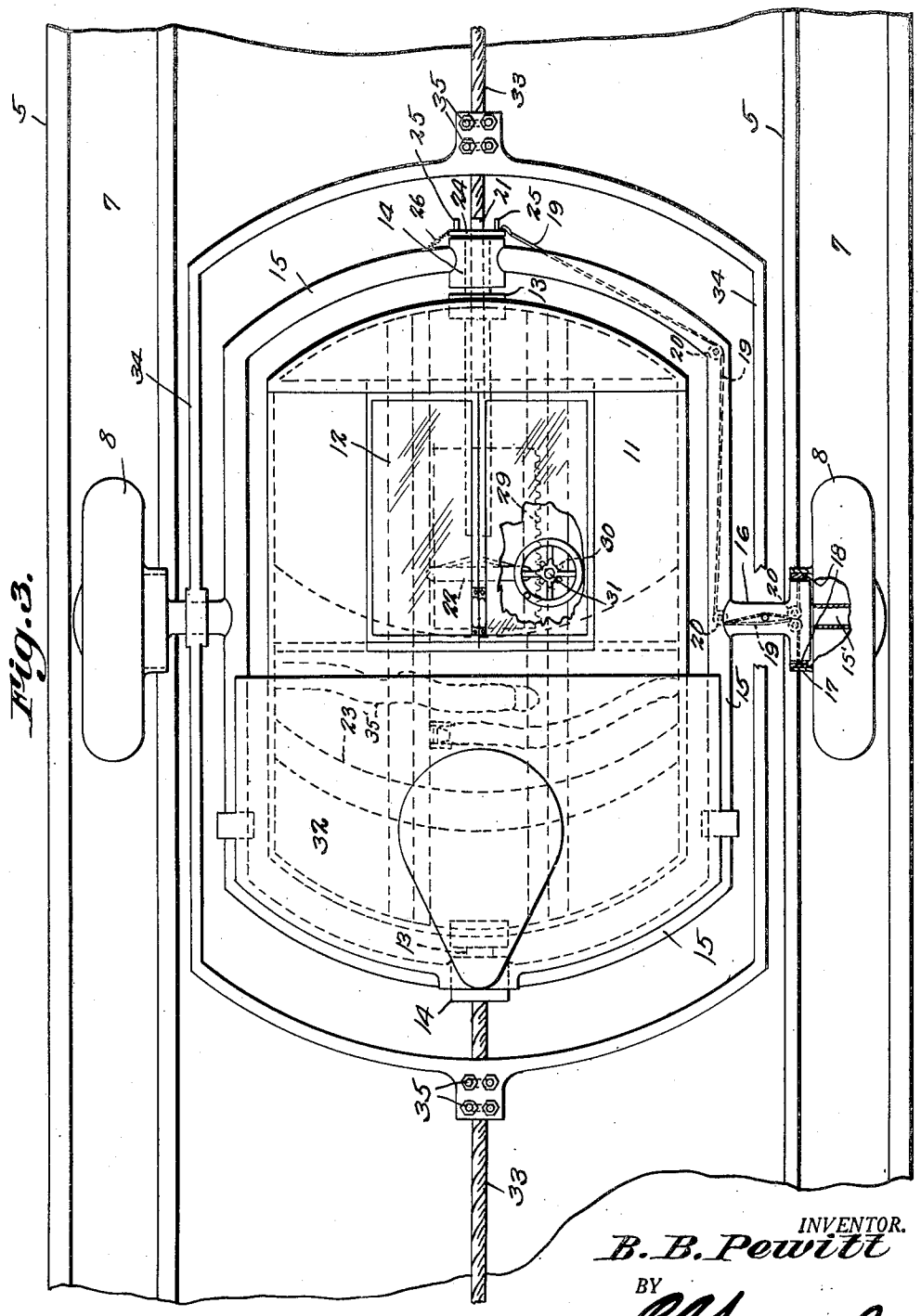

Fig. 3.

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2,498,450

PLEASURE RAILWAY

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Application November 15, 1945, Serial No. 628,714

4 Claims. (Cl. 104—76)

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This invention relates to an amusement device in the form of a pleasure railway, an object of the invention being to provide a pleasure railway wherein a car is moved over the track, the car being so constructed that it may rotate end over end, or swing in a plane at right-angles to the direction of travel of the car.

Another object of the invention is to provide manually operated controlled means within the car, whereby the rotations of the car end over end may be controlled, at the will of the occupant of the car.

With the foregoing and other objects in view which will appear as the description proceeds, the invention consists of certain novel details of construction and combinations of parts, hereinafter more fully described and pointed out in the claims, it being understood that changes may be made in the construction and arrangement of parts without departing from the spirit of the invention as claimed.

Referring to the drawings:

Figure 1 is a front elevational view of a device constructed in accordance with the invention, illustrating the car as mounted on the tracks of the device.

Figure 2 is a longitudinal sectional view through the car.

Figure 3 is a plan view of the car.

Referring to the drawings in detail, the reference character 5 designates the rails of the track, which are held in place by means of crossbars 6, the tracks being substantially wide and formed with deep grooves 7 in which the wheels 8, on which the car is mounted, operate.

The shape of the track may be of any desired design and is so constructed that a walkway 9 is provided, the walkway being supported by means of the brackets 10 that are bolted to one of the rails 5 of the track.

The car which is indicated by the reference character 11 is of barrel formation, the ends thereof being preferably bulged as shown by Figure 2 of the drawings. The body portion of the car may be constructed of any desired material, the car having an opening through which the occupant may enter the car, the opening being formed in the upper wall thereof, and normally closed by means of the sliding closure 12 which is constructed of any suitable transparent material.

The body portion or car 11 is formed with stub shafts 13 extending from the front and rear ends thereof, the stub shafts 13 being mounted in bearings 14 formed in the frame 15, the frame

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15 being constructed of tubular members. Hollow shafts 16 extend from the sides of the frame 15 and provide supports for the spindles 15' on which the wheels 8 rotate, the wheel 8 at one side of the frame 15 being formed with the brake drum 17, against which the brake shoes 18 engage to lock the wheel 8 at one side of the frame, to the frame 15, the brake shoes and drum being of the conventional type to clutch the frame and wheel together. Thus it will be seen that due to this construction, the car, together with the frame 15 will rotate end over end, when the brake shoes 18 are moved to lock the frame 15 with the wheel 8 at one side of the car.

Cables 19 extend through the hollow frame 15 and operate over pulleys 20 formed within the hollow shaft 16 at the side of the frame carrying the brake shoes 18, the cables extending to the disk 24 that is mounted at the forward end of the control rod 21 which is provided with a wheel 22 at its inner end, whereby the movements of the brake shoes may be regulated by the occupant sitting on the seat 23 of the car.

As shown by Fig. 2 of the drawings, the seat 23 is disposed an appreciable distance below the center of gravity of the car 11, to the end that when the car 11 is rotated slowly end over end, and moves to an up-side-down position, the weight of the occupants of the car will tend to cause the car to rotate at right angles to the direction of travel of the car over the track.

The cables 19 connect with the disk 24 which is slidably mounted on the pins 25 that extend from the bearing 14 at the front end of the car. The control rod being connected with the disk 24 may be operated to control the cables by pushing the wheel 22 forwardly. A coiled spring indicated at 26 is connected with the disk, and acts to return the disk 24 to its normal position, when the person relieves the pressure on the control rod 21.

Guides 27 are mounted in the bottom of the car and guide the weight 28 in its movements longitudinally of the car, the weight being provided with rack teeth 29 formed along one edge thereof, which teeth are engaged by means of the gear 30 mounted on the lower end of the vertical shaft 31 that extends upwardly to a position adjacent to the operator's seat, where the operator will have easy access to the wheel 32 that controls the movements of the shaft 31, and which is mounted on the upper end of the shaft 31.

Thus it will be seen that by rotating the shaft 31, the weight 28 may be adjusted according to

the weight of the occupant of the car, to balance the occupant over the wheels.

A hood indicated at 32 is positioned on the frame 15 near the rear thereof and is so arranged that the car may roll or rotate on the stub shafts 13 within the hood.

The car is propelled over the track by means of the cable 33, which cable connects with the hollow shafts 16 through the medium of the arms 34 which are shown as connected with the shafts 16, the free ends of the arms 34 being extended downwardly terminating at points below the car, where they are secured to the cable by means of eye-bolts 35. Safety belts indicated at 35' are provided to strap the occupant to the seat.

From the foregoing it will be seen that due to the construction shown and described, the car may be propelled over the trackway by means of the cable 33 and that the occupant of the car may, by adjusting the weight 28, balance himself over the wheels, and that by moving the rod 21 to cause the wheel 8 at one side of the car to be locked to the frame, the frame will be rotated end over end.

What is claimed is:

1. A pleasure railway comprising a track, a car embodying a wheel supported frame, adapted to move over the track, means for mounting the frame on the wheels for end over end rotary movement of the frame on a horizontal axis intermediate the ends of the frame, a body supported within the frame to rotate therewith, and means for mounting the body within the frame for rolling movement on a horizontal axis at the ends of the frame in a plane at right-angles to the direction of travel of the car.

2. A pleasure railway comprising a track, a frame, shafts extending from the sides of the frame, supporting wheels rotatable on the shafts and operating over the track, bearings at the front and rear ends of the frame, a car mounted for rotation within the frame, trunnions extending from the ends of the car mounted within the bearings of the frame, means for selectively securing one of the shafts of the frame to its wheel whereby said frame is rotated end over end with the wheel, and said car being free for swinging motion on said trunnions in a plane opposite the path of travel of the frame under the weight of the occupants seated in the car.

3. A pleasure railway comprising a track, a frame, shafts extending laterally from the center of the frame, wheels rotatably mounted on the shafts, a braking mechanism between one of the shafts and its wheel, whereby said frame is secured to the wheel for rotation therein end over end, a car mounted within the frame, trunnions extending from the front and rear ends of the car, said trunnions operating in bearings at the front and rear ends of the frame supporting the car balanced within the frame, a seat within the car disposed below the center of gravity of the car, the weight of a person occupying the seat overbalancing the car when the car rotates end over end, rolling the car at right angles to the direction of travel of the car over the track.

4. A pleasure railway comprising a track, a horizontal frame, shafts extending laterally from the central portion of the frame, wheels mounted on the shafts, said wheels moving over the track, a braking mechanism mounted on one of said wheels, brake shoes supported by one of said shafts and cooperating with said braking mechanism in locking the wheel to the shaft associated therewith, rotating the frame with the wheel in an end over end direction, a car pivotally mounted within the frame and having connection with the frame at the ends of the frame, a seat within the car disposed below the center of gravity of the car, means for operating the brake shoes from a point within the car, and means for moving the frame and car over the track.

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