

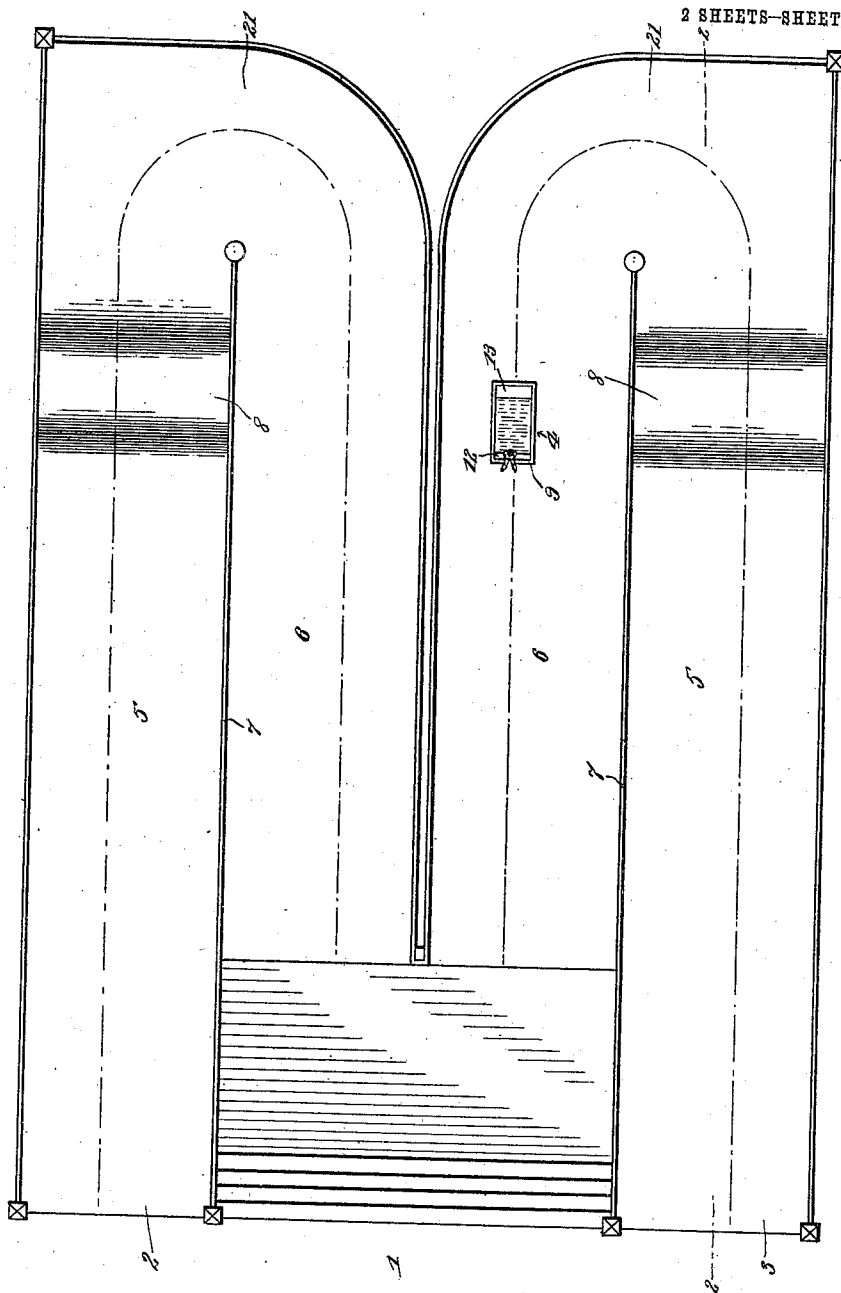
975,984.

W. NEMSEY.
AMUSEMENT DEVICE.
APPLICATION FILED MAY 14, 1910.

Patented Nov. 15, 1910.

2 SHEETS-SHEET 1.

Fig. 1.



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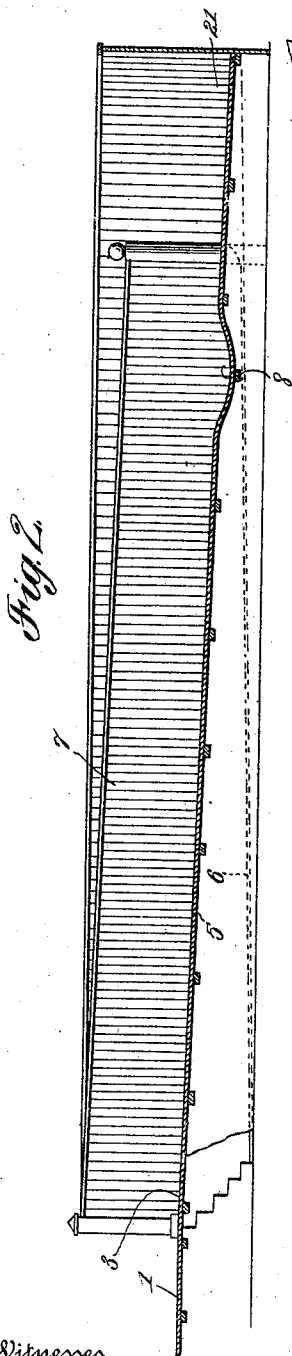


Fig. 2.

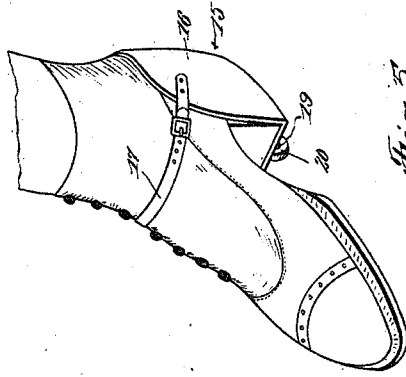


Fig. 3.

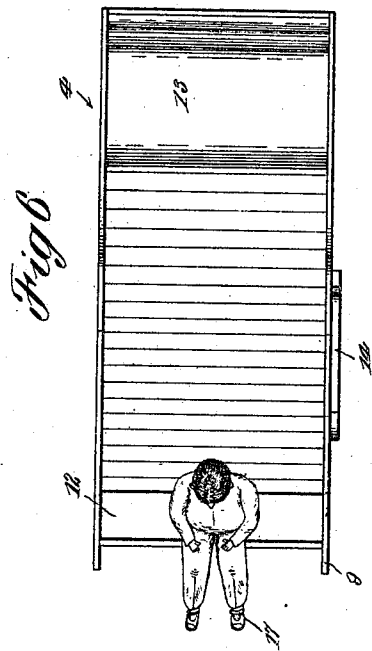


Fig. 4.

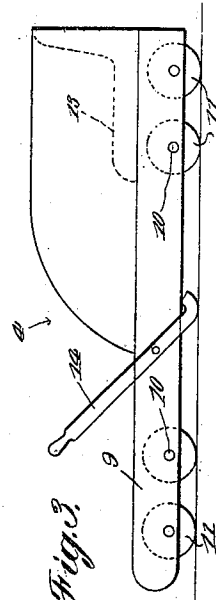


Fig. 5.

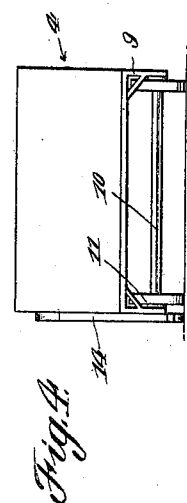


Fig. 6.

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UNITED STATES PATENT OFFICE.

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AMUSEMENT DEVICE.

975,984.

Specification of Letters Patent.

Patented Nov. 15, 1910.

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To all whom it may concern:

Be it known that I, WILLIAM NEMSEY, a citizen of the United States, residing at Brooklyn, in the county of Kings and State of New York, have invented new and useful Improvements in Amusement Devices, of which the following is a specification.

This invention relates to amusement devices, and the object of the invention is to provide a device of this class which is of comparatively simple structure and which embodies novel features of construction and arrangement, as will be hereinafter more fully pointed out and claimed.

In the accompanying drawings there has been illustrated a simple and preferred embodiment of the device, and in which drawings:—

Figure 1 is a top plan view of an amusement device constructed in accordance with the present invention. Fig. 2 is a sectional view upon the line 2—2 of Fig. 1. Fig. 3 is a detail view of the chair or carriage employed in the device. Fig. 4 is a rear elevation of the same. Fig. 5 is a perspective view of the foot supporter, showing the same in applied position. Fig. 6 is a top plan view of one of the cars.

In the accompanying drawings, the numeral 1 designates the platform for the device and this platform comprises essentially two tracks, designated by the numerals 2 and 3, upon which cars 4 are adapted to travel. By reference to Fig. 2 of the drawings, it will be noted that each of the tracks comprises a pair of floors, designated by the numerals 5 and 6, and said floors are divided from each other through the medium of a central partition 7. The tracks 5 are inclined downwardly from one of the end portions of the device toward the rear thereof, as clearly illustrated in said Fig. 2, and this inclined floor 5 is provided with a curved depression or dip 8, while the floor 6 adjacent its juncture with the floor 5 is inclined in an opposite direction, so that the car or carriage 4 starting from the forward end of the inclined floor 5 will receive sufficient momentum to travel over the said floor 5 and the oppositely inclined floor of the track 6.

The car or carriage adapted to be employed with the device above described, and which is illustrated in Figs. 3 and 4 of the drawings, comprises a substantially rectangular body 9, the same being provided with

a plurality of transversely arranged axles 10 upon which are mounted for rotation suitable wheels 11. The body 9 is also preferably provided with two seats or compartments designated by the numerals 12 and 13, the compartment 12 being positioned at a lower level than is the compartment 13 and both compartments being adapted for the reception of an occupant. The sides of the frame 9 are also provided with pivoted levers 14, the same being adapted to serve as stops and guides for the car or carriage 4 when the same is traveling upon the tracks 5 and 6. The passenger occupying the lower section 12 of the carriage may have his feet projecting beyond the forward edge thereof, and in order to assist in the guiding as well as the stopping of the car, the heels of one or both of his feet may be provided with what I term a foot support, designated by the numeral 15. This support 15 comprises what may be termed a housing 16, the same being of arcuate cross sectional form, having an open front and closed bottom. One of the sides adjacent the open front is provided with a suitable strap 17, while the opposite side is provided with a buckle which is adapted to receive the said strap 17. The bottom of the device is provided with spaced ears 19 and between these ears is mounted for rotation a wheel 20. When this device is positioned upon the heel of the occupant of the forward compartment of the carriage 4, it will be readily apparent that when the wheel 20 is brought into contact with the tracks or floors 5 and 6 toward either side of the carriage 4, the said carriage can be easily guided so as to round the curve 21 which is positioned at the rear end of the structure 1 and which forms the juncture between the tracks 5 and 6.

From the above description, taken in connection with the accompanying drawings, it will be noted that I have provided a comparatively simple, cheap and effective device for the purpose intended and while I have illustrated the preferred embodiment of the improvement, as it now appears to me, minor changes within the scope of the appended claims may be resorted to if desired.

Having thus described the invention, what I claim as new is:—

1. In a device for the purpose set forth and in combination with a wheeled car-

riage, a platform, said platform comprising spaced floors, a partition between each pair of floors extending from the center portion of the platform and terminating a distance
5 away from the end of the said platform, one of said floors being inclined downwardly toward the end of the platform, the opposite floor at its juncture with the first floor being inclined toward the front of the plat-
10 form, substantially as and for the purpose set forth.

2. In a device of the class described, and in combination with a wheeled carriage or chair, a platform, said platform being pro-
15 vided with spaced floors, a partition between each pair of floors, said partition terminating a distance away from the ends of the platform, one of the floors being inclined from the upper end of the partition toward
20 the lower end thereof, the said floor being

provided with an arcuate depression or dip, the second floor from its juncture with the first floor being inclined in an opposite direction or toward the front of the platform, substantially as and for the purpose set
25 forth.

3. The combination with a platform having oppositely arranged inclined floors, and partitions between the floors, of a carriage adapted to ride upon the floors, said car-
30 riage comprising a rectangular frame having axles provided with wheels and upper and lower compartments, and said carriage being further provided with a pivoted lever, substantially as and for the purpose set
35 forth.

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