

913,642.

Patented Feb. 23, 1909.

Fig. 2.

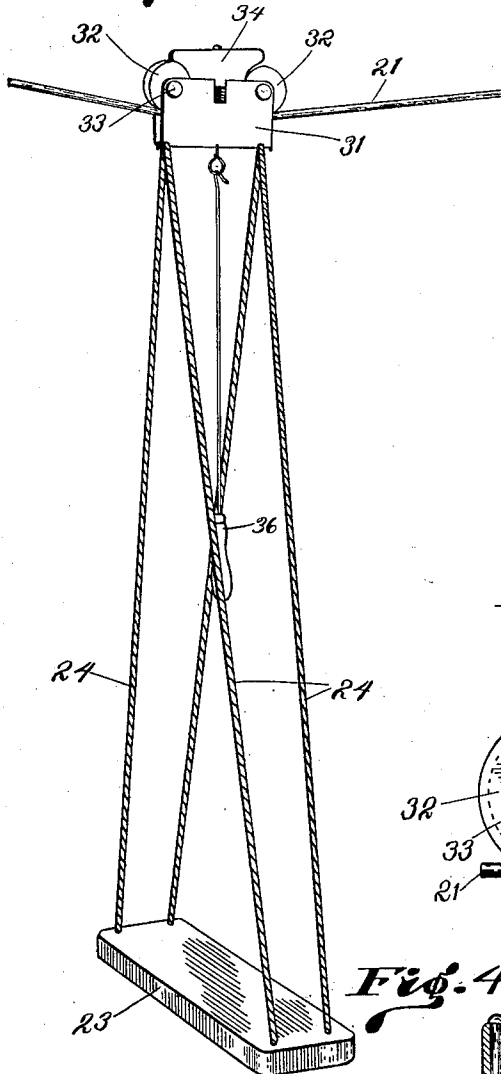


Fig. 1.

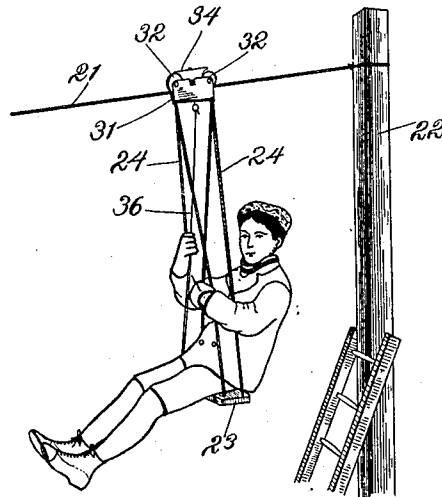


Fig. 3.

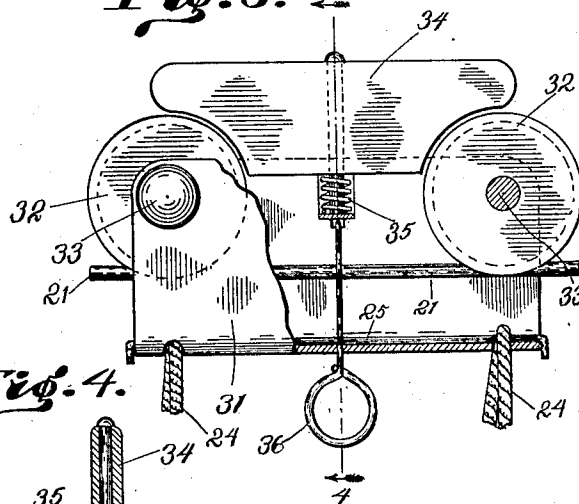


Fig. 4.

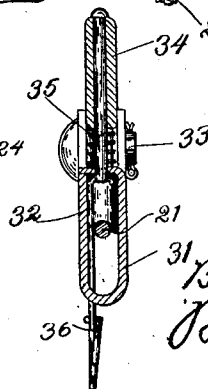
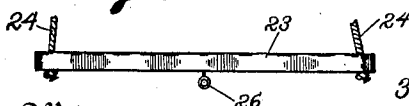


Fig. 5.



Witnesses
Karl Glendening,
Thomas H. McMeans

Inventor
Ernest K. Hood,
By
Bradford & Hood
Attorneys

UNITED STATES PATENT OFFICE.

ERNEST K. HOOD, OF INDIANAPOLIS, INDIANA, ASSIGNOR OF ONE-HALF TO CHESTER BRADFORD, OF INDIANAPOLIS, INDIANA.

SCOOT-SWING.

No. 913,642.

Specification of Letters Patent.

Patented Feb. 23, 1909.

Application filed March 2, 1907. Serial No. 360,125.

To all whom it may concern:

Be it known that I, ERNEST K. HOOD, a citizen of the United States, residing at Indianapolis, in the county of Marion and State of Indiana, have invented certain new and useful Improvements in Scoot-Swings, of which the following is a specification.

This invention relates to an apparatus by means of which a child, or other person, may be transported briskly from point to point by gravity, and at the same time maintain control of the apparatus, so as to regulate its speed, or stop it at any desired point.

Said invention, generally speaking, embodies an aerial way consisting of a wire or cable stretched between two points and running on an incline, a traveler mounted on said way consisting of a housing containing suitable wheels and a brake member, and a seat connected to said housing by cords, with a brake-operating handle extending into suitable relation to the seat to enable the rider to grasp the same and operate the brake.

Referring to the accompanying drawings, which are made a part hereof, and on which similar reference characters indicate similar parts, Figure 1 is a perspective view illustrating this device in use; Fig. 2 a perspective view on a larger scale of the device separately; Fig. 3 a side elevation of the housing and parts carried thereby separately, on an enlarged scale, with a portion of the front wall of the housing broken away to show the parts beyond it more plainly; Fig. 4 a transverse vertical section at the point indicated by the dotted line 4 4 in Fig. 3, and Fig. 5 a detail side elevation of the seat.

The aerial way 21 is preferably a strong wire; and is connected at its ends to stout supports, as post 22. It extends at a suitable inclination from one end to the other, the supports being any distance apart which may be desired, usually from fifty to one hundred feet. The seat 23 is preferably an ordinary wooden seat, of a shape and size commonly used in swings. Cords 24 extend from the ends of this seat to the housing of the traveler, there being preferably four of these cords in pairs, one pair at each end of the seat, and the two cords of each pair extending to the opposite ends of the traveler, so that the distance between the upper ends of the cords of each pair is greater than the distance between the lower ends, as shown.

These cords are secured to the housing by being simply passed through holes therein at the points where they are doubled, and then running a wire or small rod 25 through under the cords, as is best shown in Fig. 3. The ends of this wire or rod 25 are bent outwardly, so that after being inserted they may be turned somewhat and engage with the ends of the housing, and are thus prevented from being withdrawn. This constitutes an extremely simple and cheap fastening for the cords, and one which permits the structure to be easily assembled and disassembled at pleasure. I prefer to attach an eye 26 to the under side of the seat 23. This enables the user to hook his brake controller to the seat, and draw it back from the low end to the high end of the way, thus utilizing said controller for a double purpose.

The housing 31 of the traveler is preferably formed of heavy sheet metal, bent into a U-shape, and carries two grooved wheels 32, one at each end, the grooves of which rest and travel upon the aerial way 21. The axles 33 of these wheels are preferably riveted fast in the housing, so that the wheels revolve thereon.

Arranged between the wheels 32 is a brake 34, which is shown as formed to fit against the upper and inner surfaces of said wheels. It might be formed to operate upon the way if desired. A spring 35 normally holds said brake out of contact, and a controller 36 connected to said brake, and extending down within reach of the rider, enables such rider to apply said brake at pleasure.

In operation the apparatus is taken to the high end of the way, and the rider, holding the brake against the wheels, mounts the seat. He then releases the brake, and the apparatus, under the force of gravity, travels rapidly along the way, toward the other end. The rider may stop the movement at any point, by means of the brake, and may also control the speed, as desired.

What I claim as new, and desire to secure by Letters Patent, is—

1. The combination of an aerial way, a traveler mounted thereon, comprising a housing, two wheels and a brake between said wheels, a passenger-carrier suspended to said housing, and a brake-controller extending from said brake to within reach of the person on the passenger-carrier.

2. The combination of an aerial way, a

traveler mounted thereon, comprising a housing, wheels and a brake, a passenger-carrier suspended to said housing, a brake-controller extending to within reach of the
5 person on the passenger-carrier, and a spring by which said brake is normally held out of engagement.

3. The combination of an aerial way, a traveler mounted thereon comprising a
10 housing two wheels mounted in said housing and a brake between said wheels, a passenger-carrier suspended from said housing, a brake-controller extending to within reach of the person on the passenger-carrier, and a spring
15 by which said brake is normally held out of engagement.

4. The combination of an aerial way, a traveler mounted thereon, a passenger-carrier comprising a seat and cords suspended
20 to said traveler, said cords being doubled where they attach to said traveler and passed through holes in the bottom thereof, and a rod passing into the housing of said traveler and through the folds of the cords, whereby
25 said cords are detachably attached to said traveler.

5. The combination of an aerial way, a traveler mounted thereon, comprising a housing, two grooved wheels, one in each end of said housing, a brake arranged between
29 said wheels and adapted to be brought into contact with the inner and upper sides thereof, a spring by which said brake is normally held out of contact with said wheels, a handle
25 extending downwardly from said brake whereby the same may be operated, a passenger-carrying seat arranged below said traveler and suspended therefrom by two
30 pairs of cords one at each end of said passenger-carrier, one cord of each pair extending
35 to the front end of the traveler and the other cord of each pair extending to the rear end of the traveler, all substantially as shown and described.

In witness whereof, I, have hereunto set my
40 hand and seal at Indianapolis, Indiana, this twenty-eighth day of February, A. D. one thousand nine hundred and seven.

ERNEST K. HOOD. [L. s.]

Witnesses:

CHESTER BRADFORD,
THOMAS W. McMEANS.