

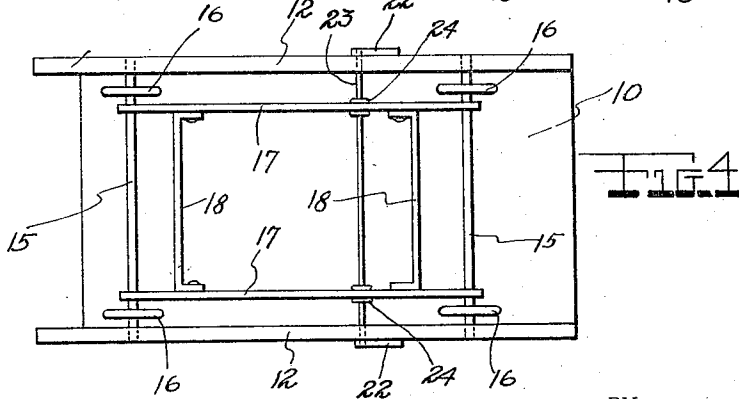
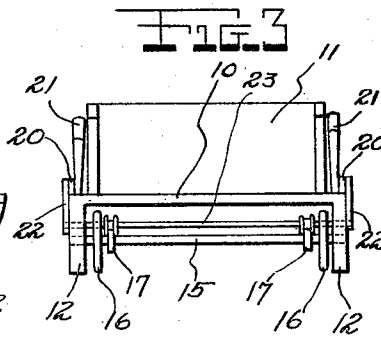
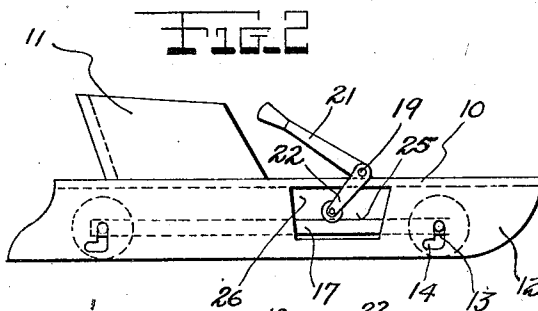
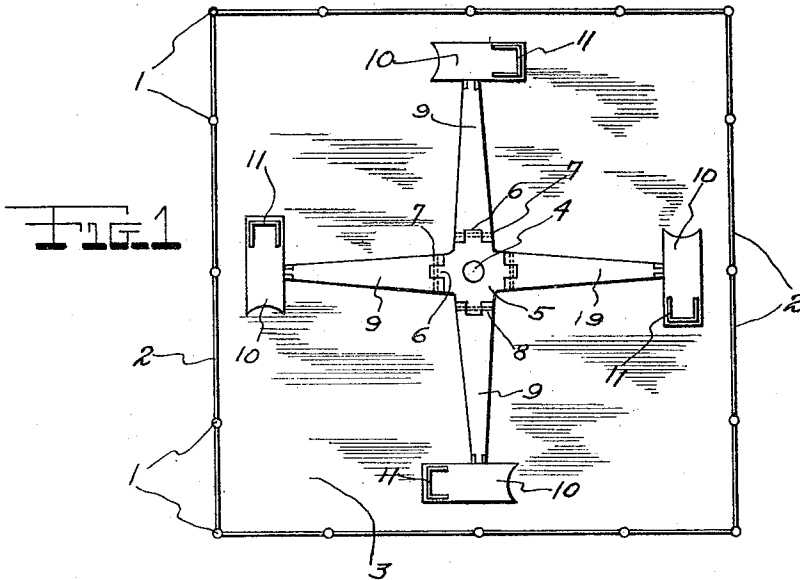
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A. HAGUE

AMUSEMENT DEVICE

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AMUSEMENT DEVICE.

Application filed October 31, 1922. Serial No. 598,105.

To all whom it may concern:

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

This invention relates to amusement devices, and the main object is to provide a form of carousal which is preferably mounted on an ice field, and is provided with a plurality of sleds in which passengers may be seated. The device when rotated will cause the sleds to follow a continuous circular path.

Another object is to provide a special type of sled which is provided with a wheeled undercarriage mounted so that it may be raised or lowered by a person sitting on the sled. Movement of the lever gives either a sliding or a rolling traction.

These and other objects will become apparent in the description below, in which characters of reference refer to like-named parts in the drawing.

Referring briefly to the drawing, Figure 1 is a top plan view of an ice field showing the device mounted thereon.

Figure 2 is a side elevational view of the improved sled.

Figure 3 is a front elevational view of the same.

Figure 4 is a bottom plan view of the sled and shows the undercarriage in greater detail.

Describing the drawing in detail, the numeral 1 indicates vertical fence posts which are connected by rails 2 and are adapted to completely enclose an ice field 3. The fenced enclosure serves the usual purpose of preventing persons from approaching too near the device while it is in motion, but obviously it forms no part of my invention.

A strong vertical boom 4 is mounted centrally within the enclosure and is given slow rotation by any desirable or available means. A strong spider member 5 is rigidly fixed to the top of the boom 4 and is provided with a plurality of radially spaced apart lugs 6 which have pivot shafts 7 secured therein. Said shafts engage tongues on the large ends of carrier arms 9 which extend outwardly therefrom and are capable of

being rotated in a vertical plane. The opposite ends of the carrier arms are hingedly connected to the inner sled runners.

These sleds are of the usual type, being provided with a flat top 10 upon which a square crib 11 is mounted and is designed to receive a person therein and provide a comfortable back rest. The side edges of the top have downwardly projecting sled runners 12 which are smoothly finished on the gliding surfaces. The sled runners have vertical slots 13 near their forward and rear ends which receive the shafts 15 upon which a pair of wheels 16 are rigidly mounted. A small horizontal slot 14 projects forwardly from each vertical slot 13 and opens into the latter. It will be noted that the wheels are mounted on the shafts between the sled runners and are entirely concealed when the sleds are gliding over the ice. Said wheel shafts are retained in spaced apart relation by an undercarriage which comprises a pair of side frame bars 17, the latter being separated by cross braces 18. These frame bars have the shafts 15 passing therethru near their forward and rear ends. Small pivot pins 19 are rotatable in ears 20, the latter being rigid on the top of the sled. The inner projecting ends of the pivot pins have upwardly extending angular lever handles 21 secured thereto which when pushed downwardly rotate the arms 22 in a forward direction. The lower ends of the arms are connected to each other by a rod 23 which a pair of flanged rollers 24 are securely mounted. These rollers are spaced apart upon the rod 23 and are adapted to ride upon the upper edge 25 of the side frame bars 17. Large openings 26 formed in the sides 12 of the sled permit the arcuate movement of the rod 23.

In use the sleds are connected to the arms 9 and the boom 4 which is rotated at any desired speed. The sleds will be hauled over the ice field 3 in a continuous circular path.

The sled can be individually changed from the runner type to a wheeled type for use upon land by pushing the handle 21, and as the rollers 24 ride upon the bars 17, the latter will be urged downward. This operation lifts the entire body of the sled upward and the wheels 16 are presented to the surface of the ground. The shafts 15 upon which the wheels 16 are mounted, are slidably in the slots 13. As the sled is be-

ing pulled forward in the slots 13, said shafts will automatically pass rearward into the slots 14, in which position the shafts will be locked in the lowered position.

5 I claim:

In a device of the class described comprising passenger bodies having side runners, the latter having vertical slots, and horizontal slots communicating with said vertical slots, frame bars between said runners, transverse shafts rotatable in said bars normally riding in the vertical slots in the runner, wheels on said shafts adapted to

support said body when lowered, angular handle levers having rollers at their lower ends, said rollers riding on the frame bars, 15 the handle levers when depressed being adapted to lower the wheels beneath the runners, said shafts when lowered being adapted to pass into the horizontal slots in the runners and lock the wheel shafts in 20 lowered position.

Signed at New York in the county of New York and State of New York this 10th day of October A. D. 1922.

AMOS HAGUE.