S. W. GASS.

AMUSEMENT DEVICE.

APPLICATION FILED MAY 12, 1920.

1,371,887.

Patented Mar. 15, 1921.

2 SHEETS—SHEET 1.

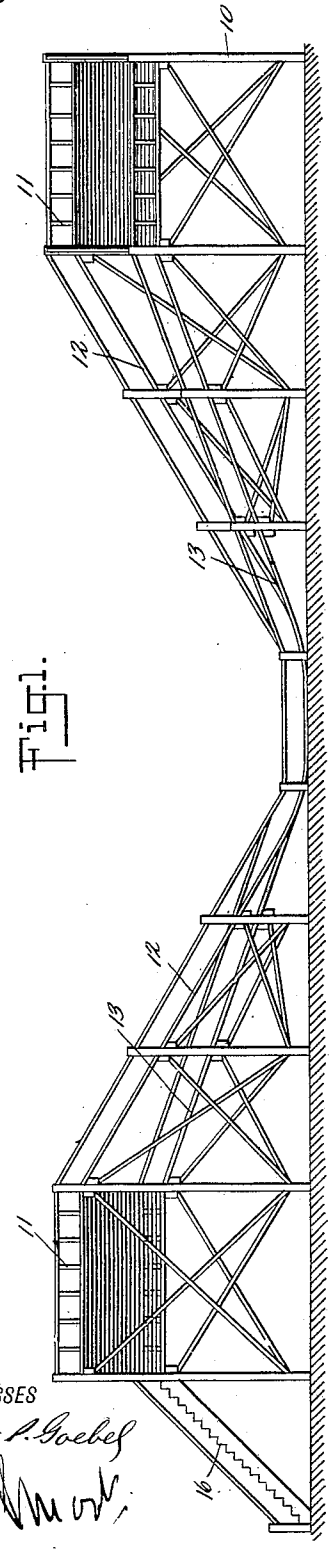

Fig. 1.

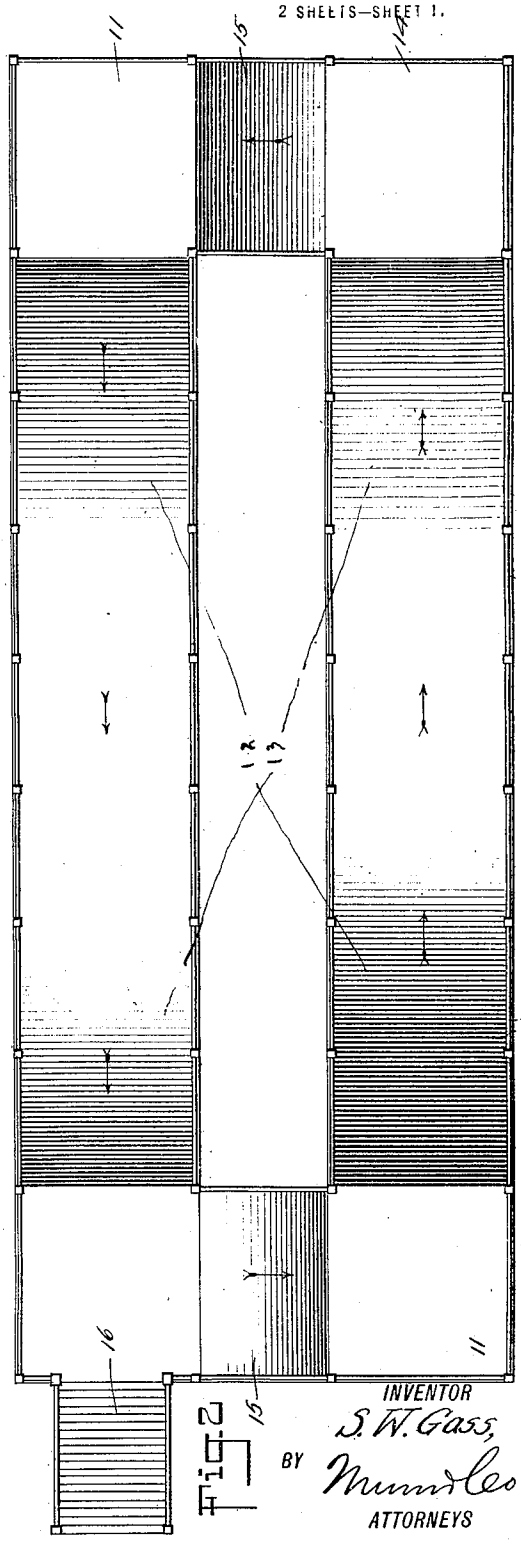

Fig. 2.

WITNESSES

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2 SHEETS—SHEET 2.

Fig. 8.

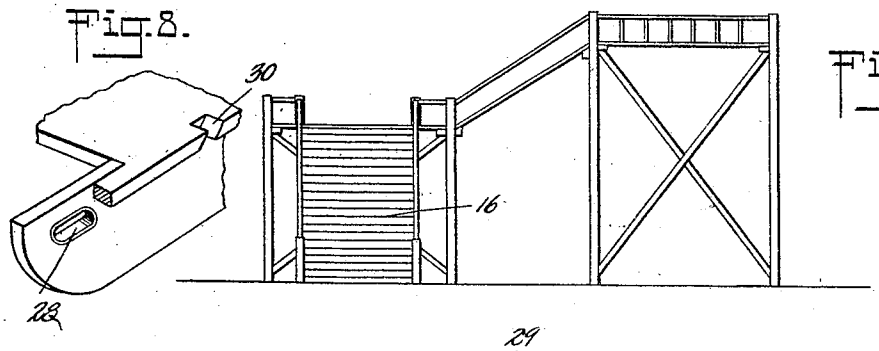


Fig. 3.

Fig. 4.

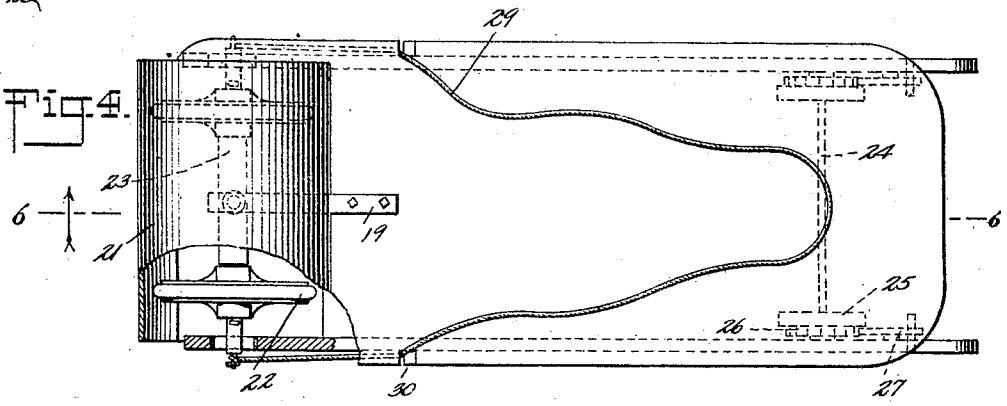


Fig. 5.

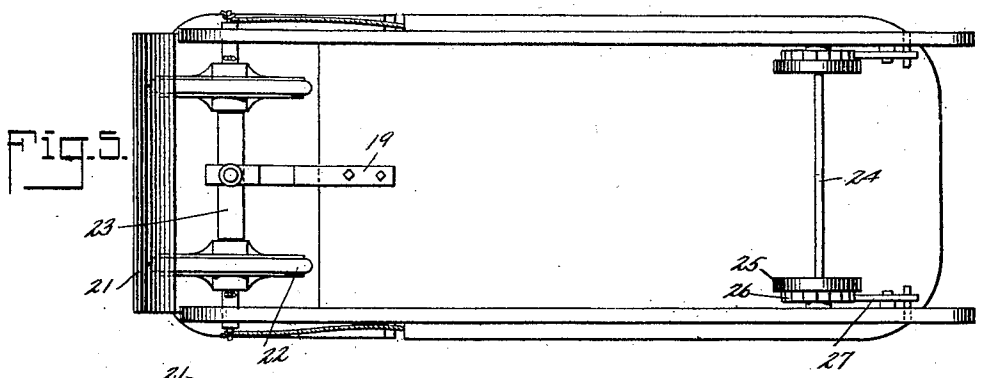


Fig. 6.

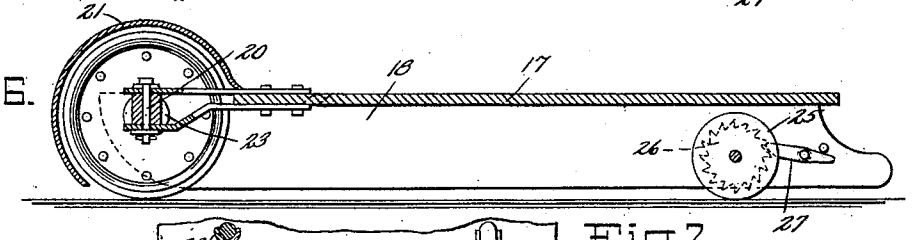
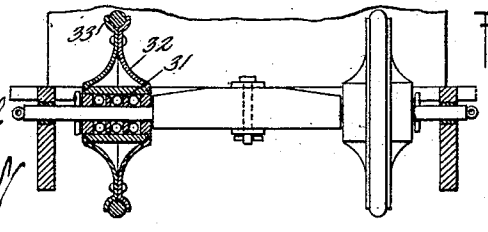


Fig. 7.



WITNESSES

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UNITED STATES PATENT OFFICE.

SOUTH WEST GASS, OF TENINO, WASHINGTON.

AMUSEMENT DEVICE.

1,371,887. Specification of Letters Patent. Patented Mar. 15, 1921.

Application filed May 12, 1920. Serial No. 380,766.

To all whom it may concern:

Be it known that I, SOUTH WEST GASS, a citizen of the United States, and resident of Tenino, in the county of Thurston and State of Washington, have invented a new and Improved Amusement Device, of which the following is a full, clear, and exact description.

Coasting in winter on handsleds and toboggans, on natural iced inclines, is recognized as one of the most invigorating and healthful amusements engaged in by children and young people in sections where there are snow and ice in winter.

The amusement has heretofore been limited to sections in which snow and ice are common in winter, and in these sections to a very short period of each year.

With the above in view, my invention contemplates the construction of an amusement device, consisting of a sled or toboggan, fitted with wheels, and inclines which permit coasting at any time of year and in any climate, and which is more fully described below.

The device is also designed to prevent accidents in coasting by protecting all movable parts with covering, so that no member or person using can come in contact with moving parts of device while in operation.

Reference is now had to the attached sheets of drawings which illustrate one practical embodiment of my invention, and in which drawings,

Figure 1 is a side view of one part of my improved amusement device.

Fig. 2 is a plan view thereof.

Fig. 3 illustrates the end portion of the same.

Fig. 4 is a partly sectional top plan view showing the conveyance used in connection with my amusement device.

Fig. 5 is a bottom plan view thereof.

Fig. 6 is a sectional side view taken along the lines 6—6 of Fig. 4.

Fig. 7 is a partly sectional view of a certain portion of the running gear of my conveyance, and

Fig. 8 is a detailed perspective view showing certain construction employed.

In these views the reference numeral 10 indicates supporting members, which provide starting platforms 11 spaced one from the other, and between which extend two pairs of inclines, each presenting a coasting incline 12, and an upwardly extending incline 13 forming a continuation of the coasting incline 12.

It is to be noted that the incline 13 forming a continuation of the incline 12 extends at a lesser angle horizontally, than the latter incline, and it will be appreciated that a vehicle starting from either of the platforms 11 will coast down the incline 12 and up the incline 13 to the lowermost portion 14 of the starting platform, which is connected with the starting platform proper by means of any suitable type of ascent, preferably taking the form of an incline 15.

As has been illustrated in Fig. 3 access may be had to the lower portion 14 of the starting platform 11 by any suitable means such as steps 16.

Now referring more particularly to the conveyance utilized, in connection with the afore described structure, it will be seen, reference being had to Figs. 4 to 8 that the same conveniently includes a deck 17 provided with downwardly longitudinally extending runners 18 adjacent the side edges.

Now with a view of providing means whereby the danger of injury will be reduced to a minimum, straps 19 are affixed to the forward edge of the deck 17, these strips forming adjacent their outer ends, an axle pivot 20 of any suitable construction.

A cover 21 also has one of its ends secured adjacent the forward edge of the deck 17, and serves to incase the forward wheels 22 mounted upon the axle 23 secured to the pivot 20.

By this construction any danger of the occupants' hands or clothing coming in contact with the moving parts of the conveyance is reduced to a minimum, it being noted that the wheels 22 are conveniently positioned inside of the runners 18, which latter serve as side guards.

To eliminate the danger of a conveyance coasting only a portion of the incline 13 and moving rearwardly so as to crash into a preceding conveyance, the rear axle 24 is provided which extends between the runners 18. The rear axle carries wheels 25, and ratchets such as 26, with which pawls 25 conveniently coöperate. It will be appreciated by this construction that while the conveyance is free to move in a forward di-

rection, it will be impossible for the same to coast backward in view of the fact that any retrograde movement on the part of the wheels 25 will result in a locking engagement between the pawls 27 and ratchets 26, preventing any further movement on the part of the wheels 25 in this direction.

Further, to eliminate the danger of wild steering, and to, at the same time, provide means which will permit of an adequate guiding of the conveyance, the ends of the axle 23 are extended through openings within the runners 18 which openings are provided with a liner 28, of any desirable bearing substance. Any suitable type of connecting medium may be used, such as a cable 29 having its ends secured one to each of the opposite ends of the axles 23, its body portion passing through slots inclined as at 30, to provide a guide for the cable.

It will be appreciated, that by this construction, that although the axle 23 is capable of oscillation that the same is limited in its motion to the length of the slots through which its ends project, thus a pull upon the cable 29 will permit of a steering of the conveyance within the limits of safety so that no danger of a vehicle becoming positioned transversely of the inclines, exists.

The wheels may be of any suitable construction, but they preferably include a ball bearing housing 31 enveloping the axle, from which housing spaced metal disks 32 extend, the outer ends of which mount any suitable type of tire 33.

It will be appreciated that by virtue of the construction adapted, that I have provided a device, by means of which a great amount of amusement may be derived without in the slightest endangering the safety of the users in that an endless coasting way and a safety conveyance is provided.

Obviously numerous modifications of structure might be resorted to without in the slightest departing from the scope of my claims, which read:

1. An amusement device, including inclines, conveyances adapted to be used on said inclines, each of said conveyances including a deck, pairs of wheels arranged under said deck, one of said pairs of wheels being positioned in advance of the deck, and a cover positioned adjacent the forward edge of said deck and being adapted to envelop one of the pairs of wheels.

2. An amusement device, including inclines, conveyances adapted to be used on said inclines, each of said conveyances including a deck, pairs of wheels arranged under said deck, one of said pairs of wheels being positioned in advance of the deck, and a cover positioned adjacent the forward edge of said deck and being adapted to envelop one of the pairs of wheels, and means coöperating with one of the pairs of wheels for permitting a rotation of the same in one direction only.

3. An amusement device, including inclines, conveyances adapted to be used on said inclines, each of said conveyances including a deck, pairs of wheels arranged under said deck, one of said pairs of wheels being positioned in advance of the deck, and a cover positioned adjacent the forward edge of said deck and being adapted to envelop one of the pairs of wheels, and a pawl and ratchet mechanism associated with said wheels and deck respectively for preventing a retrograde movement on the part of the conveyance.

4. An amusement device, including inclines, conveyances adapted to be used on said inclines, each of said conveyances including a deck, pairs of wheels arranged under said deck, runners extending downwardly from and secured adjacent to the longitudinal side edges of said deck, said wheels being positioned between said runners.

5. An amusement device, including inclines, conveyances adapted to be used on said inclines, each of said conveyances including a deck, pairs of wheels arranged under said deck, runners extending downwardly from and secured adjacent to the longitudinal side edges of said deck, an axle lockingly attached to said deck, the ends of said axle extending through openings formed in said runners whereby to eliminate the swinging of said axles.

6. An amusement device, including inclines, conveyances adapted to be used on said inclines, each of said conveyances including a deck, pairs of wheels arranged under said deck, runners extending downwardly from and secured adjacent to the longitudinal side edges of said deck, an axle lockingly attached to said deck, the ends of said axle extending through openings formed in said runners whereby to eliminate the swinging of said axles, and a steering cable having its ends secured one to each of the ends of said axle.

7. An amusement device, including inclines, conveyances adapted to be used on said inclines, each of said conveyances including a deck, pairs of wheels arranged under said deck, runners extending downwardly from and secured adjacent to the longitudinal side edges of said deck, an axle lockingly attached to said deck, the ends of said axle extending through openings formed in said runners whereby to eliminate the swinging of said axles, a steering cable having its ends secured one to each of the ends of said axle, its body extending through inclined ends formed in the side edges of said deck.

SOUTH WEST GASS.