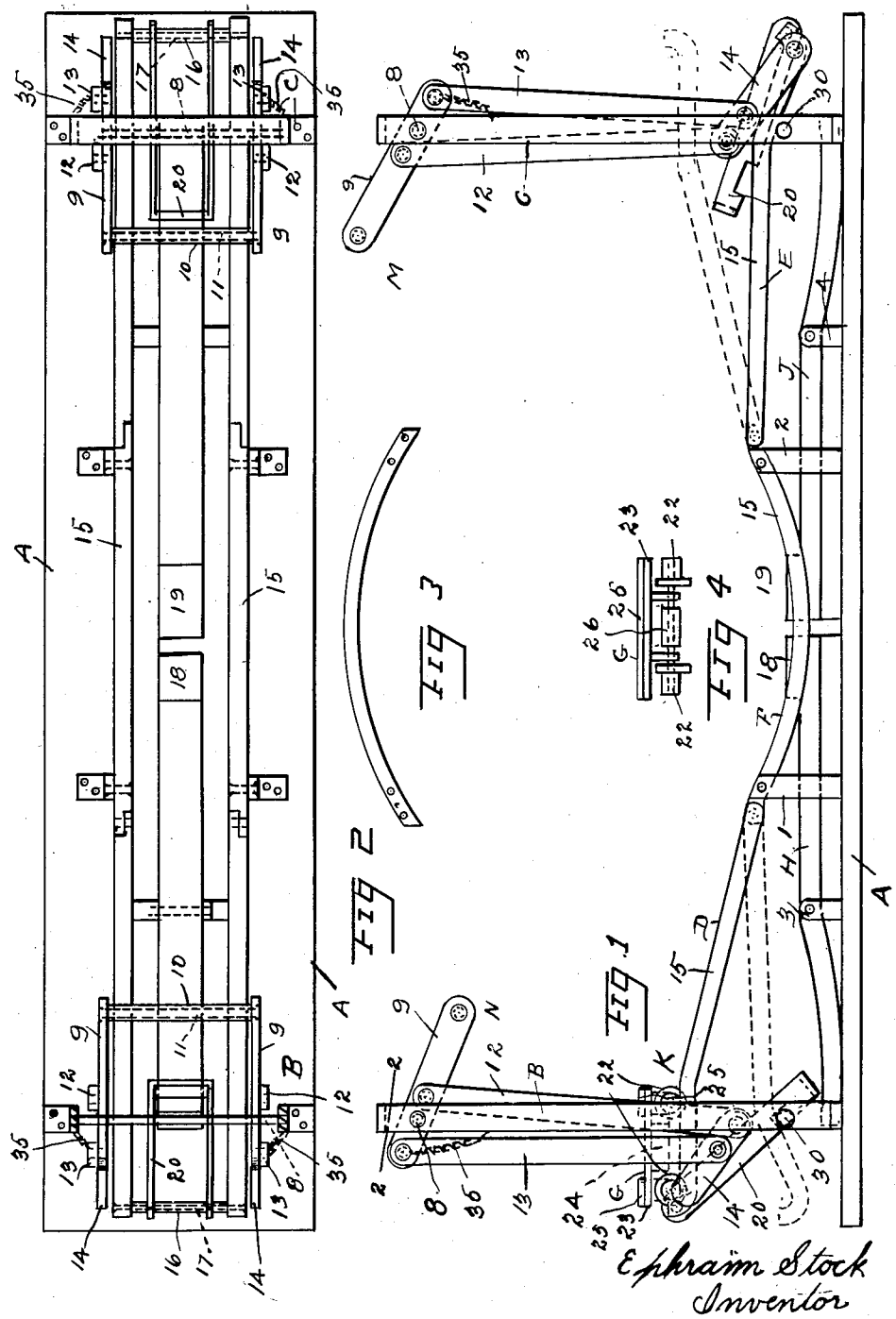
July 10, 1934. E. STOCK 1,965,676

AMUSEMENT DEVICE

Filed Jan. 30, 1933



Ephraim Stock
Inventor
By F. L. Horspool
Attorney

Patented July 10, 1934 1,965,676

UNITED STATES PATENT OFFICE

1,965,676

AMUSEMENT DEVICE

Ephraim Stock, Hams Fork, Wyo., assignor of one-half to Joseph P. Stock, Fish Haven, Idaho

Application January 30, 1933, Serial No. 654,119

5 Claims. (Cl. 104—79)

This invention relates to an amusement device and has for its objects to provide an amusement device with a stationary track with a tilting track at each end thereof, and a car to run over the tracks; and means for tilting the ends of the tracks to roll the car over the stationary track onto the other tilting track.

With these and other objects in view the invention consists of the following construction and arrangement of its parts as hereinafter described and claimed.

In the accompanying drawing forming a part of this specification and in which corresponding parts are denoted by like reference characters, is illustrated the preferred form of embodiment of the invention, capable of carrying the same into practical operation, it being understood that the invention is not necessarily limited thereto, as various changes in shape, proportions and general assemblage of its parts may be resorted to without departing from the principles of the invention or sacrificing any of its advantages, and the right is therefor reserved for making all changes and modifications that will fall within the scope of the invention and claims made therefor.

Referring to the drawing;

Figure 1 is a side view of the invention showing one end raised up and the other end lowered.

Fig. 2 is a plan view of Fig. 1, the top of frame B being cut away on line 2—2 Fig. 1 and the car G is omitted to show the end of the tilting lever.

Fig. 3 is an elevation of track F inverted from the position shown in Fig. 1.

Fig. 4 is an end view of the car that travels over the track.

The invention comprises a base A having uprights 1, 2, 3, 4, B and C secured thereon. The uprights may be placed in the ground in any fixable manner if so desired and the base A dispensed with.

The uprights B and C are yoke shaped and are integral with each other at their upper ends, the lower ends being secured to the base by bolts or other means.

Near the upper end of each upright B and C is a rod 8 which passes through each side of the uprights and upon which is pivotally mounted levers 9. The levers 9 are spaced apart at their inner ends by a pipe 10 through which passes a bolt 11, the ends of the bolts being riveted into the levers 9.

One end of a link 12 is pivotally secured near the center of each lever 9, the lower end being pivotally connected to each inner end of link 14.

One end of a link 13 is pivotally secured to the outer end of each lever 9, the lower end being pivotally connected near the center of link 14. The outer ends of the links 14 are pivotally connected to the outer end of the tilting track section D or E.

One end of a spring 35 is secured to the upper end of the link 13 and the lower end is secured to the upright B or C. The spring 35 is to return the levers 9 and the links 12, 13 and 14 to the position shown at M after they have been moved downward as shown at N to raise the track sections D or E to the inclined position.

Secured to the uprights 1 and 2 is a concaved section F of the track. This section can be inverted to form a convexed section in the track as shown in Fig. 3.

Pivotally secured to one end of the track section F is a lifting incline section D and pivotally secured to the other end of the section F is another lifting incline section E. All of the sections have rails 15 thereon which are spaced apart to form a track upon which the car G travels. The outer ends of track sections D and E are spaced apart by a pipe 16 having a rod 17 passing therethrough and the ends thereof are riveted to the rails 15.

The outer ends of the sections D and E are curved upward in such a manner that the car G will not run off of the track when it comes to the end of the track.

Pivotally secured to the upright 3 is an unlocking lever H and pivotally secured to the upright 4 is another unlocking lever J. The lever H has a right angular projection 18 thereon and the lever J also has a right angular projection 19 thereon.

Pivotally secured to the bolt 17 on each incline section D and E is a locking catch 20 for holding the sections in an upper position after they have been raised thereto by the parties riding in the car as shown at K.

The car is constructed with wheels 22, a frame 23 and a pocket 24 within the frame into which the feet of the riders are placed when they are resting on the seats 25. Under the frame and mounted on each wheel shaft is a roller 26 which comes into contact with the ends 18 and 19 of the unlocking levers H and J, thus lowering these ends and raising the opposite ends to move the lock 20 off of the rod 30 to allow the incline section to drop to its lower level as shown at E.

Having thus described the parts of my invention, I will now illustrate the operation of the same.

The track or section upon which the car rests

in starting is at its lowest level as shown at uprights C. The parties wishing to use the car, enter the car and rest upon the seats 25 with their feet within the pocket 24.

The party on the inner end of the car raises his arms and takes hold of the lever or handle 10 pulling it downward and raising the inclined section to the position as shown in upright B. The lock 20 now catches over the rod 30 by the notch therein, thus preventing the incline section from falling downward when the weight is removed from the levers 9. The car is started down the incline by the parties thereon pulling on the handle and moving the car onto the incline. As the car passes down the incline and enters the concave section F the roller 26 on the car comes into contact with the projections 18 or 19 on the unlocking levers, thus moving the ends downward and raising the other ends to move the lock 20 off of the bolt 30 thus allowing the incline section to fall to its lowest plane and into position to receive the car on its return from the other end where the movement is the same as above to return the car. This movement back and forth can be maintained as long as desired.

Having thus described my invention what I claim as new and desire to secure by Letters Patent, is:

1. An amusement device comprising a track, said track having a stationary section and a tilting section pivotally secured to each end of the stationary section, a car to travel over said track, a lever connected to said tilting sections for raising said tilting sections into an incline position, a catch on each of said tilting sections for holding said sections in an inclined position, said car to rest upon said inclined section, unlocking levers for releasing said catch when said car rolls off of said elevated section and over said stationary section to allow said elevated section to drop to its lower level, all substantially as set forth.

2. An amusement device comprising a track having sections thereto, one of said sections being stationary and the other sections being pivotally secured one at each end of said stationary section in such a manner that they can be raised or lowered, levers located at each end section to raise said end sections into an inclined position, means for returning said levers to their normal position after said end sections have been raised, a car to operate over said track and to be raised with said end sections, a catch for locking said end sections in an inclined position so said car will roll off of said inclined end section over said track and onto said other end section, and unlocking levers for unlocking said catch to allow said end section to fall to its lower level when said car passes over said stationary section all substantially as set forth.

3. An amusement device comprising a track having sections thereto, the center section being stationary, and end sections which are pivotally secured to each end of said stationary section in such a manner that they can be raised to an inclined position, levers located at each end of track for raising said end sections, means for returning said levers to their normal position after they have raised said end sections, a car to operate over said track, said car to be elevated by said end sections when said sections are raised to an inclined position to allow said car to roll off of said elevated section, a catch for locking said end sections in an elevated position, means for unlocking said catch when said car rolls over said stationary section to allow said end sections to fall to their lower level all substantially as set forth.

4. An amusement device comprising a track having a stationary section and tilting end sections pivotally secured thereto, a car to travel over said track, said end sections for holding said car when said end sections are raised, levers for raising said end sections into an inclined position so that said car will roll off of its end section and over said track to the other end section, a catch for locking said end sections when said sections have been raised to their inclined position, and means for unlocking said catch to allow said end sections to fall to their lower position, all substantially as set forth.

5. An amusement device comprising a track having a stationary section and end tilting sections pivotally secured thereto, said end sections to be raised or lowered, a car to travel over all of said sections, said tilting end sections for raising said car and to form an incline track so that the car will roll down the incline and over the other sections and stop on the opposite tilting section, a lever pivotally secured to each tilting section for raising said sections, a catch for locking said tilting sections in an elevated position, lever means for unlocking said catch to allow said tilting sections to fall to their lower position after said car has been rolled off of its tilted section, said unlocking catch being operated by said car as it passes over said stationary section of the track all substantially as set forth.

EPHRAIM STOCK.