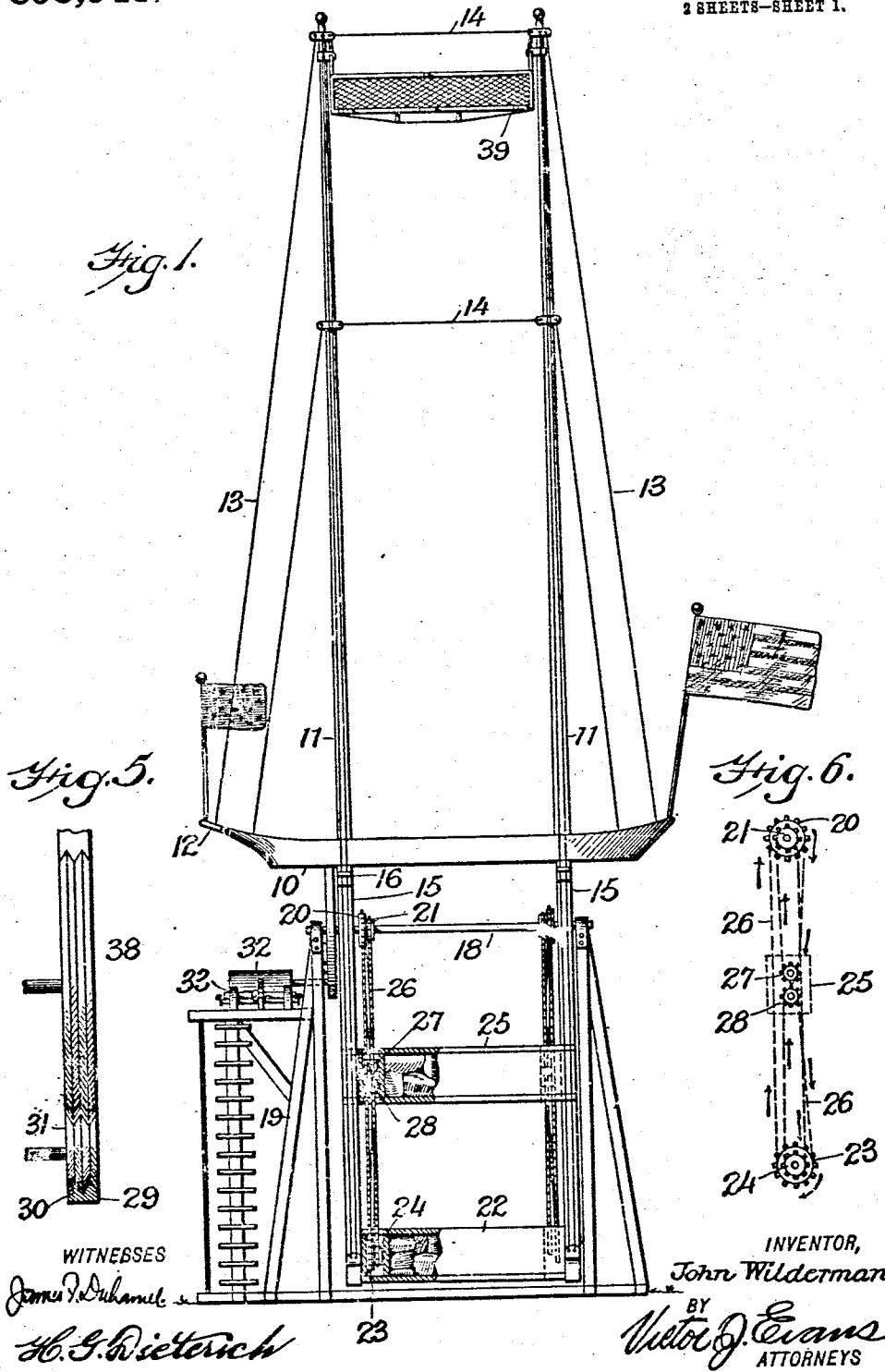


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APPLICATION FILED JULY 9, 1907.

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Patented Sept. 15, 1908.

2 SHEETS-SHEET 1.



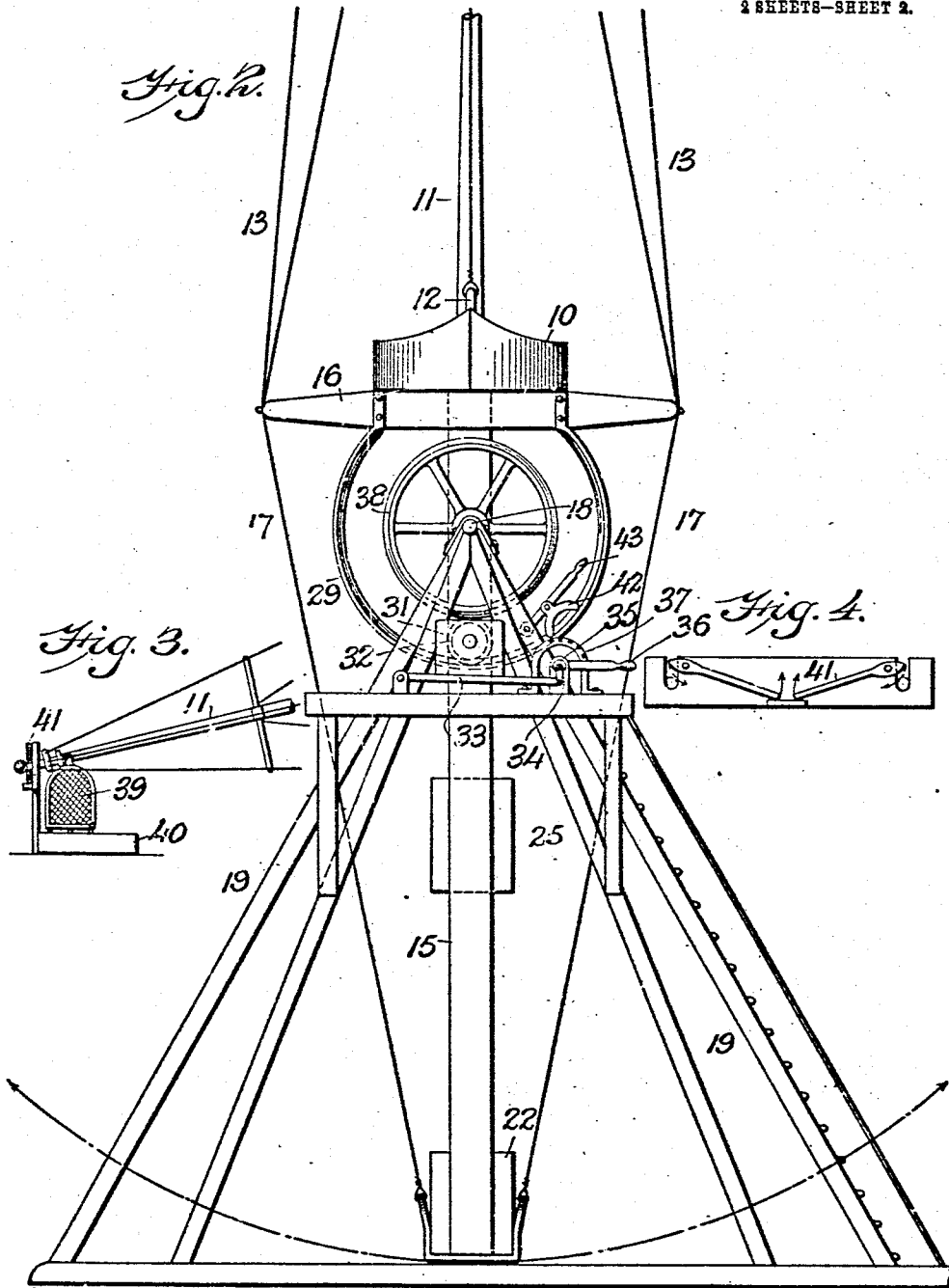
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WITNESSES  
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INVENTOR  
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# UNITED STATES PATENT OFFICE

JOHN WILDERMAN, OF NEW YORK, N. Y.

## AMUSEMENT DEVICE.

No. 898,948.

Specification of Letters Patent.

Patented Sept. 15, 1908.

Application filed July 9, 1907. Serial No. 382,896.

*To all whom it may concern:*

Be it known that I, JOHN WILDERMAN, a citizen of the United States, residing at New York, in the county of New York 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 more particularly to swings where a structure mounted on trunnions or pivots and carrying a car for passengers in its upper part is provided below the pivotal points with weights to produce a rocking or swinging effect to those in the swing, the weights being adjustable so that the rocking may be limited to a greater or less degree. These and other details and objects of the invention will be more fully described in the following specification set forth in the claims and illustrated in the drawings where it will be seen that the same reference characters are used to designate the same parts in the various views.

Figure 1 is a side elevation of the improved amusement device. Fig. 2 is an end view of same. Fig. 3 is a detail view showing how the car is held down for the reception of passengers. Fig. 4 is another view of the said holding means. Fig. 5 illustrates the driving means. Fig. 6 shows the means for adjusting the weights. Fig. 7 is a detail view of the eccentric shaft for shifting the driving pulley.

The drawings illustrate an amusement device representing a boat 10 with the masts 11, bow sprit 12 and stays 13. Cross braces 14 are also provided and the masts are set in the vertical timbers 15 while the boat is supported on the cross beams 16 which carry the side stays 17.

From one of the timbers 15 to the other passes a bar 18 whose outer ends are supported at the upper end of the frame work 19 and on this bar are rigidly secured the sprocket wheels 20 and 21 whose operation is more clearly shown in Figs. 1 and 6.

The lower ends of the timbers 15 carry a box 22 weighted in any suitable manner and having at each end a compartment in which are journaled short shafts carrying the sprocket wheels 23 and 24. This box 22 is permanent but a box 25 with forked ends to straddle the timbers 15, is adapted to be moved up or down by means of a chain 26 passing over the pulleys 20, 21, 23, and 24,

which are permanently located, and the idlers 27 and 28 on the movable box and in the direction of the arrows in Fig. 6.

To the lower side of the cross bars 16 is secured the segmental friction gearing 29 with the internal bearing surface 30, more clearly shown in Fig. 5 and operating this segment is the pulley 31 at the end of the armature shaft of the motor 32. The motor is mounted on a frame 33 pivoted at its rear while the front end is suspended by means of links 34 from an eccentric shaft 35 operated or partly rotated by means of a handle 36. A toothed segment 37 provides means for the locking of the handle at a horizontal, vertical or inclined position. While this handle 36 is in its horizontal position the frame 33 and the motor occupy a position which causes the friction pulley 31 to engage the segment 29, but when the handle is thrown to the vertical the frame and motor are elevated and the friction pulley thrown into engagement with the friction wheel 38 on the shaft 18 to drive same so as to turn the wheels 20 and 21 to move the chain 26 to raise or lower the weight 25 according to the direction the motor shaft is turning.

To lock the boat 10 the current is turned on in the motor and the rotation of the pulley carries around the segment 29 in one direction and a reverse of the current moves it in an opposite direction to the handle 36 made to be used to throw the pulley out of gear for the return rock of the boat and again connect the friction gears for the forward rock.

At the top of the masts 11 is a car or cage 39, hung so that its flooring is always horizontal and when it is desired to fill this car with passengers the boat is tipped until the masts reach a platform 40 Fig. 3, where they are caught by the latches 41 and held until they are released so that the masts may resume their upright position.

In order to permit the masts to descend as above described the weighted box 25 is elevated towards the cross bar so that the box 22 is simply a counter weight and the boat will tip with the aid of a little force. When the weight 25 is at the lower end of the timbers 15 it becomes impossible for the boat to be tipped too far towards the horizontal. To retain the boat in its position to discharge or take on a supply of passengers and to relieve the latches 41 of too much strain

a brake shoe 42 is carried by a lever 43 and is adapted to retain the segment 29 at any desired point.

When the car is filled with the required number of passengers the motor is put in operation and a very small amount of power is necessary to rock the device on the axis 18. When the counter weights 22 and 25 are properly proportioned as compared with the size of the boat and car with its passengers and the bearings of the bar 18 properly oiled, the operation becomes very easy and when once started will rock for some time.

15 What I claim and desire to secure by Letters Patent is:—

1. In an amusement device, the combination with a supporting frame, of a shaft journaled therein, radial beams carried by the shaft, a car carried by the beams near one end, counter weights at the other ends of the beams, means for adjusting the weights along the beams, a motor means for rocking the car, and means for connecting the motor 25 with the rocking means or the adjusting means.

2. In an amusement device the combination with a supporting frame, of a shaft adapted to rock in same, a structure on the 30 shaft, a hanging car on the structure, adjust-

able weights hung from the structure and beneath the shaft, gearing carried by the structure to rock it, pulleys on the shaft to adjust the weights, a motor and a driving pulley on the motor shaft adapted to alternately rock the structure or adjust the weights. 35

3. In an amusement device, the combination of a supporting frame, a shaft mounted on said frame for oscillating movement, an oscillating frame on said shaft, a fixed weight at the lower end of said oscillating frame, an adjustable weight on said oscillating frame, a gear carried by the oscillating frame, a gear carried by the shaft, means 45 actuated by the gear on the shaft, to raise and lower the adjustable weight, and a motor having an element movable into and out of engagement with either the gear on the shaft or the gear in the oscillating frame, at will, to cause said motor to supply power for the purpose of raising or lowering the adjustable weight, or for the purpose of oscillating the oscillating frame, as may be required. 50

In testimony whereof, I affix my signature in presence of two witnesses. 55

JOHN WILDERMAN.

Witnesses:

JAMES F. DUHAMEL,  
MAE W. CLINTON.