C. H. COOLEY.

AMUSEMENT DEVICE.

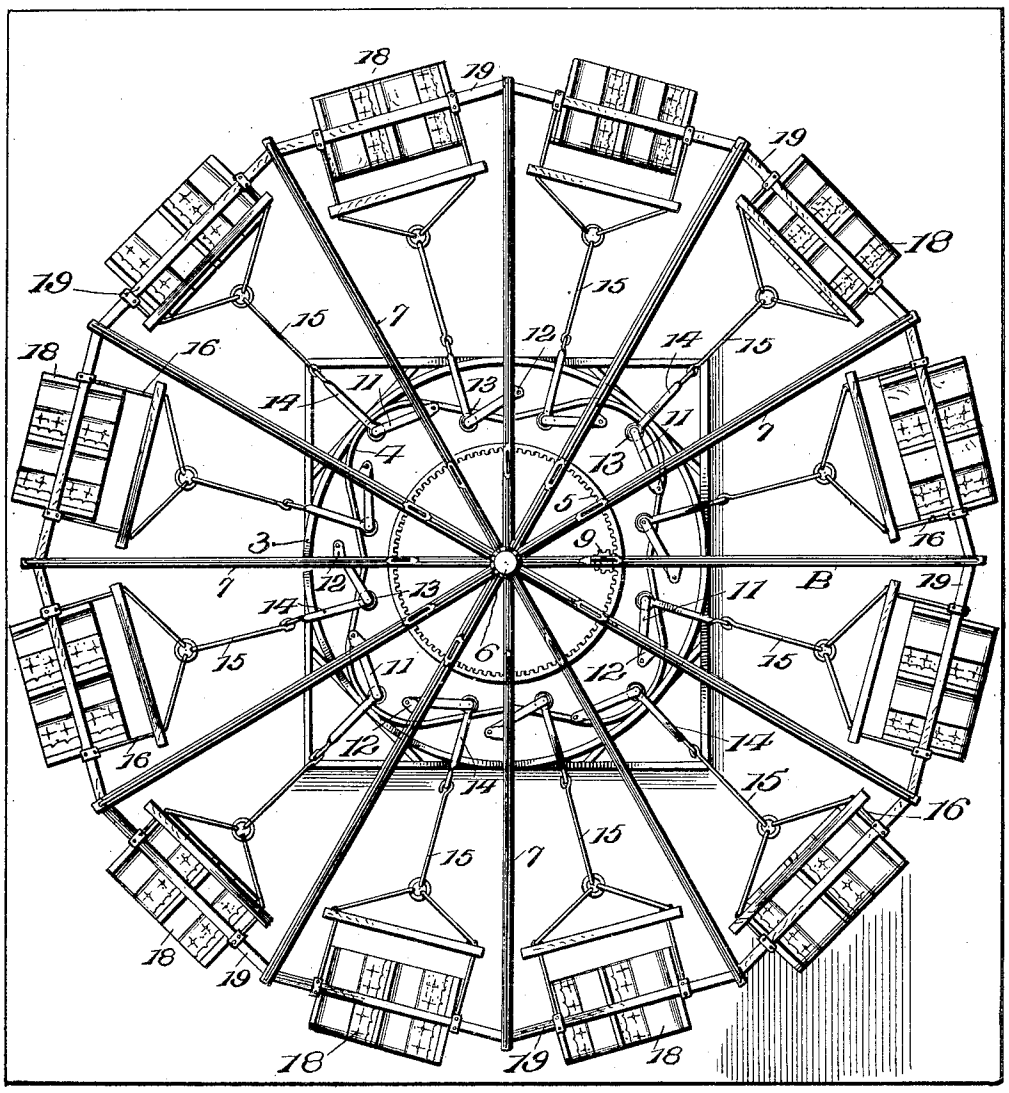
APPLICATION FILED OCT. 12, 1912.

1,108,708.

Patented Aug. 25, 1914.

3 SHEETS—SHEET 1.

Fig. 1.



WITNESSES

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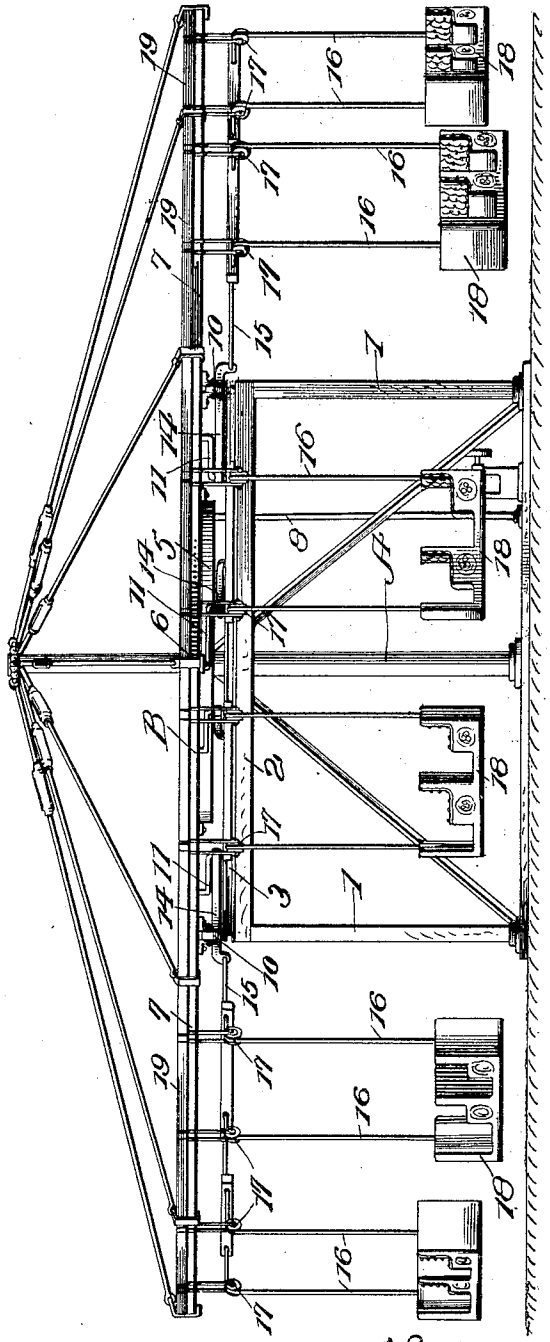
3 SHEETS—SHEET 2.

FIG. 2.



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3 SHEETS—SHEET 3.

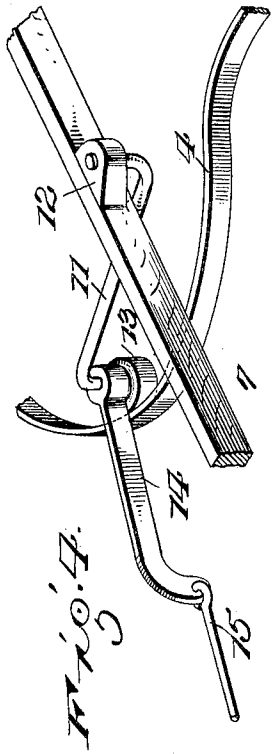

FIG. 4.

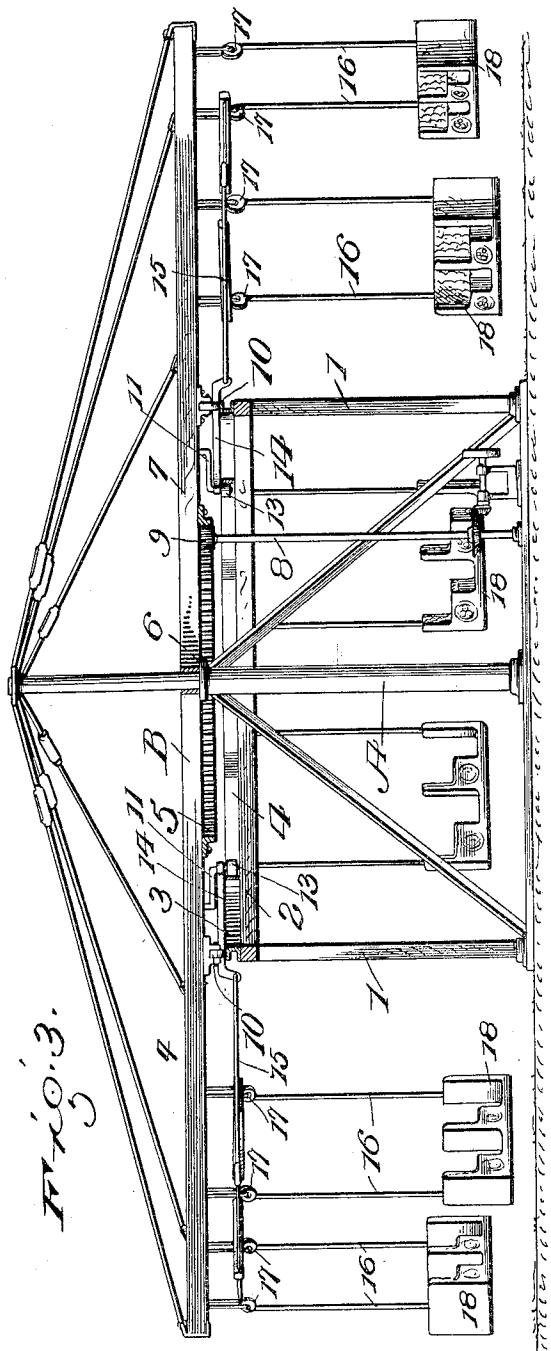

FIG. 3.

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UNITED STATES PATENT OFFICE.

CHARLES H. COOLEY, OF WICHITA, KANSAS.

AMUSEMENT DEVICE.

1,108,708. Specification of Letters Patent. Patented Aug. 25, 1914.

Application filed October 12, 1912. Serial No. 725,405.

To all whom it may concern:

Be it known that I, CHARLES H. COOLEY, a citizen of the United States, residing at Wichita, in county of Sedgwick and State of Kansas, have invented certain new and useful Improvements in Amusement Devices, of which the following is a specification.

This invention relates to an improvement in roundabouts, and the object is to provide means whereby the cars are given several distinct motions during the operation of the amusement device.

The invention consists of certain novel features of construction and combinations of parts which will be hereinafter fully described and pointed out in the claim.

In the accompanying drawings Figure 1 is a top plan view of the invention; Fig. 2 is a view in side elevation; Fig. 3 is a vertical sectional view through the apparatus; Fig. 4 is a fragmentary detail view in perspective of the lever carrying the wheel which travels along the undulating track.

Posts 1, 1 have a frame 2 mounted thereon upon which frame a circular track 3 is mounted. An undulating rail 4 is located within the circular track 3. A post A extends centrally through the frame 2 and mounted upon the post is a rotatable frame B.

A large external gear wheel 5 is mounted upon the hub 6 of the frame B and is connected to the arms or spokes 7 of the frame. A rotatable shaft 8 carries a pinion 9 which pinion meshes with the teeth of the gear wheel 5 for rotating the frame B. Wheels 10, 10 are mounted upon the spokes 7 of the frame B and engage the circular track 3 for supporting the frame upon the track and upon which track the frame rotates. Levers 11, 11 are connected to brackets 12 carried by the arms or spokes 7. The levers 11 are pivotally journaled in the brackets and extend downwardly and then outwardly, and journaled at the ends of the levers are wheels 13, 13 which lie and revolve in a horizontal plane engaging the inner surface of the undulating rail 4.

Rods 14 are connected to the levers 11, which rods extend outwardly over the track 3. Draft rods 15 are connected to the rods 14 and cables 16, 16 are connected to the draft rods 15 and the cables connected to each draft rod pass over pulleys 17, 17, journaled upon the rim 19 of the frame B. The cables 16 are connected to cars or other vehicles 18.

During the rotation of the frame upon the track 3 the wheels 13 will travel along the undulating or uneven surface of the rail 4 causing the cables 16 to be raised and lowered thereby elevating and lowering the car 18. The momentum of the frame B will produce different actions or movements of the cars 18. When the cables lengthen, that is, cause the car to be lowered, the centrifugal force of the moving frame B will give the car an outward, as well as a forward and downward movement, and when the reverse occurs, that is, when the wheel 13 would travel over one of the raised surfaces of the rail 4, the movement imparted to the car would be an inward, forward, and upward movement, and the force of each of the various movements would be distinctly felt by the occupants of the car. It will therefore be seen that three distinct motions or movements are given to the car when the cables are lengthened, and three distinct motions are given when the cables are shortened, and when the cables are shortened, one of the motions or movements is different from the motion or movement taken when the cables are lengthened.

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

In an amusement device, the combination with a support, of a frame rotatably mounted thereon, having cars suspended therefrom, a rail carried by the support having an undulating surface on one side thereof, levers pivotally connected at one end thereof to the rotatable frame, wheels journaled on the free ends of the levers and lying in a horizontal plane, said wheels adapted to engage the undulating surface of

the rail, and flexible means connected to the cars and to the free ends of the levers for supporting the cars and causing the wheels to be brought into contact with the undulating surface of the rail, so that, upon the rotation of the frame, an oscillating movement will be transmitted to the levers, whereby movement will be imparted to the cars and cause the cars to receive several distinct motions.

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

CHARLES H. COOLEY.

Witnesses:

WILLIAM A. THOMAS,

HARRY E. SMITH.