C. F. PECK.

AMUSEMENT DEVICE.

APPLICATION FILED SEPT. 2, 1908.

922,184.

Patented May 18, 1909.

Fig. 5

Fig. 1

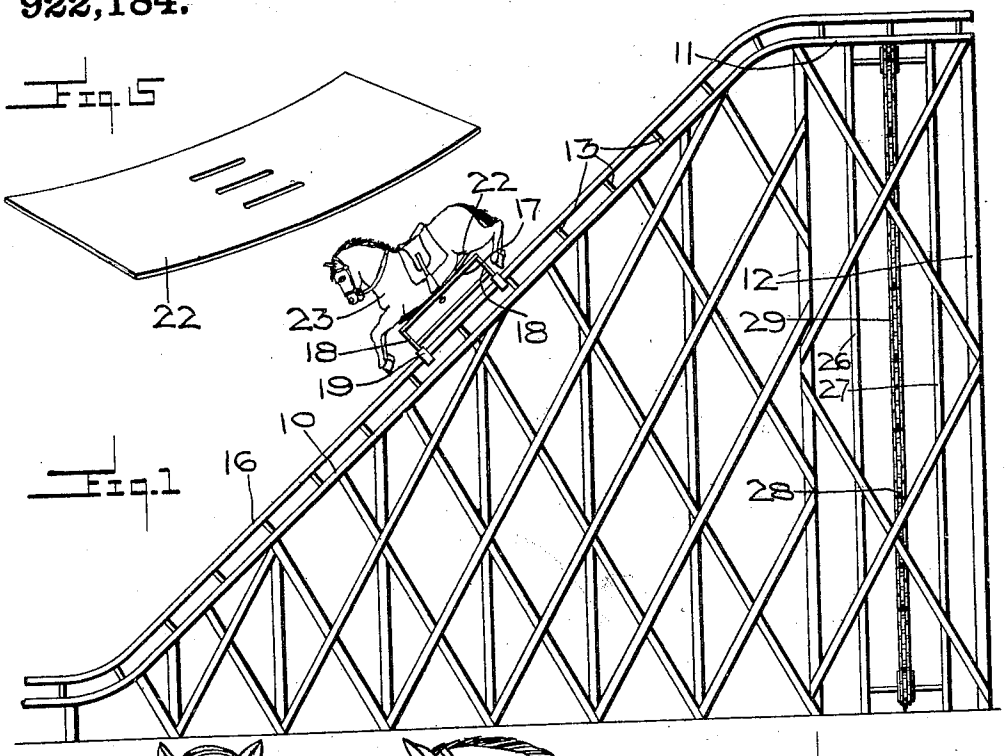


Fig. 2

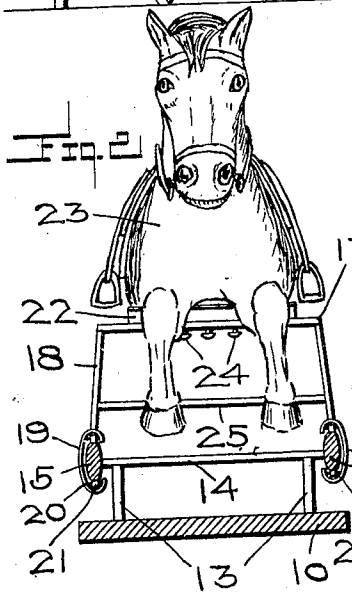


Fig. 3

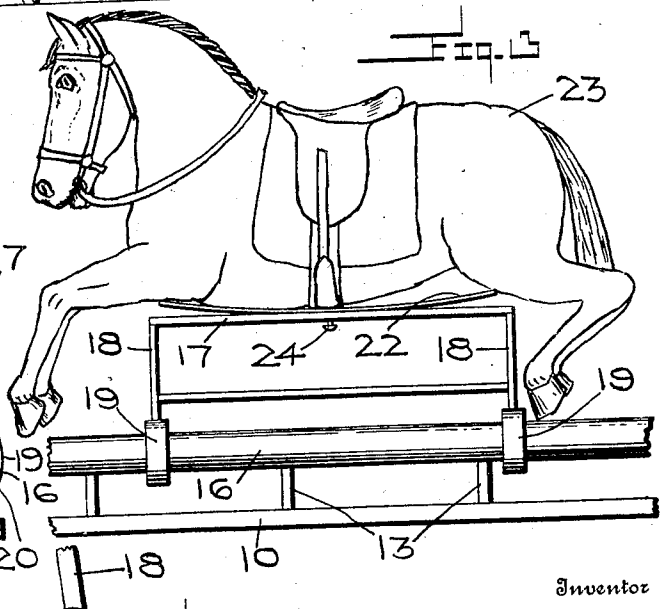
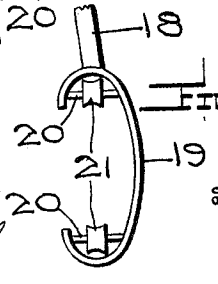


Fig. 4



Witnesses

Ed. P. Lusby

C. Carter Sheriff.

Inventor

Charles F. Peck

By Woodward & Chandlee.

Attorney

UNITED STATES PATENT OFFICE.

CHARLES F. PECK, OF CONEY ISLAND, NEW YORK.

AMUSEMENT DEVICE.

No. 922,184. Specification of Letters Patent. Patented May 18, 1909.

Application filed September 2, 1908. Serial No. 451,282.

To all whom it may concern:

Be it known that I, CHARLES F. PECK, a citizen of the United States, residing at Coney Island, 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 having special reference to a device of this nature which is adapted to convey passengers.

The invention has for an object the provision of an amusement device which will give the passenger a rocking motion similar to that which is obtained by riding a horse without injuring the person or of any undue jarring during the manipulation of the device.

The invention has for a further object the provision of a device of this nature which is simple in construction and which relies on the force of gravity for its operation and one which can be economically erected.

Other objects and advantages will be apparent from the following description and it will be understood that changes in the specific structure shown and described may be made within the scope of the claims without departing from the spirit of the invention.

In the drawings forming a portion of this specification, and in which like numerals of reference indicate similar parts in the several views, Figure 1 is a side elevation of the complete device, Fig. 2 is a front elevation of the car and track, showing the track in cross section, Fig. 3 is a detailed and enlarged view of the car showing the connection between the hobby horse and the frame, Fig. 4 is a detailed view of one of the bearing members which support the car upon the track, Fig. 5 is a perspective view of the spring plate employed in connection with the device.

Referring to the drawings, 10 designates a base or trestle which is positioned at an incline from a platform 11 mounted at a considerable height upon standards 12 and which is provided with a plurality of uprights 13 which are disposed in parallel and support across their upper extremities bars 14 which carry upon their opposite ends two parallel rails 15 and 16. The rails 15 and 16 are of substantially elliptical cross section and are so positioned upon the ends of the cross bars 14 that the major axis is vertically disposed to present an upper and lower contact surface for a purpose hereinafter described. The rails 15 and 16 if preferred may be raised or depressed vertically in order to give a vibration to the car which is passed thereover.

The car which is used in connection with this device comprises a substantially flat rectangular surface plate 17 which is supported upon standards 18 depended from the opposite corners of the plate 17 where they engage and are secured to guards 19 which are formed upon their lower extremities. The guards 19 each comprise a metallic plate which is curved at its opposite ends so as to form substantially an ellipse and which is provided in its opposite end with transverse shafts 20 upon which are loosely mounted grooved pulleys 21 for engagement with the upper and lower bearing surfaces of the rails 15 and 16. By reason of the formation of the guards 19 it is readily seen that it is impossible for the frame of the car to leave the rails without the breakage of the guards 19, and also that the pulleys 21 will be enabled to pass over the complete length of the rails 15 and 16 and carry the guards 19 therewith on account of the opening between the ends of the guards at the inner side of the rails to admit of the passage of the bars 14 therethrough. The plate 17 is provided with a leaf spring 22 which is of substantially the same length and width of the plate 17 and which is curved upwardly to engage a hobby horse 23 positioned upon the upper face thereof. The spring 22 is provided centrally and longitudinally with slots through which are passed a plurality of bolts 24 which are carried by the plate 17 and extended upwardly to engage in the hobby horse 23 to secure the same thereon. The bolts 24 are loosely mounted in the plate 17 in order to allow a rocking motion of the hobby horse 23 during the vibration of the frame supporting the same. The standards 18 of the frame are held rigidly in position by braces 25 which extend across the frame between the braces and which are secured at their opposite extremities to the braces 18.

When in operation it is necessary to raise the car to the platform 11 in order to start the same down the tracks 15 and 16. This is effected by the use of the tracks 26 and 27 which are mounted at an incline from the ground up to the platform 11 and an endless conveyer 29 disposed centrally of the tracks 26 which is provided with a plurality of up-

wardly extending arms 28 for engagement with the braces 25 of the car to carry the same upwardly upon the tracks 26 and 27 to the platform 11. When the frame is reciprocated or jarred in any manner the spring 22 serves to deaden the shock of the same so that the rider will not be subjected to the variations incident to the construction or imperfections in the bearing surfaces of the tracks 15 and 16 which are communicated to the frame on account of the small diameter of the pulley 21 which support the car. The object in having the pulleys 21 positioned in the lower end of the guard 19 is to prevent the rising of the car or of the displacement of the same from the rails 15 and 16 while in motion.

What is claimed is:—

1. A device of the class described comprising a trestle, a plurality of standards disposed on said trestle, said standards being disposed in parallel, cross bars supported upon the upper extremities of said standards, elliptical tracks disposed upon the outer extremities of said cross bars in a vertical position and a hobby horse slidably disposed upon said tracks.

2. A device of the class described comprising rails, guards mounted about said rails, grooved pulleys mounted in the upper and lower extremities of said guards for engagement against said rails, standards upwardly extended from said guards, braces laterally disposed between said standards for supporting the same a plate mounted across the upper end of said standards, a spring positioned upon said plate, a plurality of bolts upwardly extended from said plate through said spring and a hobby horse secured to the extremities of said bolts.

3. A device of the class described comprising an inclined trestle, a platform mounted at the upper extremity of said trestle, standards disposed upon said trestle in pairs, bars transversely disposed across said trestle upon the upper extremities of said standards, elliptically formed rails mounted upon the outer extremities of said bars, guards slidably disposed about said rails, grooved pulleys mounted in said guards for engagement with said rails, standards disposed upon the upper edges of said guards, braces transversely mounted across said standards on said guards, a plate mounted across said standards, a spring disposed on said plate, a hobby horse loosely mounted upon the upper face of said spring and a plurality of bolts carried by said plate and extended upwardly through said spring for engagement with said hobby horse.

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

CHARLES F. PECK.

Witnesses:

FRANK E. DAVIS,

JOSEPH M. RYAN.