

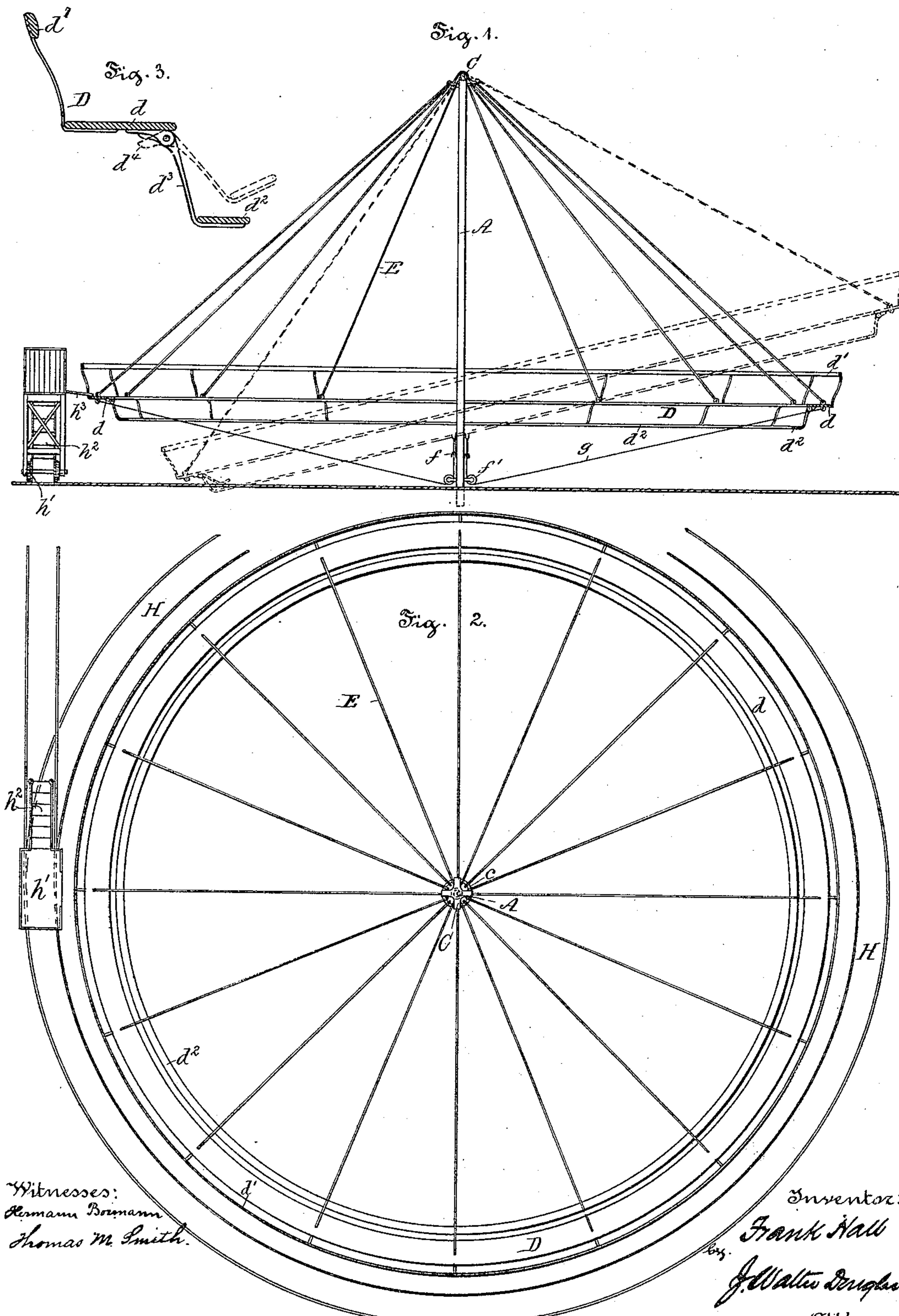
(No Model.)

2 Sheets—Sheet 1.

F. HALL.
AMUSEMENT APPARATUS.

No. 438,315.

Patented Oct. 14, 1890.



Witnesses:
Hermann Brunn
Thomas M. Smith.

Inventor:
Frank Hall
J. Walter Douglas
att'y.

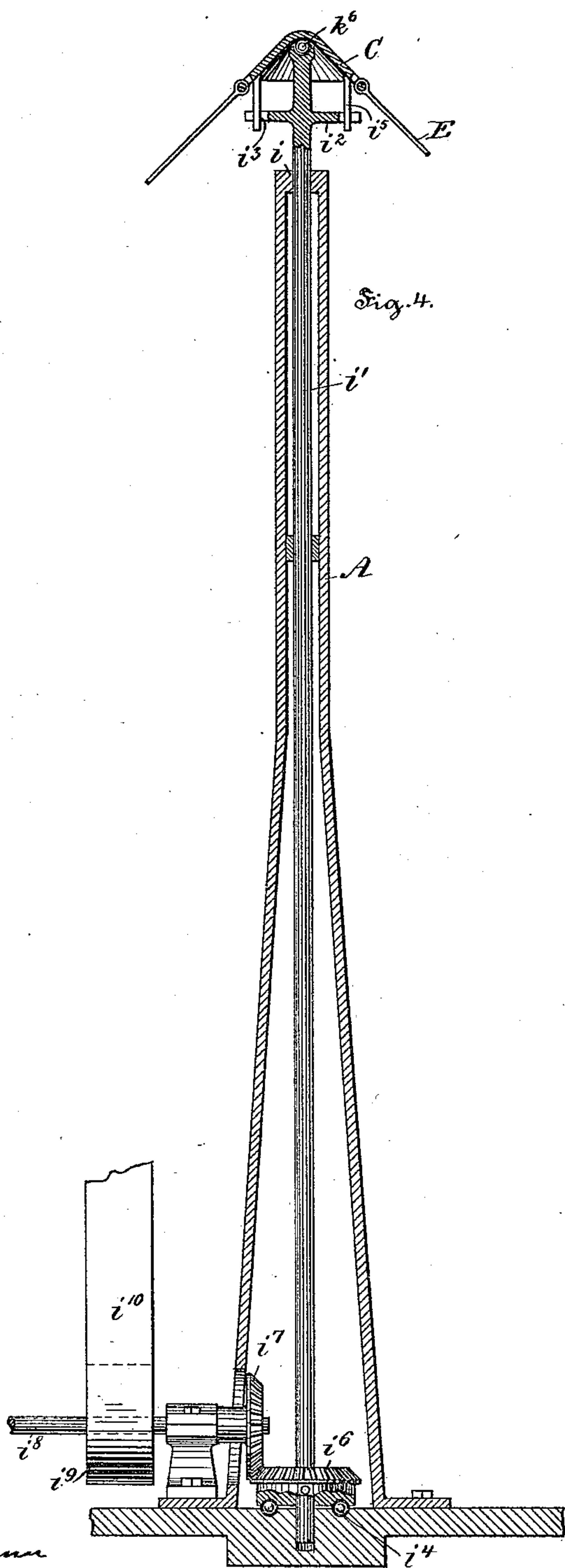
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AMUSEMENT APPARATUS.

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by J. Walter Douglas.
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UNITED STATES PATENT OFFICE.

FRANK HALL, OF PHILADELPHIA, PENNSYLVANIA.

AMUSEMENT APPARATUS.

SPECIFICATION forming part of Letters Patent No. 438,315, dated October 14, 1890.

Application filed May 26, 1890. Serial No. 353,123. (No model.)

To all whom it may concern:

Be it known that I, FRANK HALL, a citizen of the United States, residing at the city of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Amusement Apparatus, of which the following is a specification.

My invention relates to certain apparatus for affording pleasure or enjoyment and exercise to patrons of summer resorts and other places of amusement.

Heretofore pleasure-railways, sliding-hills, and merry-go-rounds have been provided at summer resorts and other places of amusement for the entertainment of the public, and although such types of apparatus were more or less popular and accomplished the purpose for which they were designed, still, in a short time, the public became tired of such amusements and ceased to participate therein or patronize the same.

The principal objects of my present invention are, first, to afford new and exhilarating entertainment for visitors to summer resorts and other places of amusement, and, second, to provide comparatively compact and durable apparatus for affording such entertainment to patrons thereof.

The nature and characteristic features of my invention will be more fully understood from the following description, taken in connection with the accompanying drawings, forming part hereof, and in which—

Figure 1 is an elevation of an apparatus embodying features of the invention, showing the ring or hoop shaped platform attached to a pivotally-supported cap, and also in dotted lines the position of the platform when the latter is shifted toward the right. Fig. 2 is a top or plan view showing rails arranged around the platform, and upon which a car provided with steps is permitted to travel, in order to allow the patrons to mount upon or alight from the apparatus. Fig. 3 is a transverse section through the hoop or ring shaped platform, showing a seat, the back thereof, and a foot-rest pivotally attached to the platform, and also showing in dotted lines the position of the foot-rest when the platform occupies a position such as is illustrated by the

dotted lines in Fig. 1; and Fig. 4 is a vertical section of a central pole or standard, showing mechanism for revolving the cap and platform.

Referring now to the drawings, A is a vertical rigidly-supported pole or standard.

C is a cap provided with pins or eyes *c* and fitted over the end of the pole or standard.

D is a hoop or ring shaped platform provided with a seat *d*, a back *d'*, and a foot-rest *d''* and encircling or surrounding the pole or standard A.

E are guys or stays attached at one extremity thereof to the pins or eyes on the cap and at the opposite extremity to the platform D, so that the same is permitted to gyrate and oscillate freely in all directions about the pole or standard A, as is hereinafter more fully described.

The above-described apparatus is especially adapted for structures which are erected out of doors.

When it is desired to erect a structure embodying my invention in a hall or other building, the pole A may be dispensed with. In such case the cap C is attached to a swivel secured to the roof or rafters of the building or supported in any other well-understood manner. It will be readily understood that when a swivel is employed to support the cap C the platform D may be made solid instead of hoop or ring shaped, and may have any preferred contour, in which case it will be necessary to turn the seats *d* around, so that patrons occupy positions facing away from the center of the platform. Preference, however, is given to a ring or hoop shaped platform, upon which the patrons sit facing toward or in the direction of the center thereof, because if any of the patrons should accidentally fall off when the platform is depressed the latter in again ascending will move away from them without striking or otherwise injuring them.

The cleats *f* and pulleys *f'*, of the usual or of any preferred construction, are attached to the pole or standard A, for a purpose to be presently described.

g are ropes passing over the pulleys *f'*, and attached at one extremity thereof to the platform D, in order that the opposite extremity

may be belayed or made fast to the cleats *f*, so as to retain the platform D at rest, thereby permitting the patrons to readily mount upon or alight from the same.

5 H is a course of rails laid adjacent to the periphery of the platform D.

h' is a car or truck adapted to traverse the course H, and provided with stairs *h*², so that the patrons may mount upon the truck by
10 means of the stairs and then step upon the platform D.

*h*³ is a gang-plank for facilitating the passage of the patrons from the truck *h'* to the platform D.

15 Referring now to Fig. 3, the foot-rest *d*² is attached to an arm *d*³, provided with a knee *d*⁴, pivotally attached to the platform D, so that when the latter is oscillated upward the foot-rest will be properly supported, and when
20 the platform is oscillated downward or depressed the foot-rest, contacting with the ground or floor, is permitted to yield and occupy the position shown in dotted lines in Figs. 1 and 3.

25 In use, the patrons desiring to participate in the sport mount upon the platform D by means of the stairs *h*² and truck *h'*, and occupy the seats *d*, with their feet supported by the foot-rests *d*². After the patrons are seated
30 the attendant in charge causes the platform D to gyrate or oscillate about the center pole or standard A, either by hand or in a manner presently described. The movements and unequal distribution of the weight of the
35 persons sitting on the platform D greatly assist in causing the latter to oscillate.

If preferred, curtains of canvas or other similar material may be suspended around the periphery of the platform D, in order to
40 shield or screen the feet and limbs of the participants in the sport from the view of the observers.

It may be remarked that although the sport of riding on this device is especially exciting
45 and exhilarating to the riders, still the oscillating and erratic movements of the platform D afford amusement and entertainment both to the observers and to persons waiting for an opportunity to ride.

50 The mode of operation of the apparatus illustrated in Fig. 4 is the same as hereinbefore described with relation to Figs. 1 and 2, with these exceptions, that the central pole or standard A is made with a hollow or recessed
55 center and bearings *i*. A shaft *i'*, provided with projections *i*², having apertures *i*³ therein, is supported laterally in the bearings *i* and vertically by ball-bearings *i*⁴. *k*⁶ is a ball interposed between the extremity of the shaft
60 *i'* and the cap C for permitting of the oscillation of said cap and platform. This cap C is provided with lugs *i*⁵, engaging with apertures *i*³, so that the cap C and platform D are rotated upon the ball-bearings *i*⁴ by the revolution of the shaft *i'*. *i*⁶ is a miter-wheel
65 keyed or otherwise attached to the shaft *i'*. *i*⁷ is a miter-wheel meshing with the miter-

wheel *i*⁶, and which is keyed to a counter-shaft *i*⁸. *i*⁹ is a pulley keyed or otherwise connected with said counter-shaft. *i*¹⁰ is an end-
70 less band passing around the pulley *i*⁹ for transmitting motion from an engine or other prime mover. (Not shown.) It will be readily understood that rotary motion may be trans-
75 mitted to the platform D by starting the prime mover, while at the same time the aperture *i*³ and lugs *i*⁵ permit an oscillating movement to be imparted to the platform D.

It will be obvious to those skilled in the art to which my invention appertains that modifi-
80 cations may be made in the details thereof without departing from the spirit of the invention, and hence I do not limit myself to the exact construction hereinbefore described; but,
85

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

1. The combination of a pole provided with cleats, a cap connected with said pole, a plat-
90 form, guys attached to said cap and platform, and ropes connected with said platform and adapted to be attached to said cleats, substantially as and for the purposes described.

2. The combination of a pole provided with
95 pulleys and cleats, a cap mounted on said pole, a ring-shaped platform, guys attached to said cap and platform, and ropes passing over and around said pulleys and attached to said platform and cleats, substantially as and
100 for the purposes described.

3. The combination of a pole provided with pulleys and cleats, a cap supported by a uni-
105 versal connection from the upper extremity of said pole, a ring or hoop shaped platform provided with foot-rests, guys attached to said cap and platform, and ropes connected with said platform and adapted to be attached
110 to said cleats, substantially as and for the purposes described.

4. The combination of a pole provided with pulleys and cleats, a cap supported by a uni-
115 versal connection from the upper extremity of said pole, a ring or hoop shaped platform provided with pivotal foot-rests having stops, guys or stays attached to said cap and plat-
120 form, and ropes connected with said platform and cleats, substantially as and for the purposes described.

5. The combination, with a vertical pole
120 provided with pulleys and cleats, a cap universally supported from the top of said pole, a ring or hoop shaped platform provided with pivotal foot-rests, and stops and guys or stays attached to said cap and platform, of rails
125 arranged adjacent to said platform, a car, and means to propel said car over said rails adjacent to the periphery of said platform, substantially as shown and described.

6. The combination of a hollow standard, a
130 pole mounted therein, means for revolving the same, a ball-bearing in the upper extremity of said pole, a cap mounted thereon, a platform, and guys or stays attached to said

cap and platform, substantially as and for the purposes described.

5 7. The combination of a hollow standard, a vertical pole mounted therein, means for actuating said pole, a ball-bearing in the top of said pole, a cap mounted thereon, a platform provided with pivotal foot-rests and stops, and guys or stays attached to said cap and platform, substantially as and for the purposes
10 described.

8. The combination, with a standard, a pole mounted therein and provided with a universal connection, means for actuating said pole, a supported cap, a platform provided
15 with foot-rests, and guys or stays attached to said cap and platform, of rails arranged adjacent to the said platform, and a car adapted to travel over said rails, substantially as and for the purposes described.

20 9. The combination of a hollow standard, a pole mounted therein, means for actuating said pole, a ball-bearing in the upper extremity of said pole, a cap supported or mounted

thereon, a platform provided with foot-rests, guys or stays attached to said cap and platform, rails arranged adjacent to said platform, a car, and means to permit of the mounting and alighting from said platform, substantially as shown and described. 25

10. The combination, with a standard, a pole mounted therein, means for actuating said pole, a cap universally supported from the upper extremity of said pole, a platform provided with pivotal foot-rests and stops, and guys or stays attached to said cap and platform, of cars and means to permit of the mounting of and alighting from said platform, substantially as and for the purposes described. 30 35

In witness whereof I have hereunto set my signature in the presence of two subscribing witnesses. 40

FRANK HALL.

Witnesses:

GEO. W. REED,

THOMAS M. SMITH.