

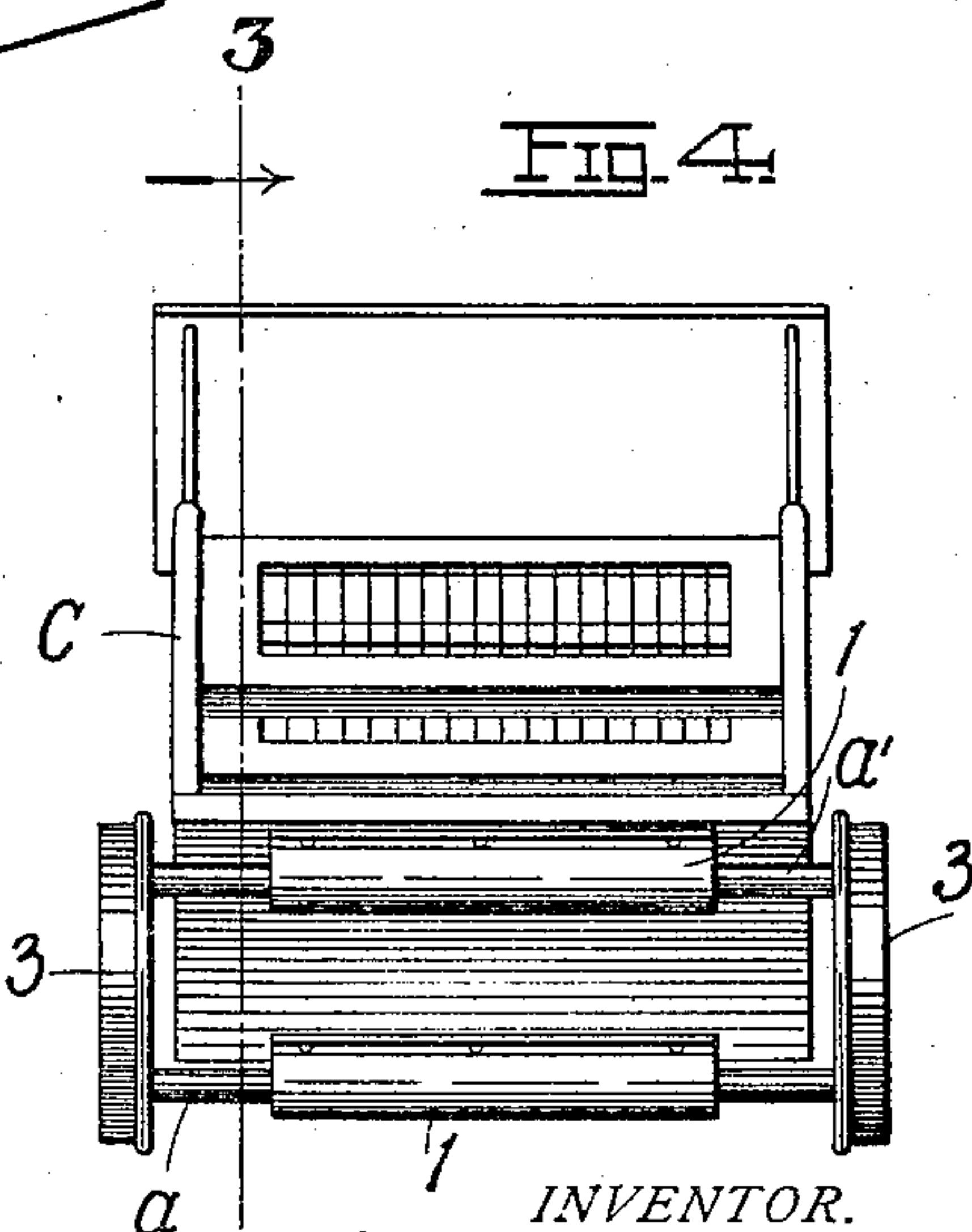
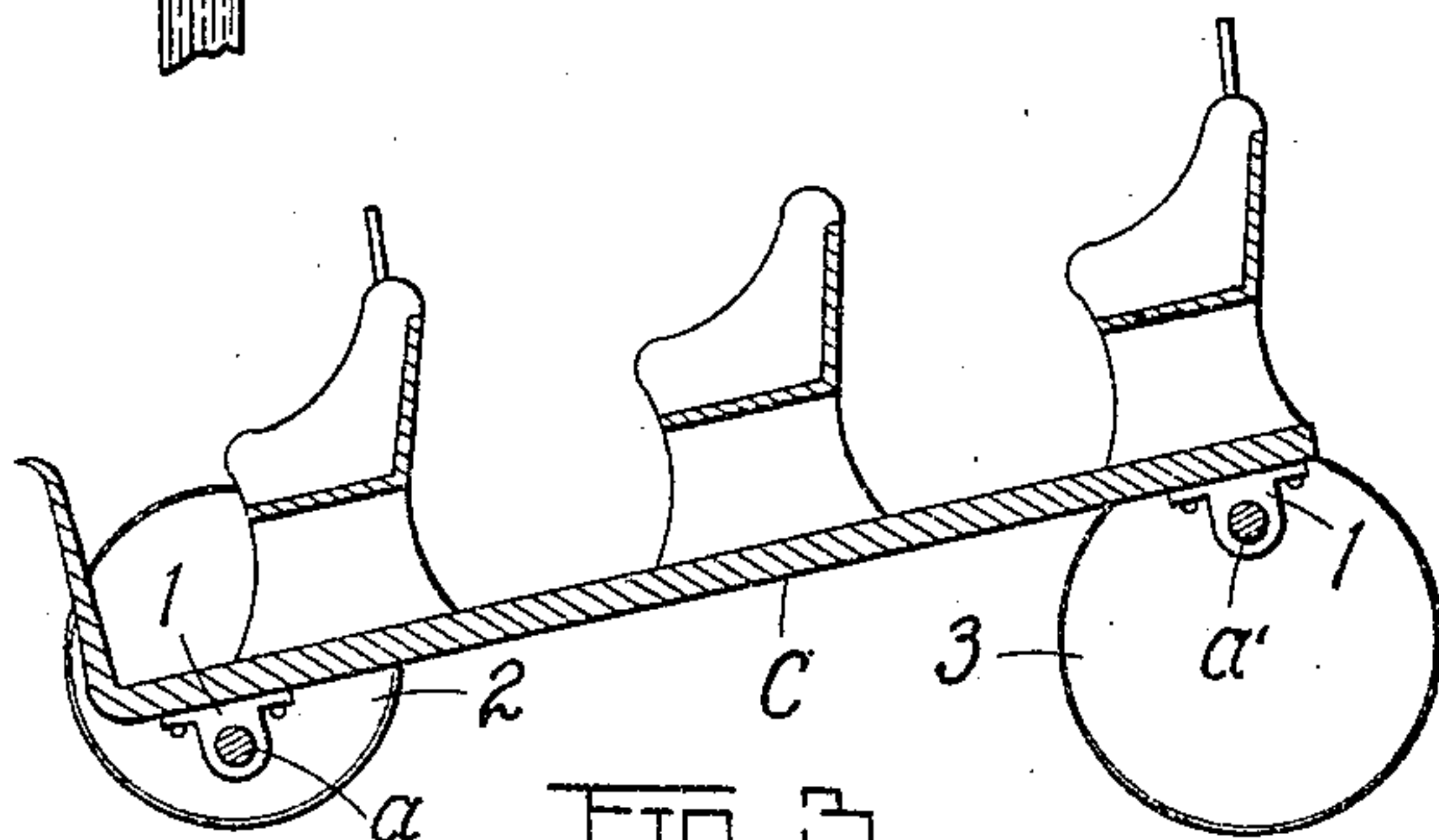
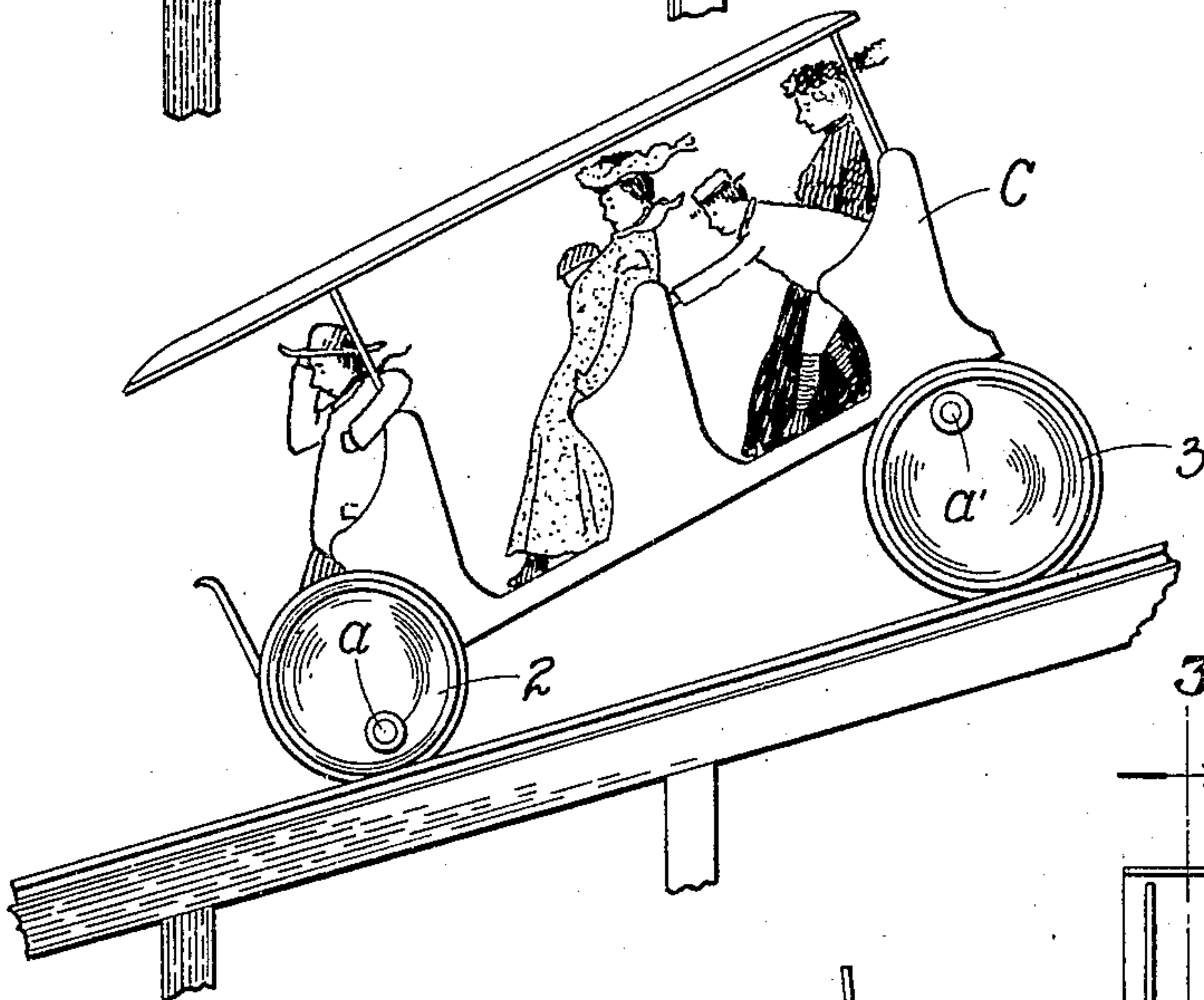
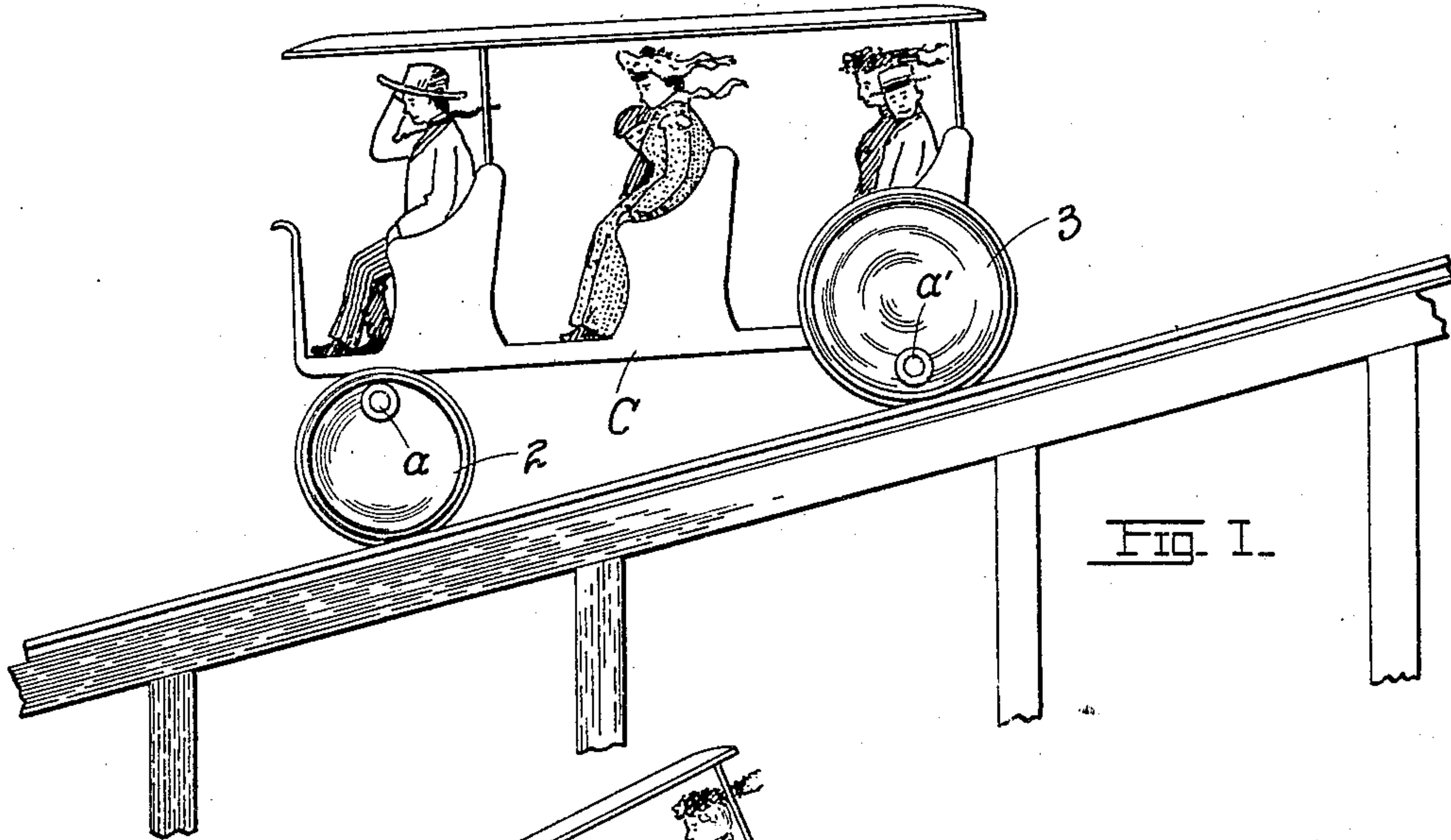
No. 773,613.

PATENTED NOV. 1, 1904.

J. D. WALSH.
PLEASURE CAR.

APPLICATION FILED FEB. 23, 1904.

NO MODEL.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JAMES D. WALSH, OF ST. LOUIS, MISSOURI.

PLEASURE-CAR.

SPECIFICATION forming part of Letters Patent No. 773,613, dated November 1, 1904.

Application filed February 23, 1904. Serial No. 194,848. (No model.)

To all whom it may concern:

Be it known that I, JAMES D. WALSH, a subject of the King of Great Britain, residing at St. Louis, State of Missouri, have invented certain new and useful Improvements in Pleasure-Cars, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

My invention has relation to improvements in pleasure-cars; and it consists in the novel construction and arrangement of parts more fully set forth in the specification and pointed out in the claims.

In the drawings, Figure 1 is a side elevation of the car in one position mounted on an inclined railway. Fig. 2 is a similar view with the car in another position. Fig. 3 is a longitudinal vertical section on line 3 3 of Fig. 4, and Fig. 4 is a rear elevation of Fig. 2.

The object of my invention is to provide a car whose axles are secured eccentrically to the running wheels thereof, so that as the latter roll along the track (be the same inclined or horizontal) the eccentric connection referred to will cause that portion of the car-truck mounted immediately over the wheels to oscillate up and down during the travel thereof and produce a rocking sensation highly enjoyable by the occupants or pleasure-seekers.

In detail the invention may be described as follows:

Referring to the drawings, C represents a conventional form of car provided with axle-bearings 1 1, the front axle *a* being provided with the wheels 2 and the rear axle *a'* with wheels 3. Preferably the front wheels 2 are of smaller diameter than the rear wheels 3 for purposes of heightening the rocking sensation and increasing the number and degree of inclinations to which the truck is subjected for any given trip. The wheels of course revolve about their respective axles as axes, and the latter being eccentric cause the axles to first be below the centers of the wheels and then above the centers, the resulting oscillation of the car as a whole being exhilarating and highly enjoyable.

The present car can of course be used on surface roads, inclined or horizontal; the wheels may run on specially-provided rails;

the trucks may be run singly or in series, drawn by cables or gravity, and, in fact, in a variety of different ways, all depending on the character of amusement to be afforded.

It is of course apparent that I may depart from the details of construction here shown without in any wise affecting the nature or spirit of my invention. It is further apparent that from the arrangement as shown the character of oscillations imparted to the car may be almost infinite. They need not be regular or synchronous. Much depends upon the original position of the axles or to what extent the wheels of either truck have been revolved or to what position they are set at the time of the starting of the car. While the sensation on an inclined railway would probably be more pronounced, the character of oscillations is not changed by running the car on a horizontal plane. The degree of eccentricity, too, between the front and rear wheels may vary. In the present case the eccentricity is greater in the rear wheels; but it is obvious that it need not exceed that of the front wheels. So, too, may the number of trucks be reduced to one.

Having described my invention, what I claim is—

1. In a pleasure-car having a front and rear truck, wheels carried by the respective trucks, and axles disposed eccentrically to the wheels composing the respective trucks, substantially as set forth.

2. In a pleasure-car having a front and rear truck, wheels of different diameters carried by the respective trucks, and axles disposed eccentrically to the wheels composing the respective trucks, substantially as set forth.

3. In a pleasure-car having a front and rear truck, wheels of different diameters carried by the respective trucks, and axles secured to the wheels of the respective trucks at points removed to different eccentric distances along said wheels, substantially as set forth.

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

JAMES D. WALSH.

Witnesses:

EMIL STAREK,
MARY D. WHITCOMB.