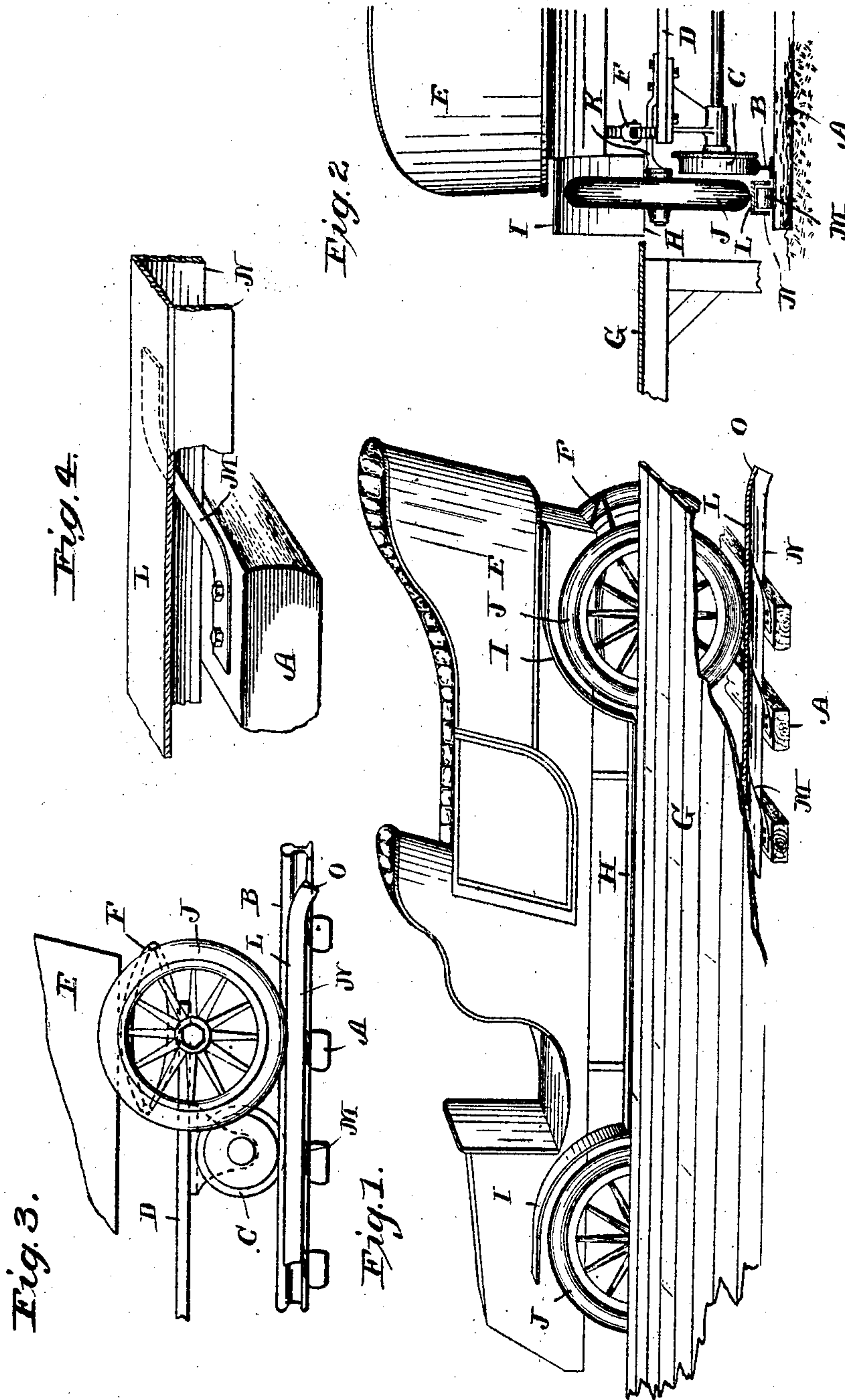


No. 822,302.

PATENTED JUNE 5, 1906.

R. F. RICE.
AMUSEMENT VEHICLE.
APPLICATION FILED OCT. 9, 1905.



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UNITED STATES PATENT OFFICE

ROBERT F. RICE, OF BRIDGEPORT, CONNECTICUT.

AMUSEMENT-VEHICLE.

No. 822,302.

Specification of Letters Patent.

Patented June 5, 1906.

Application filed October 9, 1905. Serial No. 281,926.

To all whom it may concern:

Be it known that I, ROBERT F. RICE, a citizen of the United States, and a resident of Bridgeport, in the county of Fairfield and State of Connecticut, have invented certain new and useful Improvements in Amusement-Vehicles, of which the following is a specification.

My invention relates to new and useful improvements in amusement devices, and more especially illusory vehicles designed to be operated upon a track, as in connection with a scenic railway or similar attraction and in imitation of an automobile or touring-car.

The object of my invention is to provide an inexpensive but attractive vehicle in the form of an imitation automobile or touring-car which shall be especially adapted to be operated upon pleasure-railways similar to those found at pleasure resorts and for the amusement and pleasure of patrons.

In practice my car may be propelled by any suitable means—as, for instance, electricity employed through a third rail. It would preferably be operated upon a circular or endless track, as is the custom with amusements of the above sort, having a single station where the patrons get in and out. At this particular location or station in the road I provide special means for carrying out the illusory effect of a touring-car for the deception and amusement of the patrons and the public, which feature, in connection with the special construction of car, comprises the substance of the invention, as will later be more fully explained.

A preferable design of track for the use of my car would be an endless track inclosed throughout by a covering except at the "station," so called, where the passengers enter and leave the car and would be provided with scenic and other attractions along the side of the roadway.

Referring to the accompanying drawings, forming a part of this specification, similar characters of reference denote like or corresponding parts throughout the several figures, and of which—

Figure 1 shows a perspective view of a pleasure-car designed in accordance with my invention and mounted upon a track and located at the "station," so called, or platform where the passengers enter and leave the car. Fig. 2 is a detail rear end view of one-half of the car, showing a bit of the station-platform shown in Fig. 1. Fig. 3 is a

detail side elevation of the rear portion of the running-gear of the car, and Fig. 4 is a detail perspective view of a short rail used adjacent to the station to be engaged by and operate the extra idle or automobile wheels of the car as the same passes the station.

Referring in detail to the characters of reference marked upon the drawings, A indicates the sleepers, and B the rails which constitute the tracks and which may be of any common or preferred construction, but preferably in the form of an endless roadway to accommodate the four-flanged car-wheels C, supporting the truck-frame D beneath the car-body E. The body of the car is provided with front and rear seats, is upholstered, and is provided with side entrances to the seat in imitation of a high-grade touring-car and can be provided with many of the little accessories commonly found on automobiles, but purposely omitted from the drawings. The car is further provided with springs F, intermediate of the truck-frame and car-body, to insure ease of riding.

G represents a platform which is located at the station or point of stoppage of the car and in practice is arranged about in line with the running-board H of the car, which platform, together with said running-board, shields the truck of the car from the patrons at that particular point. Fenders I extend up from each end of the running-board and are deflected back over the idler-wheels J in a way to further obscure the running-gear from the patrons upon the platform, as well as to obscure the said idler-wheel from the passengers while in the car.

These idler-wheels, of which there are four in number, are mounted upon the outer end of brackets K, attached to and extending out from the truck-frame, and are thus located just outside of the flanged car-wheels C of the truck in imitation of massive automobile-wheels and are further designed to operate only as the car is passing the station and are carried idle throughout the remainder of the run of the car invisible from the patrons in the car, as will obviously be apparent. The means by which these wheels are operated while passing the station comprises a short rail L, mounted upon suitable springs M in line with the movement of the said idler-wheels, which springs tend to normally hold the said rail up in line with the said travel of the wheels and against the same as they roll over it, thus causing the wheels to turn only

by reason of their engagement with the said rail and for the length of said rail only. This rail, as indicated, is in the form of an inverted trough having deflected side flanges N to engage the sides of the flat sheet-metal springs, upon which the said track loosely lies. The ends O of the said friction-rail are bent down slightly to insure the wheels riding thereon, as is obviously desired.

From the above construction, and as seen in Fig. 1, it will be apparent that the truck and driving mechanism would be hidden from view as the car is started from the station and moves off in imitation of an automobile, with its idler-wheels in motion until such time as when the end of the friction-rail is reached, when the said wheels would run off and become disengaged and then carried idly and obscure from the station or occupants of the car. It will further be apparent that when the car again approaches the station from the opposite direction and the end of the friction-rail is again engaged by the idler-wheels the latter will be again put into motion by the movement of car and will come into the station with said wheels in full operation, presenting an admirable illusory effect.

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

1. In an amusement-vehicle, the combination with a car mounted upon a wheeled truck, of an extra set of idler-wheels carried by the car, and means for engaging said idler-wheels at certain times to insure their rotation.

2. In an amusement-vehicle, the combination with a wheel-trucked car, of a set of idler-

wheels carried by the car, and a short rail to be engaged by the said idler-wheels to rotate the same at certain points in the travel of the car.

3. In an amusement-vehicle, the combination with a wheeled-truck car and a track therefor, of a set of normally idler wheels carried by the car, and a spring-actuated short rail in the path of travel of the said idler-wheels adapted to be frictionally engaged thereby.

4. In an amusement-vehicle, the combination with a track and car mounted thereon, of an extra set of idler-wheels carried by the car and normally out of engagement, and a short rail beside the track in line with the travel of the said idler-wheels to engage and operate the same while the car is passing over said short rail.

5. In an amusement-vehicle, the combination with a car and track, of a set of idler-wheels carried by said car, a short rail in line of the travel of the said idler-wheels to be frictionally engaged thereby, and a platform adjacent the short rail.

6. In an amusement-vehicle, the combination with a car and wheeled truck, of an extra set of idler-wheels secured to the said car-truck, and located exterior of the truck-wheels, and a short rail to be engaged by the said idler-wheels for operating the same.

Signed at Bridgeport, in the county of Fairfield and State of Connecticut, this 6th day of October, A. D. 1905.

ROBERT F. RICE.

Witnesses:

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