

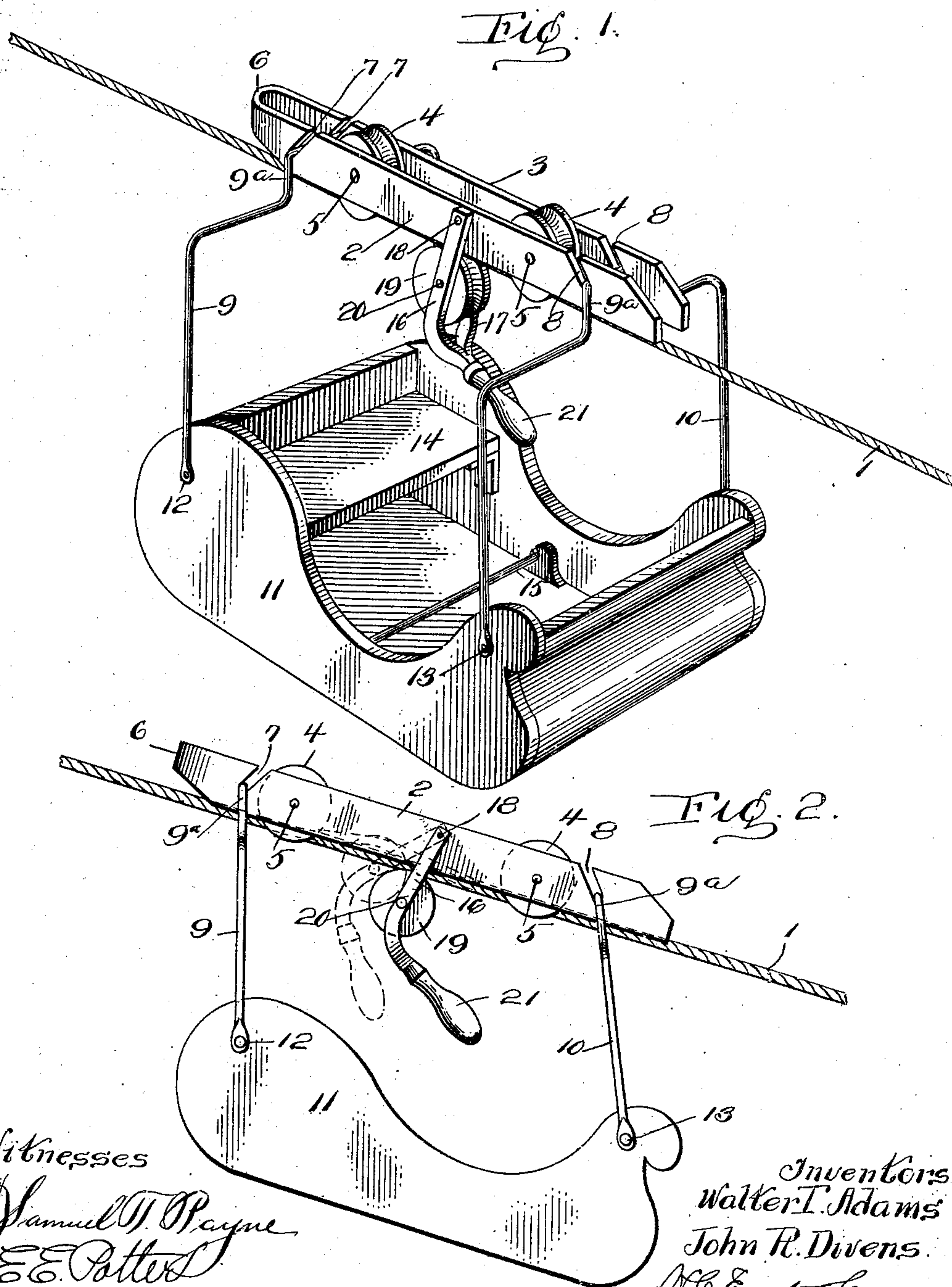
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PATENTED JAN. 1, 1907.

W. T. ADAMS & J. R. DIVENS.

PLEASURE VEHICLE.

APPLICATION FILED JUNE 18, 1906.



Witnesses

Samuel T. Payne
E. E. Potter

Inventors
Walter T. Adams
John R. Divens

Attorneys

UNITED STATES PATENT OFFICE.

WALTER T. ADAMS, OF HAYS BOROUGH, AND JOHN R. DIVENS, OF
McKEESPORT, PENNSYLVANIA.

PLEASURE-VEHICLE.

No. 840,283.

Specification of Letters Patent.

Patented Jan. 1, 1907.

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To all whom it may concern:

Be it known that we, WALTER T. ADAMS, residing at Hays borough, and JOHN R. DIVENS, residing at McKeesport, in the county of Allegheny and State of Pennsylvania, citizens of the United States of America, have invented certain new and useful Improvements in Pleasure-Vehicles, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to pleasure-vehicles; and its primary object is to provide a simple and inexpensive vehicle suspended from a frame adapted to travel by gravity along an inclined cable.

A further object of the invention is to provide a vehicle of the character indicated with brake mechanism of novel construction co-operating with the traveling frame or carrier to insure a stoppage of the vehicle at any point desired.

The present invention aims to provide an amusement device which may be manufactured at small expense, thus especially adapting it for use in private lawns or yards for the entertainment of children and others.

The construction of the improvement will be fully described hereinafter in connection with the accompanying drawings, which form a part of the specification, and its novel features will be set forth in the appended claims.

In the drawings, Figure 1 is a view in perspective of an amusement apparatus embodying the invention, and Fig. 2 is a side elevation of the same.

The reference-numeral 1 designates a wire cable adapted to be secured to suitable supports to provide an inclined way for a carrier comprising parallel side bars 2 and 3, between which are mounted a plurality of grooved wheels 4 upon suitable axial supports 5. We preferably construct this carrier from a single piece of metal bent upon itself centrally, as at 6, and formed adjacent to each end of the carrier with oppositely-inclined slots 7 and 8 to receive suspending-bails 9 and 10, the lower ends of the bail 9 being pivotally secured to opposite sides of the rear end of the vehicle 11, as at 12, while the ends of the bail 10 are pivotally secured to the opposite sides of the front end of the vehicle, (indicated at 13.) The body of the car or vehicle 11 may be of any preferred

shape or design and equipped with a seat 14 and foot-rest 15. By inclining the rear slots 7 in a direction opposite to the inclination of the slots 8 and providing each bail with a contracted suspending-loop 9^a the liability of accidental disengagement of the bails from the carrier is reduced to the minimum.

To regulate the speed of the vehicle and to stop its movement quickly, we provide a brake of novel construction, comprising a bifurcated lever, the arms 16 and 17 of which embrace the opposite sides of the carrier and are secured thereto by pivotal connections 18 and a grooved roller 19, revolvably mounted between the arms of the lever upon a pin 20. A suitable handle 21 upon the bifurcated lever is located within easy reach of the occupants of the vehicle, and the travel of the latter is therefore under control.

The utility and operation of the improvement will be readily understood from the foregoing description, in connection with the illustration in the drawings. After the carrier-frame is in position upon the cable it is ready to receive one or more passengers, and the velocity of the downward movement of the vehicle will depend upon the degree of inclination of the wire cable.

To stop the vehicle, it is only necessary for one of the occupants of the car to pull upon the lever which raises the roller 19 between the side bars 16 and 17 of the carrier to the position shown by the dotted lines in Fig. 2 in engagement with the cable. As illustrated in Fig. 2, the cable can be bent upward to quickly stop the car, or if only a lessening of the speed is desired the force of the pull upon the lever is regulated accordingly.

The simplicity of the apparatus constructed as above described enables it to be operated by children, and the invention provides an amusement device especially well adapted for private or home use. It will, however, be understood that the invention may be employed for any purpose for which it may be found adapted and also that we reserve the right to make all such modifications in the means for suspending the bails and in the construction of the carrier, car, and hanger as may fall within the scope of the claims.

What we claim, and desire to secure by Letters Patent, is—

1. The combination with an inclined flexible support, of a carrier comprising parallel

side bars, and grooved wheels mounted between said side bars, a car or vehicle suspended from said carrier, and a brake consisting of a lever pivotally secured to said carrier at a point between said wheels, and a grooved roller adapted to be swung between said side bars to engage said flexible support.

2. The combination with an inclined cable, of a carrier comprising parallel side bars and grooved wheels mounted between said side bars, a car or vehicle suspended from said carrier, and a brake consisting of a bifurcated lever, the arms of which are pivotally secured to opposite sides of the carrier, and a grooved roller adapted to be swung between the side bars of the carrier.

3. The combination with an inclined cable, of a carrier, comprising parallel side bars, formed with oppositely-inclined slots, a car, bails pivotally secured to said car, and suspended within said slots, and a brake consisting of a bifurcated lever provided with a handle, the arms of said lever embracing the op-

posite sides of the carrier and pivotally secured thereto, and a grooved roller mounted between said arms, and adapted to be swung upward to engage the cable.

4. The combination with an inclined cable, of a carrier comprising parallel side bars formed with oppositely-inclined slots, a car, bails pivotally secured to the opposite sides of the car and having centrally-disposed suspending-loops arranged in said slots, and a brake consisting of a bifurcated lever having its arms pivotally secured to opposite sides of the carrier, and a grooved roller mounted between said arms, and adapted to be thrown upward between said side bars to engage the cable.

In testimony whereof we affix our signatures in the presence of two witnesses.

WALTER T. ADAMS.
JOHN R. DIVENS.

Witnesses:

MAX H. SROLOVITZ,
F. O. McCLEARY.