

No. 880,964.

PATENTED MAR. 3, 1908.

J. C. BOYLE.  
PORTABLE COASTING DEVICE.  
APPLICATION FILED JULY 25, 1907.

Fig. 1.

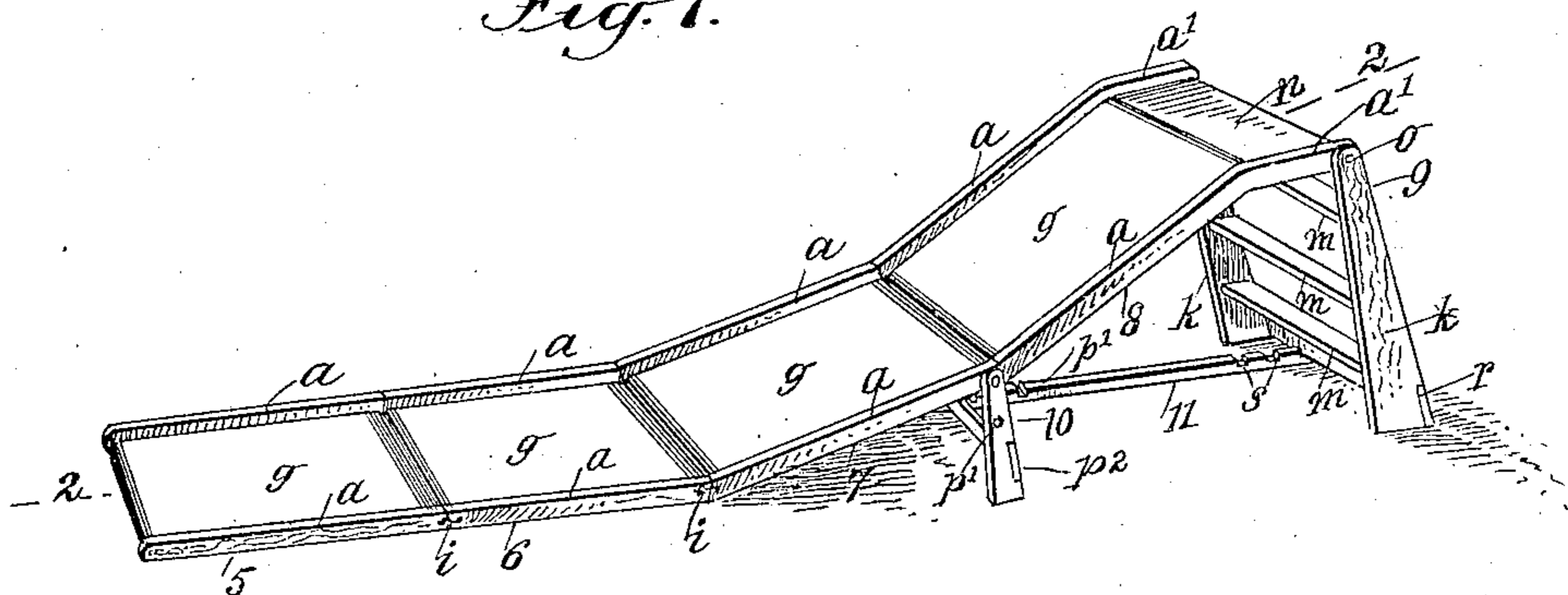


Fig. 2.

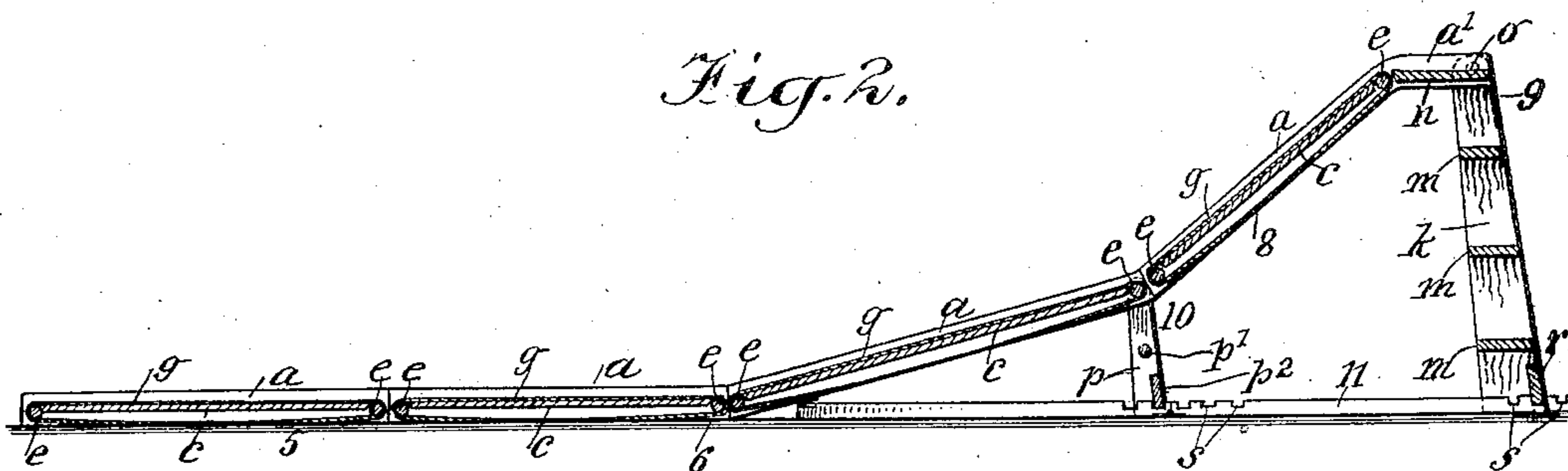


Fig. 3.

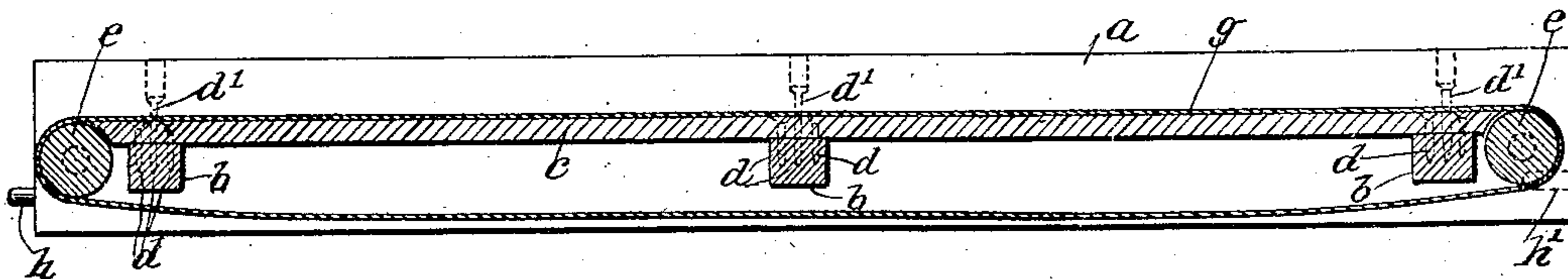
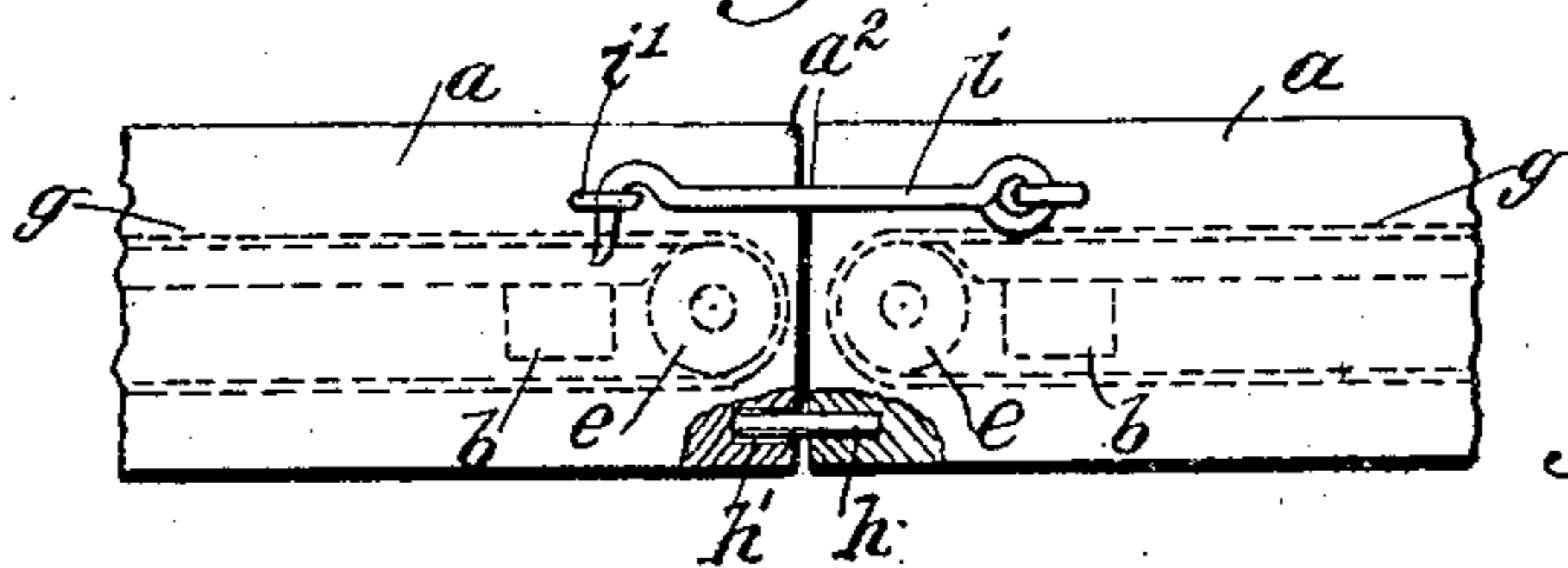


Fig. 4.



WITNESSES

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## PORTABLE COASTING DEVICE.

No. 880,964.

Specification of Letters Patent.

Patented March 3, 1908.

Application filed July 25, 1907. Serial No. 385,463.

*To all whom it may concern:*

Be it known that I, JAMES C. BOYLE, a citizen of the United States, and a resident of Calgary, Alberta, Northwest Territories, Dominion of Canada, have invented a new and Improved Portable Coasting Device, of which the following is a full, clear, and exact description.

The purpose of this invention is to provide novel, simple details of construction for a portable coasting device, that enable it to be quickly placed in position for use on a lawn, porch, or indoors, and afford great amusement for children, a further object being to construct a device of the character indicated, which will not injure persons, clothing or furniture, that may be used by a number of persons at a time and which may be folded into a compact package when not in use.

The invention consists in the novel construction and combination of parts, as hereinafter described and defined in the appended claims.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a perspective view of the improved coasting device arranged for use; Fig. 2 is a longitudinal sectional view of the same, substantially on the line 2—2 in Fig. 1; Fig. 3 is an enlarged sectional side view of one section of the device, showing constructive details, and Fig. 4 is a side view of adjacent end portions of two sections of the improvement, showing connecting means therefor.

As represented, the coasting device embodying novel features comprises a plurality of substantially similar coöperative sections, that are indicated by the reference characters 5, 6, 7, and 8, and it may here be explained that while for illustration of the features of the invention four sections are shown, this number may be changed if found expedient or desirable.

Each section of the coasting device essentially comprises the following details: A rectangular frame is employed, consisting of two flat side bars *a*, *a*, that are held spaced apart in parallel planes by a suitable number of cross-bars *b*, three being shown. Upon the cross-bars *b* a level, smooth, wooden chute-board *c* is secured by screws *d* or equivalent means, and for stability, the ends of the cross-bars are held in mortises cut in the side bars *a*, by screws *d'*, these connecting means ap-

pearing in dotted lines in Fig. 4. The end portions of the side bars *a* for each section project somewhat beyond the cross-bars *b* at the said ends, and adjacent the transverse edges on the chute-board *c*, for each section, and a roller *e* is journaled at its ends in said projecting portions of the side bars. The rollers *e*, *e* for each section of the coasting device are equal in diameter, and are so relatively arranged that their upper surfaces are disposed in the same plane with that of a respective chute-board *c*. An endless apron *g*, formed of suitable pliable material, such as heavy fibrous fabric, is mounted upon the pair of rollers *e*, *e* for each coasting section, and said apron is of such proportionate length as will afford a proper slackness of the lower run thereof, and a consequent reduction of friction when the apron travels over the upper surface of the chute-board.

When arranged for service, the plurality of sections 5, 6, 7 and 8 are disposed in sequence, and being of an equal width the side-bars *a* on the sections will be laterally alined. To prevent lateral displacement, adjacent ends of the side bars *a* are detachably connected together by dowel pins *h*, that project from one side bar into a socket *h'* in another bar that alines therewith. Furthermore, two contiguous sections may be loosely secured together by a hook *i* and eye *i'*, as is represented in Fig. 4. A step-ladder 9 is an essential detail, and as shown, consists of two upright side pieces *k*, that are spaced apart by a series of tread boards or steps *m*, secured thereto at their ends.

Upon one end of one section of the coasting device the side bars *a* are extended at a suitable angle, thus affording short lateral members *a'* for the support of a seat-board *n*. The side bar extensions *a'* are at their free ends lapped upon the sides of the upper ends of the ladder-uprights *k*, and are loosely secured thereto by pivots *o* or equivalent means. When the ladder section 9 is disposed substantially upright, as shown in Figs. 1 and 2, the section 8 for the coasting device will be inclined downward and away from the seat-board *n*. The upper end of the section 7 is supported by an upright frame 10, comprising two posts *p* spaced apart by a transverse rung *p'* and cross strip *p''*, the latter being placed near the lower ends of the posts. At their upper ends the posts *p* lap upon the side bars *a* and are removably secured thereto, and when in posi-

tion maintain the inclined sections 7 and 8 of the coasting device stably. The lower end of the section 8 is elevated sufficiently for its connection with the upper end of the section 7 by means of dowel pins, such as  $h$ , and sockets  $h'$ , together with the hooks  $i$  and eyes  $i'$ , these details being clearly shown in Fig. 4.

To enable the proper connection of the meeting ends of the sections 7 and 8, the side bars  $a$  may have their transverse edges  $a^2$  slightly convexed, as indicated in Fig. 4, but this is not important, as there may be sufficient looseness where the ends of the sections are joined together for proper flexure of said joints.

To prevent the ladder 9 from slipping rearward and thus permit the section 8 to become lowered, a keeper-bar 11 is employed, which is simply a wooden strip having a plurality of spaced notches  $s$  formed in its uppermost edge, said notches being arranged in two groups near respective ends. When the device is erected for use, the keeper-bar 11 is hooked at one end upon an edge of the cross-strip  $p^2$  and at the other end upon a like strip  $r$  on the ladder, which arrangement of parts will obviously hold the ladder 9 stationary, so that it cannot be displaced by rough play of the young people using the coasting apparatus.

It will be seen that the improved coasting device may be quickly placed in position at a selected locality, and afford a delightful means for the recreation of young persons. Obviously, quite a number of children may engage in the sport, by climbing up the ladder 9, seating upon the board  $n$ , and from it sliding down the inclined section 8, and thence traversing with considerable speed the other sections successively.

The provisions of the endless aprons  $g$  for the sections 5, 6, 7 and 8, is of great advantage as it practically obviates wear on the clothing of the persons using the coasting device, as the aprons travel while the one seated thereon only changes position while passing from one apron to the next one in sequence.

There is absolutely no danger of injury to quite small children, as they can readily roll sidewise at the lower end of the coaster, and thus avoid a bumping contact of the next person behind on the device.

While it is mainly intended to furnish an amusement device for the use of children, it is apparent that by increasing the dimensions of the same it may be enjoyed by adults as well as children.

From its construction, the improved coasting device may be quickly packed into small

compass and be readily transported in that condition, thus enabling it to be carried along with a picnic party or to the seaside as a means for contributing to the enjoyment of the young, that ordinarily are unprovided with sources of amusement at such resorts.

Having thus described my invention, I claim as new and desire to secure by Letters Patent:

1. A coasting device, comprising a plurality of sections, each section embodying an oblong frame having spaced parallel side bars, a flat surfaced chute board fixed between the frame side bars, transverse rollers journaled at their ends in the side bars near ends of the chute board, an endless apron mounted upon the rollers on each section and having its upper run in sliding contact with the top surface of the chute board, dowel pins and sockets in adjacent ends of the frame side bars for sections disposed in sequence which serve to maintain said sections alined, means for detachably securing the ends of sections together, and means supporting the sections inclined at one end of the coasting device.

2. A coasting device, comprising a plurality of similar sections, each one embodying a frame having spaced side bars, a flat surfaced chute board fixed between the side bars, rollers journaled in said side bars at ends of the chute board, an endless apron carried by said rollers, dowel pins and sockets in ends of the side bars adapted for engagement and retaining adjacent sections in sequence, hooks and eyes on side bars at their ends, that by engagement hold adjacent sections detachably connected, and means for holding two sections at one end of the device elevated and inclined.

3. A coasting device, comprising a series of sections detachably connected at their ends, a ladder having transverse steps and arranged at one end of the series for supporting it inclined, a lower frame for supporting an adjacent section inclined, and a horizontally disposed keeper bar having a plurality of notches in one edge thereof that have engagement with transverse members of the ladder and of the frame, and adapted for spacing apart the ladder and frame adjustably, so as to give the engaged sections of the coasting device a suitable inclination.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JAMES C. BOYLE.

Witnesses:

F. D. ABBOTT,  
GEORGE H. EMSLIE.