

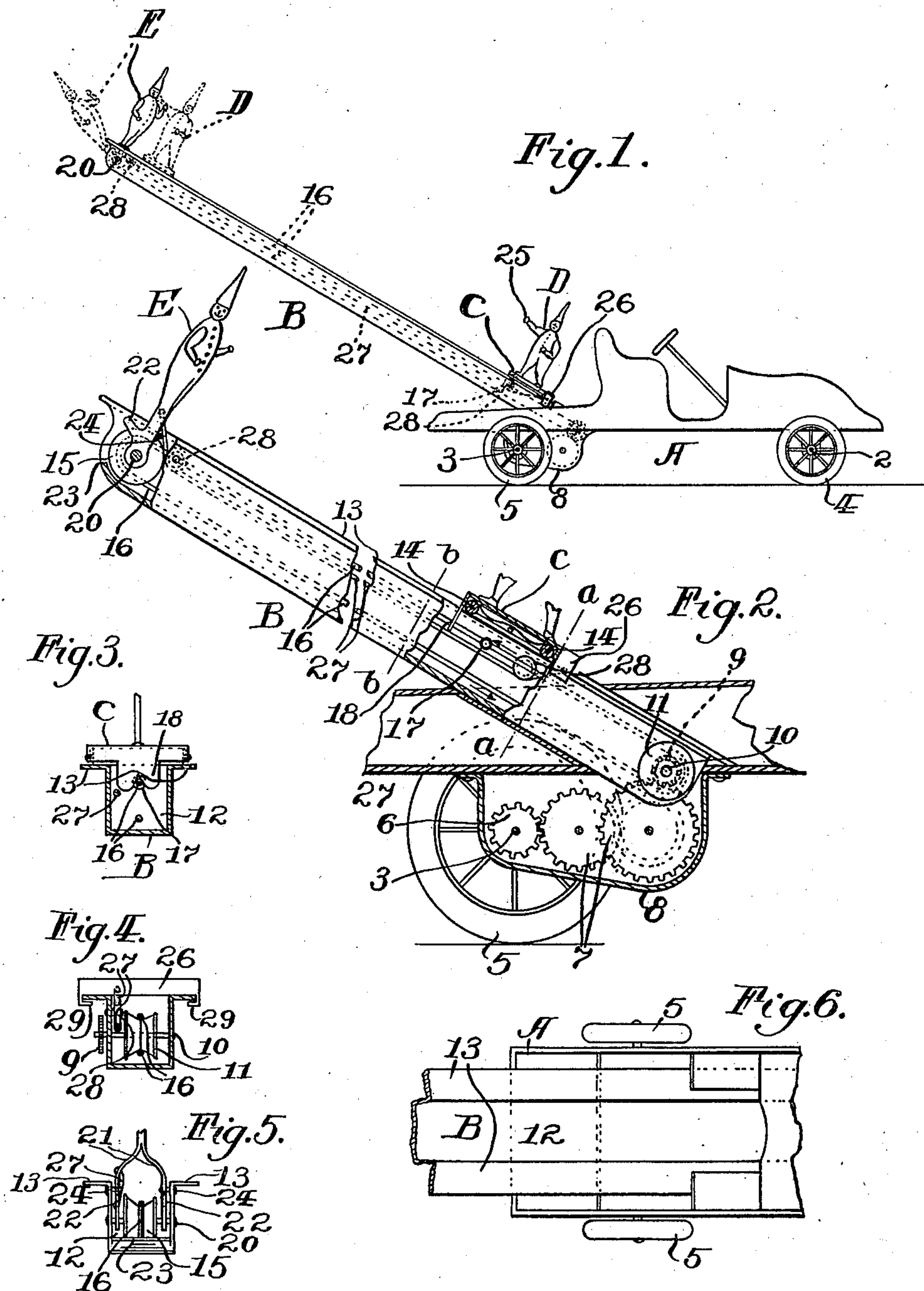
A. J. KECK.

TOY.

APPLICATION FILED SEPT. 30, 1907.

996,721.

Patented July 4, 1911.



Witnesses:  
*Julio Donovan,*  
*H. Fischer*

Inventor:  
*Albert J. Keck,*  
 by: *H. G. Shadbury,*  
*Attorney.*



# UNITED STATES PATENT OFFICE.

ALBERT J. KECK, OF ST. PAUL, MINNESOTA.

TOY.

996,721.

Specification of Letters Patent.

Patented July 4, 1911.

Application filed September 30, 1907. Serial No. 395,095.

To all whom it may concern:

Be it known that I, ALBERT J. KECK, a citizen of the United States, residing at St. Paul, in the county of Ramsey and State of Minnesota, have invented a new and useful Improvement in Toys, of which the following is a specification.

My invention relates to improvements in toys and has for its object a device of its kind which is simple and inexpensive in construction and which is adapted to furnish amusement to children.

In the accompanying drawings forming part of this specification, Figure 1 is a side view of my invention; Fig. 2 is a longitudinal detail view partly in section; Fig. 3 is a section taken on the line *b-b* of Fig. 2; Fig. 4 is a section taken on the line *a-a* of Fig. 2; Fig. 5 is an end view of the upper portion of the chute shown in Fig. 2, and Fig. 6 is a top plan view of a portion of the motor car and chute.

In the drawings A represents a motor car or its equivalent which is provided with front and back axles 2 and 3 which have wheels 4 and 5 mounted thereon. The back axle 3 carries a drive gear 6 which is connected by a train of gearing 7 journaled in a gear case 8 with a drive pinion 9, the latter being mounted upon a shaft 10 which carries a drive pulley 11 to which the drive axle 3 imparts motion as the motor vehicle moves forward. Extending back of the motor vehicle at an upwardly-inclined angle is a chute B which is formed with a longitudinal channel 12 and a pair of side flanges 13, the latter forming a track upon which a loosely-disposed carriage C is adapted to run up and down. This carriage is provided with antifriction rollers 14 running upon the track and has attached thereto a lower manikin D. At the upper end of the chute is freely journaled a pulley 15, and stretched around the pulleys 11 and 15 is a cord belt 16 which is driven in the direction of the arrows illustrated in Fig. 2 by the driving mechanism already described. The belt has attached thereto a lug 17 which is adapted to engage a projecting lip 18 at the upper end of the carriage when said carriage is at the lower end of the chute and raise the carriage to the upper end of the chute. As said lug travels around the upper pulley 15, it moves out of engagement with the projecting lip 18, thus allowing the carriage to run down the chute by the

force of gravity until the lug on the belt again engages the lip 18 at the lower end of the chute. At the upper end of the chute and loosely pivoted upon the shaft 20 which carries the pulley 15 is an upper manikin E, the lower portion of which is bifurcated and provided with two arms 21 through which the shaft 20 loosely passes. The arms or bifurcations are provided with a stop arm 22 which limits the downward swinging movement of the upper manikin by impinging against a shoulder 23 on the frame of the chute. Pins 24 on the side of the frame of the chute limit the upward movement of the manikin and support it in superior position. As the lower manikin runs up the track the arm 25 strikes the upper manikin and throws it down into the broken line position shown in Fig. 1, the arm 22 impinging against the shoulder 23 to limit the downward movement thereof. After striking the upper manikin the lower manikin is released from the belt and runs by gravity to the lower end of the chute and strikes against a shift bar 26 which is connected to the upper manikin by means of a cord 27 and re-sets the upper manikin in active position as illustrated by the full lines in Fig. 1. The cord 27 passes below and over idle wheels 28 which are freely journaled upon the frame of the chute. The shift bar is slidably mounted upon the chute in the path of the carriage by lips 29 overhanging and loosely engaging below the flanges 13 of the track.

In accordance with the patent statutes, I have described the principle of operation of my invention, together with the apparatus which I now consider to represent the best embodiment thereof, but I desire to have it understood that the apparatus shown is only illustrative and that the invention can be carried out by other means and applied to uses other than those above set forth, within the scope of the following claims.

Having described my invention, what I claim as new and desire to protect by Letters Patent, is:—

1. A device of the class set forth, comprising a motor car having a drive axle upon which part of its wheels are mounted, an upwardly-inclined chute extending from the rear end of said car, an endless belt extending between the ends of said chute and provided with lugs, drive mechanism between said drive axle and said belt for imparting



motion to the latter, a carriage carrying a lower manikin sliding upon said chute and provided with a lip which is adapted to be engaged by said lugs to raise said carriage  
5 up said chute and to be disengaged at the upper end, an upright manikin pivoted at the upper end of said chute in position to be struck and overturned by the lower manikin, a shift bar at the lower end of said  
10 chute against which said carriage is adapted to strike, and a connection between said shift bar and upper manikin, whereby said upper manikin is raised into upright position by the carriage striking against said  
15 shift bar.

2. A device of the class set forth, comprising a motor car having a drive axle, an upwardly-inclined chute extending from  
20 said car, an endless belt between the ends of said chute and provided with lugs, a drive connection between said axle and said belt, a lower manikin adapted to travel up said chute and to be engaged by the lugs on  
25 said belt at the lower end of the chute and disengaged at the upper end, another manikin pivoted at the upper end of said chute in position to be struck and overturned by the lower manikin, and means at the lower  
30 end of said chute for setting said upper manikin in upright position during the movement of the car, said lower manikin adapted to impinge against the upper mani-

kin at the upper end of said chute, for the purposes specified.

3. A device of the class set forth, comprising a wheeled vehicle, an upwardly inclined chute carried by said vehicle, a belt  
35 traveling in said chute, a drive connection between the wheels of said vehicle and belt, lugs on said belt, a carriage mounted upon the chute and adapted to be engaged by said lugs and be moved up said  
40 chute and to be disengaged therefrom at the upper end of the chute and allowed to travel freely down the same, a manikin upon said carriage, a second manikin pivotally supported at the upper end of said chute in  
45 position to be struck and overturned by said first manikin, a shift device at the lower end of said chute against which said carriage is adapted to impinge as it moves  
50 down, and a connection between said shift device and the second manikin, whereby said second manikin is raised into upright position by the carriage striking against said  
55 shift device.

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

ALBERT J. KECK.

Witnesses:

R. A. FISCHER,  
F. G. BRADBURY.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."