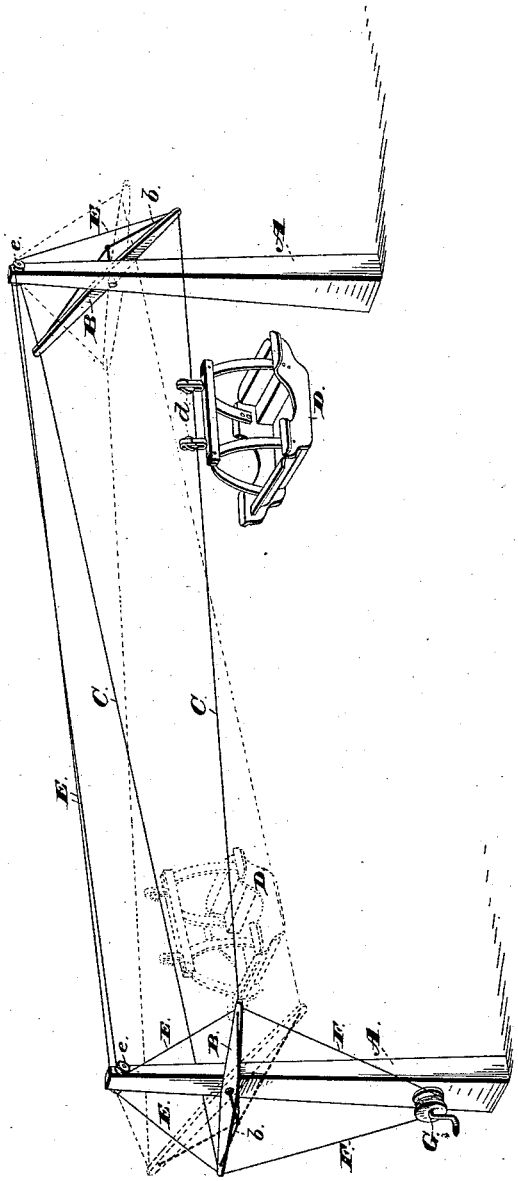
(No Model.)

J. S. GRIFFITH.

ELEVATED WAY.

No. 306,074. Patented Oct. 7, 1884.



Witnesses:
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UNITED STATES PATENT OFFICE.

JAMES S. GRIFFITH, OF SPRINGFIELD, ILLINOIS.

ELEVATED WAY.

SPECIFICATION forming part of Letters Patent No. 306,074, dated October 7, 1884.

Application filed March 26, 1883. (No model.)

To all whom it may concern:

Be it known that I, JAMES S. GRIFFITH, a citizen of the United States, and a resident of Springfield, in the county of Sangamon, and in the State of Illinois, have invented an Improvement in Elevated Ways; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing, making a part of this specification, in which is shown in perspective my improved apparatus as arranged for use.

The design of my invention is to furnish a simple and inexpensive means for the amusement of children and others; and to this end said invention consists in the construction, arrangement, and combination of devices as hereinafter described, and more specifically pointed out in the claims.

In the annexed drawing, A and A represent two posts, which are securely placed in vertical positions, and have each a height which is determined by the nature of the ground and the distance between said posts. Pivoted centrally upon each post, at a suitable distance above the ground, is a bar, B, which has, preferably, a length of about six feet, and is strengthened by a truss-rod, *b*, or other like means, so as to enable it to withstand all necessary horizontal strain in the direction of the corresponding end of the opposite bar.

Secured to and extending between the corresponding ends of the pivoted bars B are two cables, C, which have such length as to enable them to sustain the proposed weight, and are each provided with suitable means whereby it may be drawn taut and given any desired amount of tension. Each of said wires supports a hanging car, D, which has any desired form or capacity, and is provided with grooved rollers *d*, that are journaled within the upper end of said car, and, resting upon said cable, furnish a rolling support for the same. As arranged, it is only necessary that one of the bars B should be tilted out of a horizontal position to cause one cable C to incline toward and the other cable C from said bar, while by tilting both of said bars in relatively opposite directions the same result may be secured with less motion of each. The effect of such change in the inclination of each cable is to cause its car D to automatically move to the lower end, and after such result has been accomplished said car may be caused to return to the opposite end of its cable by reversing the inclination of the latter.

If desired, one only of the pivoted bars B may be employed; but I prefer to use both, in which event they are simultaneously operated from one end of the apparatus by the following means, viz: Secured to one end of each bar B is a cord, E, which from thence passes upward over a pulley, *e*, and from thence across over a second pulley and downward to the relatively opposite end of the opposite bar B. A second cord, E, in like manner connects the opposite ends of said bars, so that as thus combined the least change in the position of one bar instantly causes a like change to be produced in the position of the other bar.

The movements of the pivoted bars B may be produced by any desired means; but I prefer to use a cord, F, which passes around a windlass, G, and has its ends secured to opposite ends of one of said bars.

As arranged, the cars, containing one or more persons, may be caused to automatically move from end to end of their cables with any desired speed and for any length of time by the expenditure of the slight amount of power necessary for changing the inclination of said cables, and will thus afford amusement and recreation at a trifling cost.

I do not herein intend to claim the construction, arrangement, and combination of devices shown, described, or claimed in the patent to Newman, No. 256,034, April 4, 1882.

Having thus fully set forth the nature and merits of my invention, what I claim as new is—

1. In combination with two cables, each adapted to receive and sustain a suspended traveling car, the vertically-movable supports to which the ends of the cables are attached, and means adapted to simultaneously move the supports for the two opposite ends of the same cable and those for the adjacent ends of the two cables in opposite directions, substantially as and for the purpose set forth.

2. The combination of bars B, pivoted to suitable supports, the cable C, adapted to receive and support a suspended traveling car, and connecting the corresponding ends of the

bars, and means adapted to simultaneously move the ends of the bars to which the cable is attached in opposite directions in vertical planes, substantially as and for the purpose set forth.

3. The combination of standards A A, the bars pivoted thereto, the cables connecting the ends of one of the bars with the corresponding ends of the other, and means adapted to raise and lower in opposite directions the corresponding ends of the bars, substantially as and for the purpose described.

4. In combination with the pivoted supporting-bars B, the cords E, secured to and extending between relatively opposite ends of said bars, whereby the movement of one bar in a vertical plane will cause the relatively opposite movement of the second bar, substantially as and for the purpose set forth.

5. In combination with bars B B, pivotally supported on standards A A, cables C C, attached to and connecting corresponding ends of the arms, and adapted to receive and sustain suspended traveling cars, windlass G, ropes F F and E E, and suitable supporting and guiding pulleys, *e e*, for said ropes, substantially as and for the purpose set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 24th day of March, 1883.

JAMES S. GRIFFITH.

Witnesses:

I. K. BRADLEY,

GEO. S. PRINDLE.