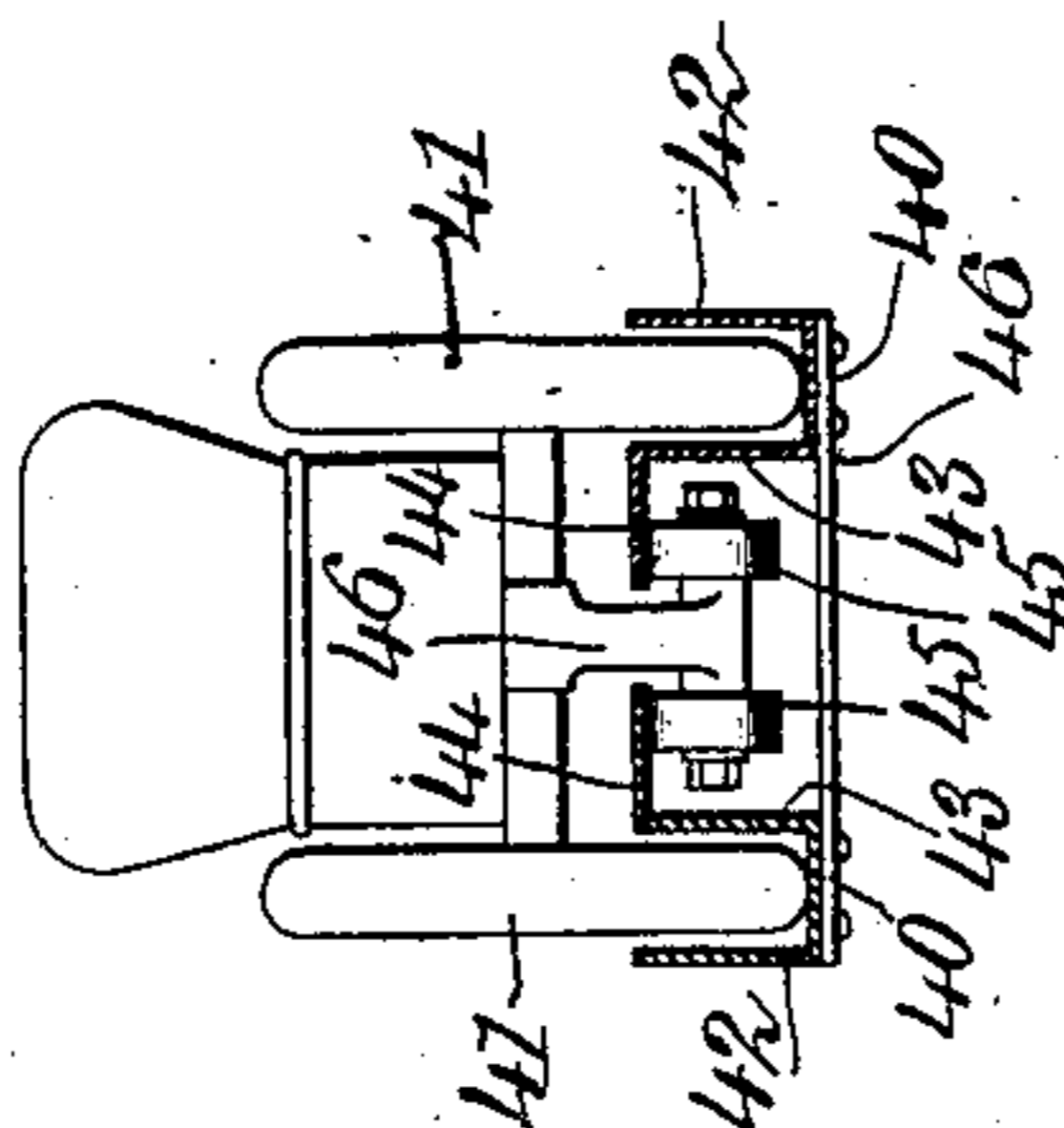
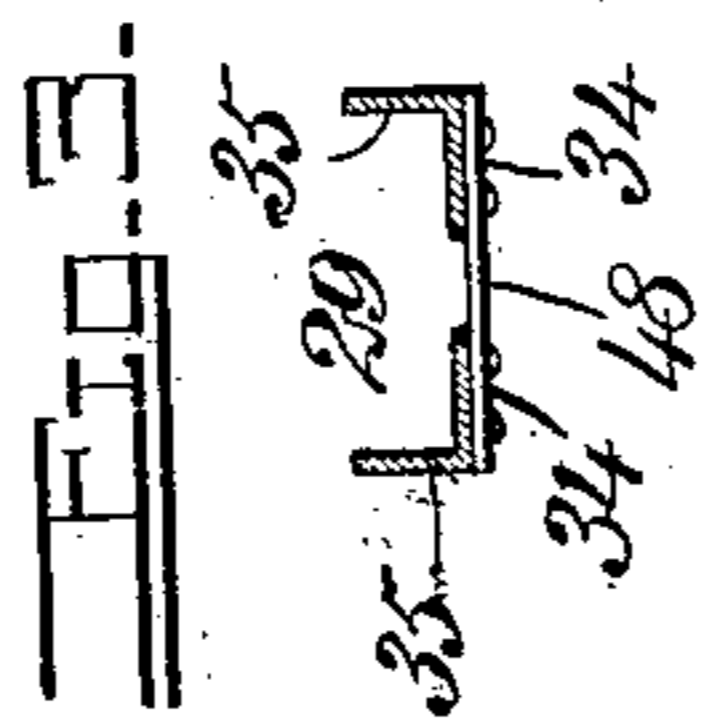
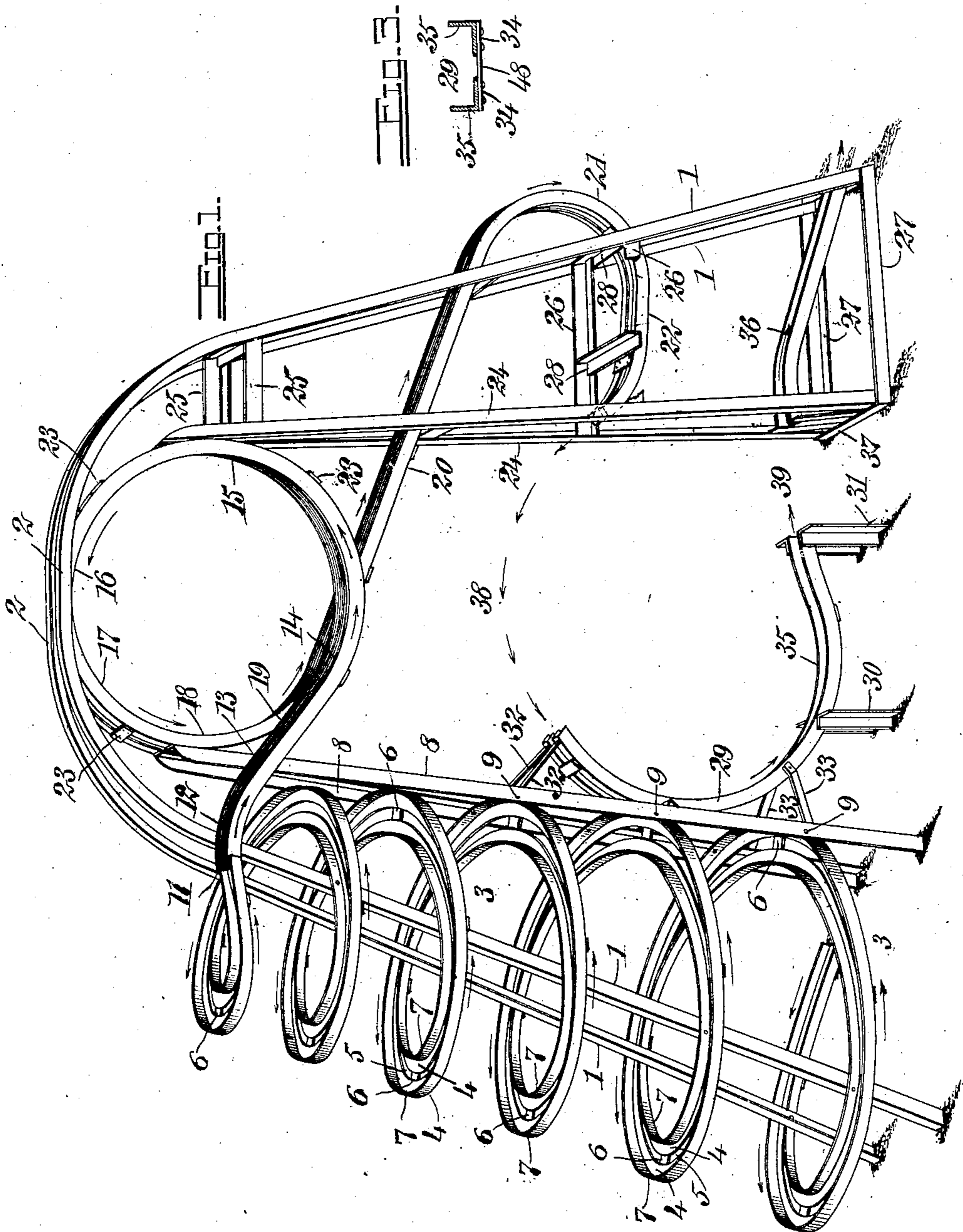


No. 812,595.

PATENTED FEB. 13, 1906.

O. ROBERTS.  
AMUSEMENT APPARATUS.  
APPLICATION FILED NOV. 1, 1905.



WITNESSES:  
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# UNITED STATES PATENT OFFICE.

OTIS ROBERTS, OF WINFIELD, KANSAS.

## AMUSEMENT APPARATUS.

No. 812,595.

Specification of Letters Patent.

Patented Feb. 13, 1906.

Application filed November 1, 1905. Serial No. 285,472.

*To all whom it may concern:*

Be it known that I, OTIS ROBERTS, a citizen of the United States, and a resident of Winfield, in the county of Cowley and State of Kansas, have invented a new and Improved Amusement Apparatus, of which the following is a full, clear, and exact description.

This invention relates to amusement apparatus; and it consists, substantially, in the details of construction and combinations of parts hereinafter more particularly described, and pointed out in the claims.

One of the principal objects of the invention is to overcome numerous disadvantages and objections encountered in the use of many other amusement apparatus of the kind hitherto devised.

A further object is to provide an amusement apparatus which is simple in construction and comparatively inexpensive to manufacture, besides possessing the capacity for long and repeated service.

The above and additional objects are attained by means substantially such as are illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of an amusement apparatus embodying my improvements. Fig. 2 is a part sectional view, in detail, to indicate more clearly the construction of certain portions of the run or track way employed; and Fig. 3 is a sectional view in detail.

Before proceeding with a more detailed description it may be stated that in the form of my improvements herein shown, I employ a specially-constructed frame of suitable height, associated with which is a specially-constructed ascending section of run or track way employed, said section merging at the upper end thereof into another section, which is first descending and then ascending, but in a different plane from that of the said first-mentioned section, the second-mentioned section then merging into a corresponding or reversely-disposed section terminating in an under or return section, between which and a specially-constructed receiving-section employed there is a gap or space over which the vehicle and the occupant or occupants thereof are carried along a trajectory, there being also a second gap or space between the lower terminal of the receiving-section and the upper terminal of a final section of run or track way, over which final section the vehicle

again reaches the surface of the ground from whence it started.

While I have herein represented my improvements in a certain preferred embodiment, it will be understood that I do not limit myself thereto in precise detail, since immaterial changes therein may be made coming within the scope of my invention.

Reference being had to the drawings by the designating characters thereon, 1 1 represent duplicate members of the supporting-frame of my amusement apparatus, the same being united at the upper end thereof by arched portions 2, the said members of each set being inclined toward each other upwardly, so that the said connecting arched portions 2 are brought practically parallel with each other and comparatively close together. The members and arched portions in question are preferably constructed of angle-steel, as shown, and it will be understood that the frame may be of any height desired. Associated with the members 1 at one side of the frame and winding about the same is an ascending spiral run or track way 3, the lower terminal of which rests on the ground, so as to enable ready entrance thereonto of a suitable motor-propelled vehicle, in which may be seated one or more persons or performers desiring to make the run of the apparatus. Said ascending spiral run or track way 3 is also preferably constructed of angle-steel and comprises continuous parallel rails 4, separated by a space 5, and connected at suitable intervals throughout the spiral by means of braces or strengthening-strips 6, it being noted that the said parallel rails are provided at the outer edges thereof with continuous parallel guards 7 for the purpose of maintaining the vehicle ascending the run or track way in proper position upon the said rails. In order to sustain the said ascending spiral run or track way in proper position, suitable parallel upwardly-disposed supporting-braces 8 are employed, to which one of the guards 7 is secured at intervals by means of rivets or bolts 9 or in any other suitable way. Said upwardly-disposed braces 7 are also preferably constructed of angle-steel and are inclined to each other at their upper ends for the purpose presently to be explained.

At the upper end or terminal 10 of the ascending spiral run or trackway 3 the same merges into the upper end of a section 11 of run or track way, which first rises somewhat at 12, then descends on an incline at 13, thence

curving downwardly at 14 and upwardly at 15 to a point 16, as indicated by arrows, thus describing a half-circle, at which point 16 the run or track way merges into a corresponding reversely-disposed section 17, which descends on a downward curve at 18, as indicated by an arrow, thence to a point 19 along-side of the descending incline 13 of the said section 11 of the run or track way in completion of a circle or loop, from which point 19 the run or track way descends at 20 on an incline and terminates in a curve 21 and a reverse or return section 22, as shown. The curved portions of the sections of run or track way referred to which make up the circle or loop explained may be secured in any suitable way to the upper ends of the herein-before-mentioned upwardly-disposed braces 8, thus to give rigidity thereto, and said curved portions may also be secured together by means of brace-plates 23 to lend further rigidity thereto. At the opposite side of the structure another set of parallel braces 24 is employed, to the upper end of which the upper portions of run or track way may also be employed for a similar purpose, these braces 24 being connected to the members 1 adjacent thereto by means of sets of parallel connecting-braces 25, 26, and 27, the latter being located at the base-line, and the connecting-braces 26, connected together by other connecting-braces 28, as shown. In this way it is apparent that a structure is derived capable of withstanding all the strain to which the same may be subjected in use. Located adjacent to the said vertically-disposed parallel braces 8 is a downwardly-curved receiving-section of run or track way 29, the same being secured in position in any suitable way, as by means of props 30 and 31 and rods 32, connecting the upper end thereof with said braces, additional strengthening means being also employed therefor in the shape of plates 33, connecting the same with the braces. The said receiving-section of run or track way is constructed with parallel rails 34 for the wheels of the vehicle taking the run of the structure, as well as with side guards 35 to maintain the wheels of the vehicle in position on said rails.

Located beyond the lower end or terminal of the receiving-section of run or track way is the upper end or terminal of a downwardly-inclined section 36 of run or trackway, the lower end or terminal of which leads to the ground surface, as shown, suitable props 37 being employed to maintain this last-named section in position.

From the foregoing it will be seen that between the end of the under or return section 22 of run or track way employed and the upper end or terminal of the receiving-section thereof there is a gap or space 38, while there is another but shorter gap 39 between the adjacent terminals of said receiving-section of

the run or track way and the said downwardly-inclined section 36 thereof. In the use of the apparatus one or more persons start up the ascending spiral section of the run or track way in an automobile or other motor-propelled vehicle, and as the vehicle reaches the rise at the upper end of the section 11 of the run or track way it urges over such rise and acquires an impetus which carries it around the portions of section of track way which form the circle or loop in an obvious manner, after which the vehicle descends the run or track way and rounds the curve 21 thereof, thence traverses the under or return section 22 and loops the gap or space 38, as indicated by arrows, and alights onto the receiving-section 29, moving around the same, thence over the gap 39 onto the downwardly-inclined section 36 of the run or track way, and finally on the surface of the ground.

From the point at which the section 11 of the run or track way joins with the upper end of the ascending spiral section thereof the run or track way is constructed as shown in Fig. 2—that is to say, the same is formed with parallel rails 40 for the main wheels 41 of the automobile or other vehicle to move upon, said rails having at the outer edges thereof the guards 42 to prevent the vehicle from falling off at the sides. At the inner edges of the rails 40 are inner guards 43 for the wheels 41 of the vehicle, having at the upper ends thereof inner parallel rails 44, against the under surface of which move smaller wheels 45, carried by a hanger 46 on the axle for the wheels 41, and it will thus be seen that it is impossible for the vehicle to be precipitated below when rounding either the circle or loop or the curve 21 and under or return section 22 due to the fact that when the vehicle is upside down it is supported by said inner parallel rails 44 in an obvious manner.

The rails 40 in Fig. 2 are shown as connected together at suitable intervals by means of strengthening-plates 46, while the rails 34 of the receiving-section of run or track way 29 are similarly connected by plates 48, as shown in Fig. 3.

It should be added that in leaping the said gap or space 38 the vehicle turns a somersault, thus causing the wheels thereof to properly ride upon the rails of the receiving-section of the run or track way after landing thereon.

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

1. An amusement apparatus, comprising an ascending spiral section of trackway for a vehicle, and a descending section of trackway merging therewith at the upper end thereof, the descending section being provided with a rise adjacent to its junction with the spiral section.

2. An amusement apparatus, comprising

an ascending spiral section of trackway for a vehicle, and a descending section of trackway merging therewith at the upper end thereof, each section referred to having side guards for the wheel of the vehicle, the descending section being provided with a rise adjacent to its junction with the spiral section.

3. An amusement apparatus, comprising duplicate arched frame members, an ascending spiral section of trackway for a vehicle, disposed about upwardly-disposed portions of said frame, and a descending section of trackway merging with the said first-named section at the upper end thereof.

4. An amusement apparatus, comprising an ascending section of trackway for a vehicle, a descending section of trackway having a rise merging therewith, at the upper end thereof, an ascending semicircular section into which the lower end of the descending section merges, and a descending semicircular section merging at its upper end, into the corresponding end of said ascending semicircular section.

5. An amusement apparatus, comprising an ascending section of trackway for a vehicle, a descending section of trackway having a rise merging with said spiral section at the upper end thereof, an ascending semicircular section into which the lower end of the descending section merges, a descending semicircular section merging at its upper end into the corresponding end of said ascending semicircular section, a downwardly-inclined section leading from the lower end of the descending semicircular section, and terminating in a down curve and a return-section, a receiving-section between the upper end of

which and said return-section there is a gap, and a final downwardly-inclined section disposed beyond the lower end of said receiving-section to provide another gap.

6. An amusement apparatus, comprising an ascending section of trackway for a vehicle, a descending section of trackway having a rise merging with said spiral section at the upper end thereof, an ascending semicircular section into which the lower end of the descending section merges, a descending semicircular section merging at its upper end into the corresponding end of said ascending semicircular section, a downwardly-inclined section leading from the lower end of the descending semicircular section, and terminating in a down curve and a return-section, a receiving-section between the upper end of which and said return-section there is a gap, and a final downwardly-inclined section disposed beyond the lower end of said receiving-section to provide another gap, all the sections referred to, excepting the spiral section, the receiving-section and final section, being constructed with rails for the side wheels of the vehicle, and with guard-rails for supporting the auxiliary wheels on the vehicle, in the inverted position of the latter, said first-named rails also having outer guards.

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

OTIS ROBERTS.

Witnesses:

EMORY W. EINHART.  
L. H. WEBB.