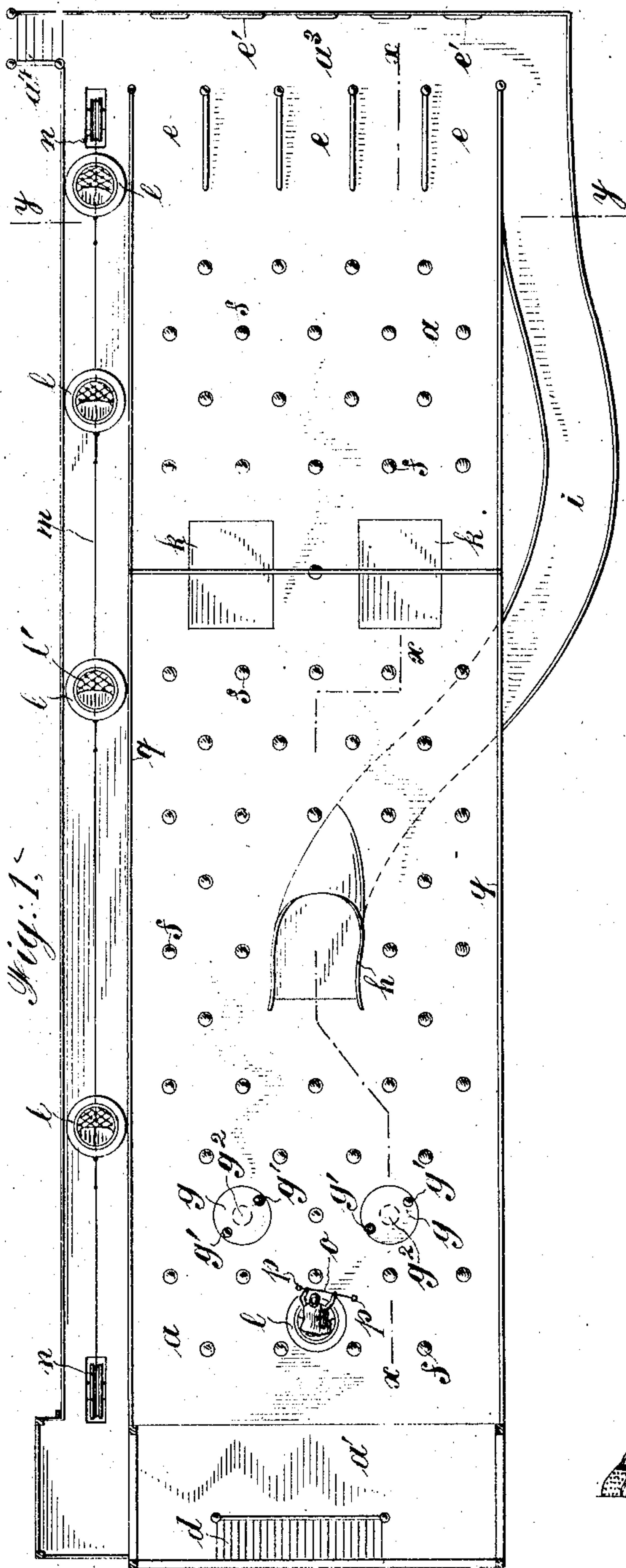


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B. DE MANTZ.
APPARATUS FOR PUBLIC AMUSEMENT.

APPLICATION FILED DEC. 27, 1904.



Witnesses
Max B. Doring
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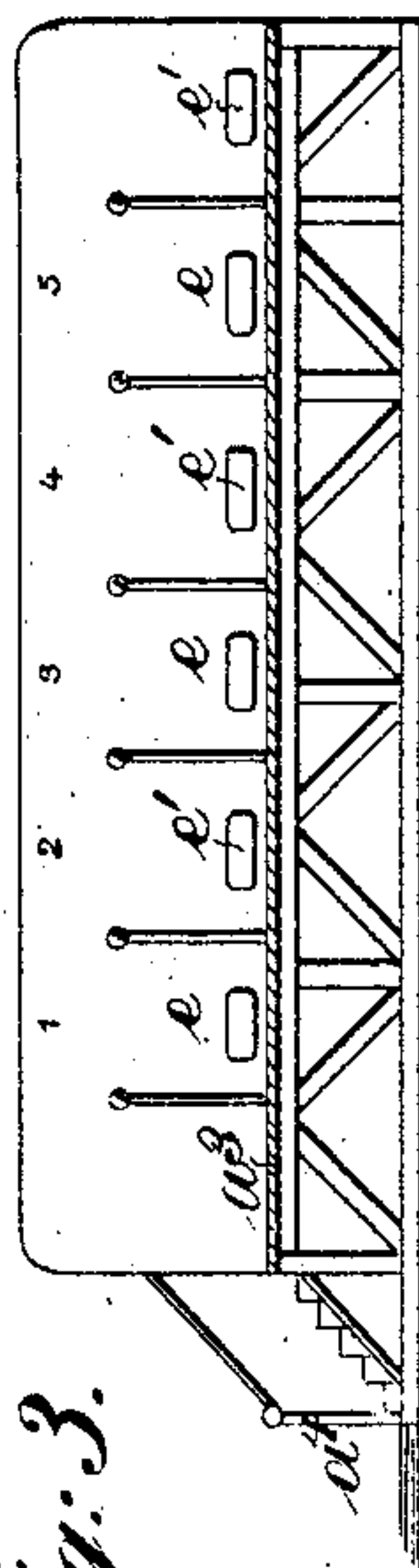


Fig. 3.

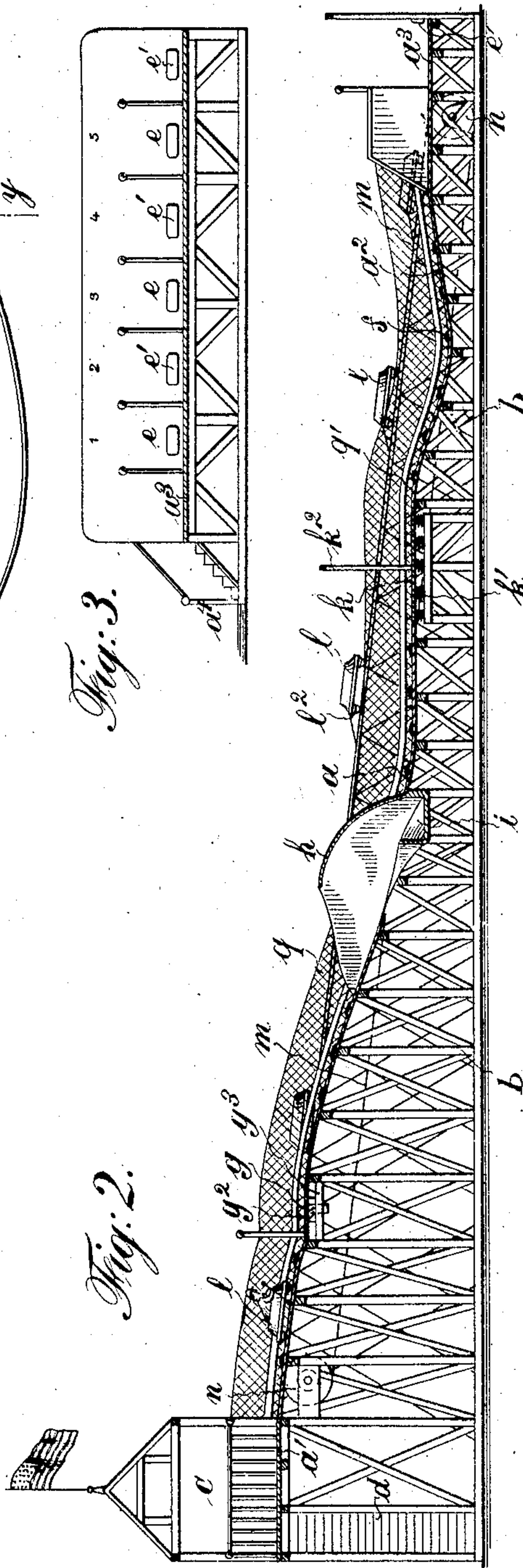


Fig. 2.

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APPARATUS FOR PUBLIC AMUSEMENT.

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Specification of Letters Patent.

Patented Oct. 23, 1906.

Application filed December 27, 1904. Serial No. 238,369.

To all whom it may concern:

Be it known that I, BALDWIN DE MANTZ, a subject of the Emperor of Austria-Hungary, and a resident of New York, in the county and State of New York, have invented certain new and useful Improvements in Apparatus for Public Amusement, of which the following is a specification.

My invention has reference to a novel amusement apparatus.

It pertains particularly to a device representing a novel and modified toboggan-slide for the amusement of the public by means of which the passenger experiences the sensation of a compound motion when passing down the inclined plane.

The passenger is in a small car, chair, vehicle, or other suitable device which rests on ball-rollers, and the inclined plane is irregular and provided with obstacles which deflect the vehicle and rider, whereby the excitement is increased. However, the ride down the slide is devoid of any danger, and therefore the passenger greatly enjoys the trip, owing to the variety of motion and direction. In addition thereto the riders are capable of steering their own way to a certain extent, and prizes of various value are awarded to skilful riders, making thus the game very interesting. When reaching the end of the slide, the passengers step out of the vehicles and the latter are hauled up again to the starting-point, from where they again descend.

The invention is illustrated in the accompanying drawings, in which—

Figure 1 represents in top plan view a toboggan-slide which embodies my invention. Fig. 2 is a cross-section of same on line $x x$ of Fig. 1, and Fig. 3 is a cross-section on line $y y$ of Fig. 1.

Similar characters of reference denote like parts in all the figures.

In the drawings, a represents the irregular inclined plane, which rests on substantial supporting-framework b . The inclined plane a is about fifty to sixty feet wide and twice as long. The plane a is built of heavy boards or planks, which are suitably secured on the top of the framework. The top surface of the plane forms a smooth surface, which may be varnished or waxed. As shown in Fig. 2 of the drawings, the inclined plane is irregular in shape, forming almost wave lines. At the highest point the plane a runs out into a horizontal platform a' , on which the vehicles

rest, ready for occupancy by riders. The platform a' forms the floor of a small building c , to which lead stairs d . At the lower end a^2 the irregular plane a runs a little upward to slacken the speed of the vehicle and then it runs out into a horizontal platform a^3 , where the vehicle comes to a standstill. The lower platform a^3 is divided into cells e , which are closed at the top. Behind the cells on a wall there are rubber buffers e' , located in the center line of the cells, which resist and deaden the shock of concussion when the vehicle should run against them. Here the passengers disembark, and the vehicles are hauled up again to the starting-point.

The inclined plane is provided with obstructions or hindrances of various construction. A considerable number of protuberant knobs f are provided thereon, which are made of rubber or suitable material covered with leather. These knobs may be semicircular, forming then part of a ball, or they may be cone-shaped. The knobs form obstructions to the sliding-down vehicle, and when the lower part of the latter strikes against one then the vehicle is deflected from its previous course and direction. As shown in Fig. 1, such knobs are provided all over the inclined plane and on all its irregular and wave-line portions. They serve the same purpose as the pins on the so-called "Tivoli" game-board where the descending ball is deflected by these pins. In a similar manner the vehicle is thrown off its regular course when it strikes against one of them.

Another variety of obstructions consists in circular plates which are rotatable on a central spindle and have one, two, or more knobs secured thereon. Two of such rotatable platforms g are shown in Fig. 1. Each of them is shown to have two elastic knobs g' . The vertical spindle g^2 turns in a plate g^3 . (Shown in Fig. 2.) When the vehicle knocks against one of the knobs g' , then its circular plate rotates and deflects the vehicle, but not to such an extent as a stationary knob f . Two of these rotatable circular plates may be connected underneath the inclined plane in such a manner that both of them rotate when a vehicle strikes against one knob of one of them. A second vehicle striking then against the second then rotating circular plate will be deflected in a different manner, thus increasing the variety of the motion. Nearly in the center of the inclined plane there is a small

box open toward the top end of the inclined plane. This box *h* forms the entrance to a channel *i*, and when an unskilled or unfortunate rider comes in this direction then the latter disappears in the channel to the great merriment of the lookers-on and loses all his chance for a prize, besides being deprived of the rest of the ride. He will pass through the channel down to the end without being seen by the public. The channel *i* passes below and beyond the inclined plane, as shown in Fig. 1. It rises somewhat again near the end for the purpose of slackening the speed of the vehicle, which latter will land on the platform *a*³. Here the rider has to disembark, and the vehicle is hauled up again to the starting-point. From the platform *a*³ stairs *a*⁴ lead down to the open ground, and the passengers leave here. It is of course understood that two or more such boxes with channels may be provided.

Another form of obstructions to the path of the vehicle consists of platforms on springs which sink down a few inches when the vehicle passes over same. Two of these platforms *k* are shown in Fig. 1, and the springs *k*¹, on which they rest, are illustrated in Fig. 2. Each of these platforms is connected to a rod *k*², located on the sides of the inclined plane and extending by a rectangular arm over to about the center of a platform. Here the rope passes downward and carries a rather valuable prize which may be taken by the passing rider. However, when the platform sinks by the weight of the vehicle the rope carrying the prize naturally is somewhat going up, and the rider, trying to grip the prize, may reach too low. Thus it requires an experienced rider to catch one of these more valuable prizes. When the riders reach one of the cells *e* on the platform *a*³, then they get prizes—say one or more cigars or other articles of more or less value. The value of the prize depends on the cell in which they land, the cells being numbered, as shown in Fig. 3.

The cars, chairs, or vehicles *l* may be of any construction. They may be round, as shown in Fig. 1, or they may be elongated or closed in the front or open. Usually they are provided with a seat *l*¹. As previously stated, the vehicles run on ball-rollers *l*², of which three or four may be provided. When four rollers are provided, the vehicle passes down the slide in a rather regular line until it meets an obstruction. However, when only three ball-rollers are there then the vehicle changes direction more easily and may turn round its own axis when striking against a hindrance or by special efforts of the rider. The ball-rollers are usually provided with a tightening-screw in order to regulate the speed of the vehicle to the desired degree; but this is not shown in the drawings. Naturally the speed of the vehicle is greater on a

more inclined slide, and a reckless rider may desire great speed, while ladies and children may desire to gradually slide down. The speed of the vehicle may accordingly be regulated to suit all patrons. Each rider is provided with a balancing bar or rod *o*, having on each side a rubber ball *p*. This balancing-bar is used for starting off from the platform *a*¹ and while sliding down for steering, so as to avoid going into the channel *i*, and further to steer into one of the cells *e*, which award more valuable prizes.

In order to prevent that the vehicles run across the edges of the inclined slide and fall down on the ground, I have provided on each edge a railing *q*. This railing has near its lower end a padded bar *q*¹ for the purpose of deadening the impact of the vehicle with the railing, throwing same again onto the inclined slide.

The empty vehicles are hauled up from the platform *a*³ to the platform *a*¹, from where they start by means of any suitable device, preferably operated by mechanical power. An endless chain or rope *m* may be used, which runs around wheels *n*, as shown in Figs. 1 and 2. It is, however, understood that any other suitable device may be used for hauling up the vehicles.

In the described manner an apparatus for public amusement is provided which affords great pleasure by experiencing the sensation of a variety of motions and increases the excitement by the chances for various prizes. Furthermore, the apparatus is rather cheap, owing to its plain construction, and requires no power for operating same except for hauling up the vehicles. This decreases the cost of operation. In addition thereto the device is devoid of any danger. The apparatus may be built of various sizes, according to the probable number of patrons or to the space at disposal.

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

1. An apparatus for public amusement comprising an inclined plane, obstacles or hindrances thereon, numbered cells on its lower end, vehicles with ball-rollers for sliding down the inclined plane, and means for hauling up said vehicles to the starting-point.

2. An apparatus for public amusement comprising a smooth irregularly-inclined plane having a horizontal platform at its top end and a horizontal platform at its bottom end, numbered cells on the lower platform, elastic buffers behind said cells, railings on the outside, obstacles or hindrances on said inclined plane, vehicles on ball-rollers for sliding down the inclined plane, and means for hauling up said vehicles to the starting-point.

3. An apparatus for public amusement

comprising a smooth, irregularly-inclined slide, railings on the side ends having each a padded bar parallel to the inclined plane, padded knobs thereon, numbered cells on its lower end, vehicles with ball-rollers for sliding down the inclined plane, and means for hauling up said vehicles to the starting-point.

4. An apparatus for public amusement comprising a smooth irregularly-inclined slide, padded knobs thereon, rotatably-mounted circular plates in said plane and having padded knobs on the periphery, numbered cells on its lower end, vehicles on ball-rollers for sliding down the inclined plane, and means for hauling up said vehicles to the starting-point.

5. An apparatus for public amusement comprising a smooth irregularly-inclined slide, padded knobs thereon, a box near its center portion open toward the top end of the slide and leading out into a channel underneath said slide, numbered cells at the lower end, vehicles on ball-rollers for sliding down the inclined plane, and means for hauling up said vehicles to the starting-point.

6. An apparatus for public amusement comprising a smooth, irregularly-inclined slide, a horizontal platform at its top end and a horizontal platform at its bottom end, numbered cells on the lower platform, elastic buffers behind said cells, padded knobs on said slide, sinking platforms therein mounted on springs, vehicles on ball-rollers for sliding down the inclined plane, and means for hauling up said vehicles to the starting-point.

7. An apparatus for public amusement comprising a smooth, irregularly-inclined slide, padded knobs thereon, rotatably-mounted circular plates therein having padded knobs on the periphery, a box in about its center portion open toward the top end and leading out into a channel underneath the slide, vehicles on ball-rollers for sliding down the inclined plane, and means for hauling up said vehicles to the starting-point.

8. An apparatus for public amusement comprising a smooth, irregularly-inclined slide, padded knobs thereon, rotatably-mounted circular plates therein having padded knobs on the periphery, a box in its center portion open toward the top end and leading out into a channel underneath the slide, sinking platforms therein mounted on springs, vehicles on ball-rollers for sliding down the inclined plane, and means for hauling up said vehicles to the starting-point.

9. An apparatus for public amusement comprising a smooth irregularly-inclined slide, a horizontal platform at its top end, a horizontal platform at its bottom end, numbered cells on said lower platform, padded knobs on the slide, rotatably-mounted circular plates therein having padded knobs on the periphery, a box in its center open to-

ward the top end of the slide and leading out into a channel underneath same, sinking platforms in said slide mounted on springs, vehicles on ball-rollers for sliding down, and means for hauling up said vehicles to the starting-point.

10. An apparatus for public amusement comprising a smooth, irregularly-inclined slide, a horizontal platform at its top end, a horizontal platform at its bottom end, railings on the side ends having each a padded bar parallel to the slide, numbered cells on the lower platform, elastic buffers behind said cells, padded knobs on the slide, rotatably-mounted circular plates therein having padded knobs on the periphery, a box in its center portion open toward the top end of the slide and leading out into a channel underneath same, sinking platforms in said slide mounted on springs, vehicles on ball-rollers for sliding down the inclined plane, and means for hauling up said vehicles to the starting-point.

11. An amusement device comprising a car, and an inclined surface for the car to travel on by its own weight, the said surface having means adapted to be engaged by the car to change the course of the car from a straight down path to an irregular one.

12. An amusement device comprising an inclined surface having rising projections, and a car adapted to travel down the said surface and to bump against the projections, to change the course of the car.

13. An amusement device comprising an inclined surface having fixed bumping-posts spaced apart, and a car adapted to travel down the said surface by its own weight and to bump against the said bumping-posts, to change the course of the car.

14. An amusement device comprising an inclined surface having fixed bumping-posts spaced apart, and a car adapted to travel down the said surface by its own weight and to bump against the said bumping-posts, to change the course of the car, the said car being circular.

15. An amusement device comprising an inclined surface, bumping-posts fixed on the said surface and spaced apart, and a car having balls at its bottom for supporting the car on the said surface, the car, by its weight, traveling down the inclined surface and bumping against the said bumping-posts to change the course of the car.

16. An amusement device comprising an inclined surface, bumping-posts fixed on the said surface and spaced apart, and a car having balls at its bottom for supporting the car on the said surface, the car, by its weight, traveling down the inclined surface and bumping against the said bumping-posts to change the course of the car, the said balls being arranged to allow the car to turn during the change in the course.

17. An amusement device comprising a car, an inclined surface for the car to travel on by its own weight, the said surface having means adapted to be engaged by the car to
5 change the course of the car from the straight down path to an irregular one, a path at the upper end of the said surface, a track along the lower end of the said surface, and an ele-

vator leading from the said track to the said path.

Signed at New York, N. Y., this 23d day of December, 1904. 10

BALDWIN DE MANTZ.

Witnesses:

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LUDWIG K. BÖHM.