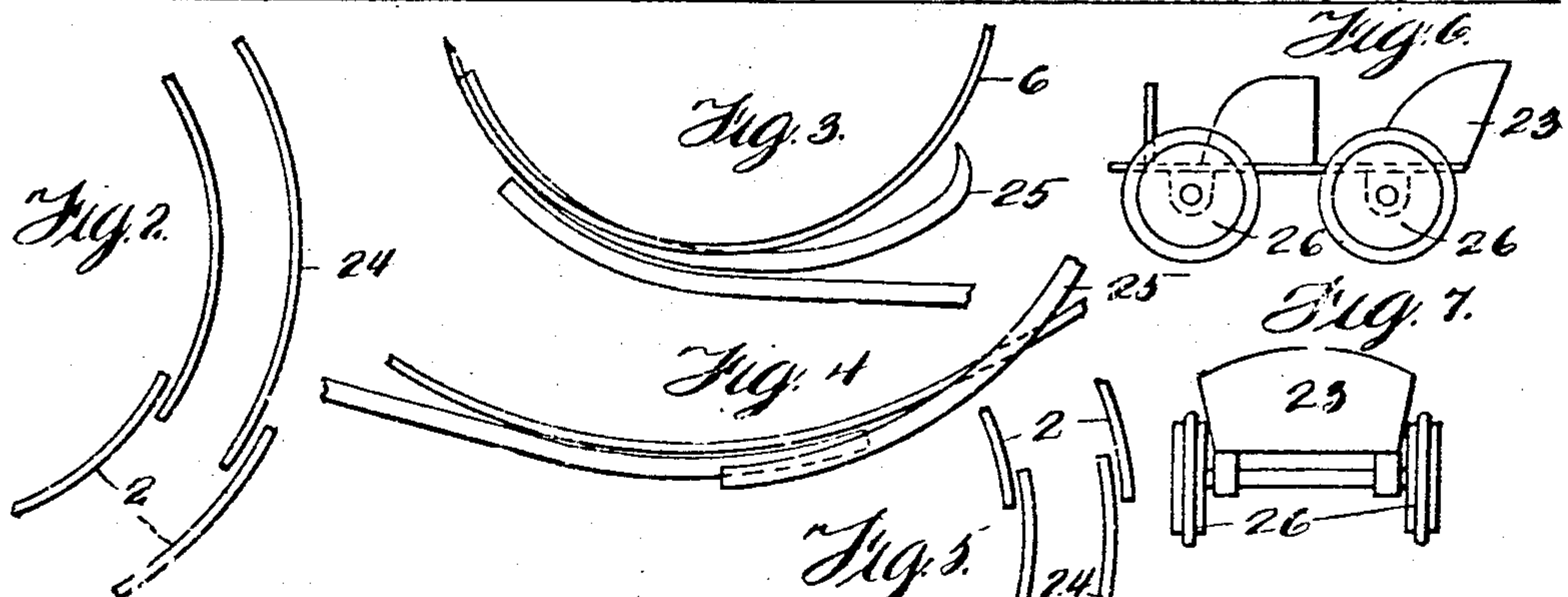
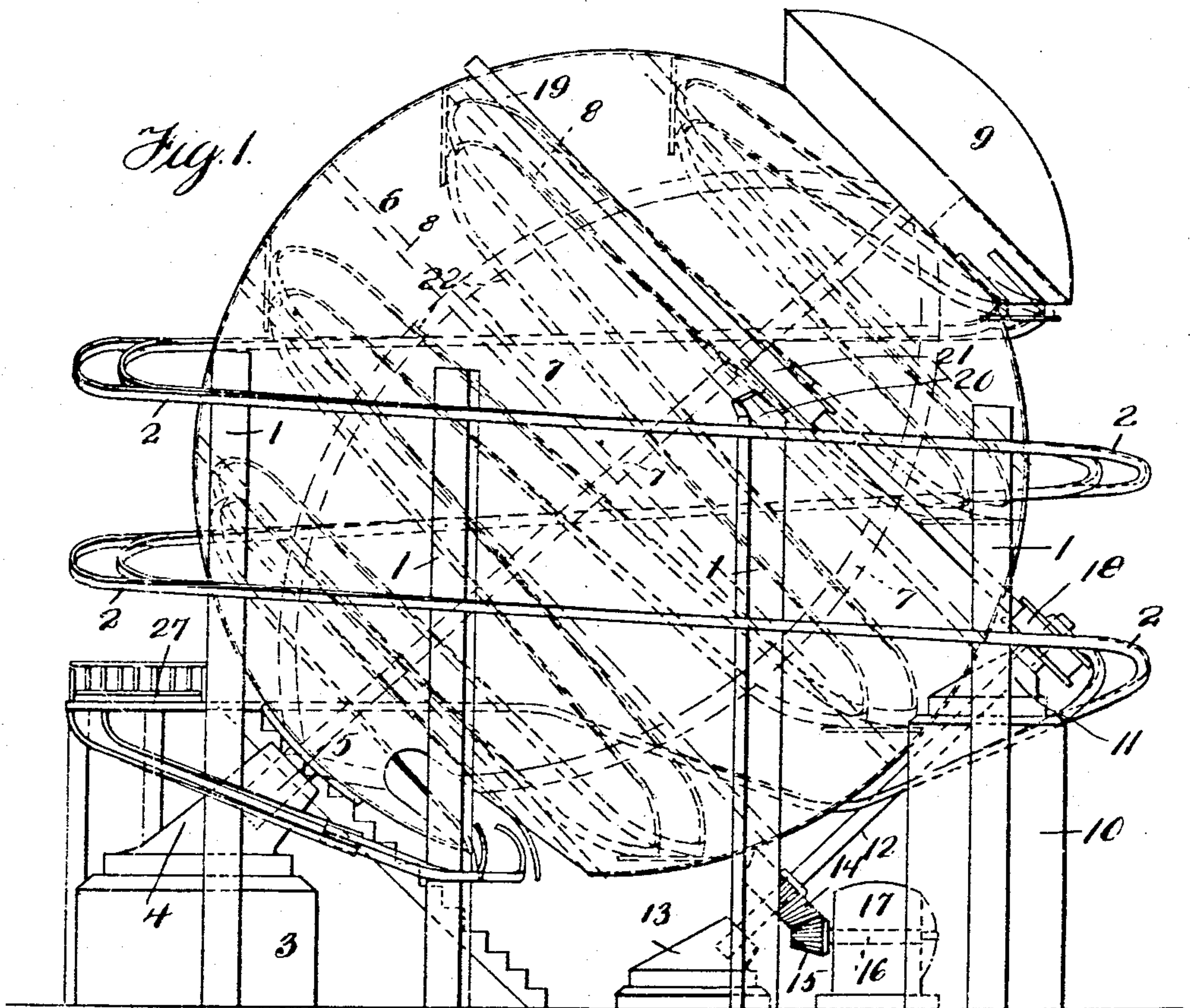


DRAFTSMAN

No. 844,720.

PATENTED FEB. 19, 1907.

A. L. N. FLEMING.
AMUSEMENT APPARATUS.
APPLICATION FILED JAN. 9, 1907.



WITNESSES:

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UNITED STATES PATENT OFFICE.

AUGUST L. N. FLEMING, OF ALLEGHENY, PENNSYLVANIA.

AMUSEMENT APPARATUS.

No. 844,720.

Specification of Letters Patent.

Patented Feb. 19, 1907.

Application filed January 9, 1907. Serial No. 351,440.

To all whom it may concern:

Be it known that I, AUGUST L. N. FLEMING, a citizen of the Republic of France, residing at Allegheny, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Amusement Apparatus, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to amusement apparatus of the gravity-railway class; and its primary object is to provide a skeleton spherical structure revolutely supported on an inclined axial support and provided with trackways in combination with a stationary spiral track and means for revolving the structure.

A further object of the invention is to provide a car adapted to travel on said tracks, said car having wheels formed with double treads divided by a central peripheral flange to adapt said wheels to travel on tracks of varying gage.

A further object of the invention is to provide novel means for effecting the revolution of the skeleton structure and guiding the same in its rotary movement.

The invention comprises a circular supporting-frame, a revoluble skeleton sphere provided with a spiral track, means for revolving said sphere, a stationary spiral track, and a car or vehicle adapted to travel on said tracks by gravity.

The construction of the improvement will be fully described hereinafter in connection with the accompanying drawings, which form part of this specification, and its novel features will be defined in the appended claims.

In the drawings, Figure 1 is a side elevation of a structure embodying the invention. Fig. 2 is a plan view showing the lower juncture of the stationary track with the revolving track. Fig. 3 is a side elevation, on a reduced scale, showing the terminus of the tracks. Fig. 4 is a similar view of the juncture of the tracks. Fig. 5 is a plan view of the upper juncture of the tracks. Fig. 6 is a side elevation of a car employed, and Fig. 7 is a rear elevation of the same.

A series of standards 1, supported on the ground and arranged in circular form, constitute a frame to which is secured a spiral track 2, said track extending around the outer sides of the frame-standards. Between two of the standards 1 is a base-block

3, from the top of which projects an inclined bearing 4, within which is supported a journal 5, secured to a skeleton sphere 6, consisting of a series of parallel rings 7, connected by longitudinal ribs 8. The journal 5 of the skeleton sphere projects therefrom at an angle of approximately forty-five degrees, and at a point diametrically opposite said journal the sphere is provided with a dome 9.

A standard 10 is arranged between two of the frame-standards 1 at a point diametrically opposite to the base-block 3 with relation to the sphere 6. Upon this standard 10 is supported an inclined bearing 11, through which extends the upper end of a shaft 12, the lower end of which is supported in an inclined bearing-block 13, resting on the ground below the sphere. Upon the shaft 12, adjacent to its lower end, is fixed a bevel gear-wheel 14, meshing with a bevel gear-pinion 15, mounted upon the shaft 16 of a suitable motor 17. Upon the upper end of the shaft 12 is mounted a grooved friction-wheel 18, which frictionally engages a ring 19, encircling the sphere.

Two of the standards 1 on opposite sides of the sphere are inclined at their upper ends to provide supports for grooved guide-pulleys 21, which engage the friction-ring 19 and serve to support the sphere and maintain the engagement of the ring with the friction-wheel 18.

Within the sphere 6 is a spiral track 22, extending from a point adjacent to the lower axial center of the sphere to a point within the dome 9. The ends of this track terminate adjacent to the ends of the stationary track, so that the cars 23 will switch from the revolving to the stationary track at the top and bottom of the sphere.

At the lower terminus of the stationary track is arranged a switch-track 24, having its ends 25 turned up to serve as a guard to stop the car. This switch-track is of narrower gage than the track 2 to adapt it to fit the inner tread-surfaces 26 of the wheels of the car.

The apparatus is provided with a platform 27, to which lead two independent stairways, one serving as an entrance and the other as an exit.

The exterior of the sphere is provided with a covering of any suitable material, so that the interior thereof is concealed, and the interior may be provided with suitable scenery, tunnels, or the like.

What I claim, and desire to secure by Letters Patent, is—

1. An amusement apparatus comprising a revoluble sphere supported upon an inclined axial support, a spiral track supported without said sphere, means for revolving said sphere, and a stationary track surrounding said sphere.

2. An amusement apparatus comprising a revoluble skeleton sphere supported upon an inclined axial support, a spiral track supported within said sphere, means for revolving said sphere, a frame surrounding said sphere, and a stationary spiral track supported by said frame.

3. An amusement apparatus comprising a revoluble skeleton sphere supported upon an inclined axial support, means for revolving

said sphere, a spiral track supported within the sphere, a stationary spiral track surrounding the sphere, a friction-ring encircling the sphere, and friction-pulleys bearing against said ring.

4. An amusement apparatus comprising a revoluble sphere supported upon an inclined axial support, a spiral trackway supported within said sphere, an inclined shaft, a motor geared to said shaft, a friction-pulley on said shaft, and a friction-ring encircling said sphere and engaging said friction-gear.

In testimony whereof I affix my signature in the presence of two witnesses.

AUGUST L. N. FLEMING.

Witnesses:

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MAX H. SROLOVITZ.