

No. 881,637.

PATENTED MAR. 10, 1908.

W. S. VAN SANT.
AMUSEMENT DEVICE.
APPLICATION FILED SEPT. 16, 1907.

3 SHEETS—SHEET 1.

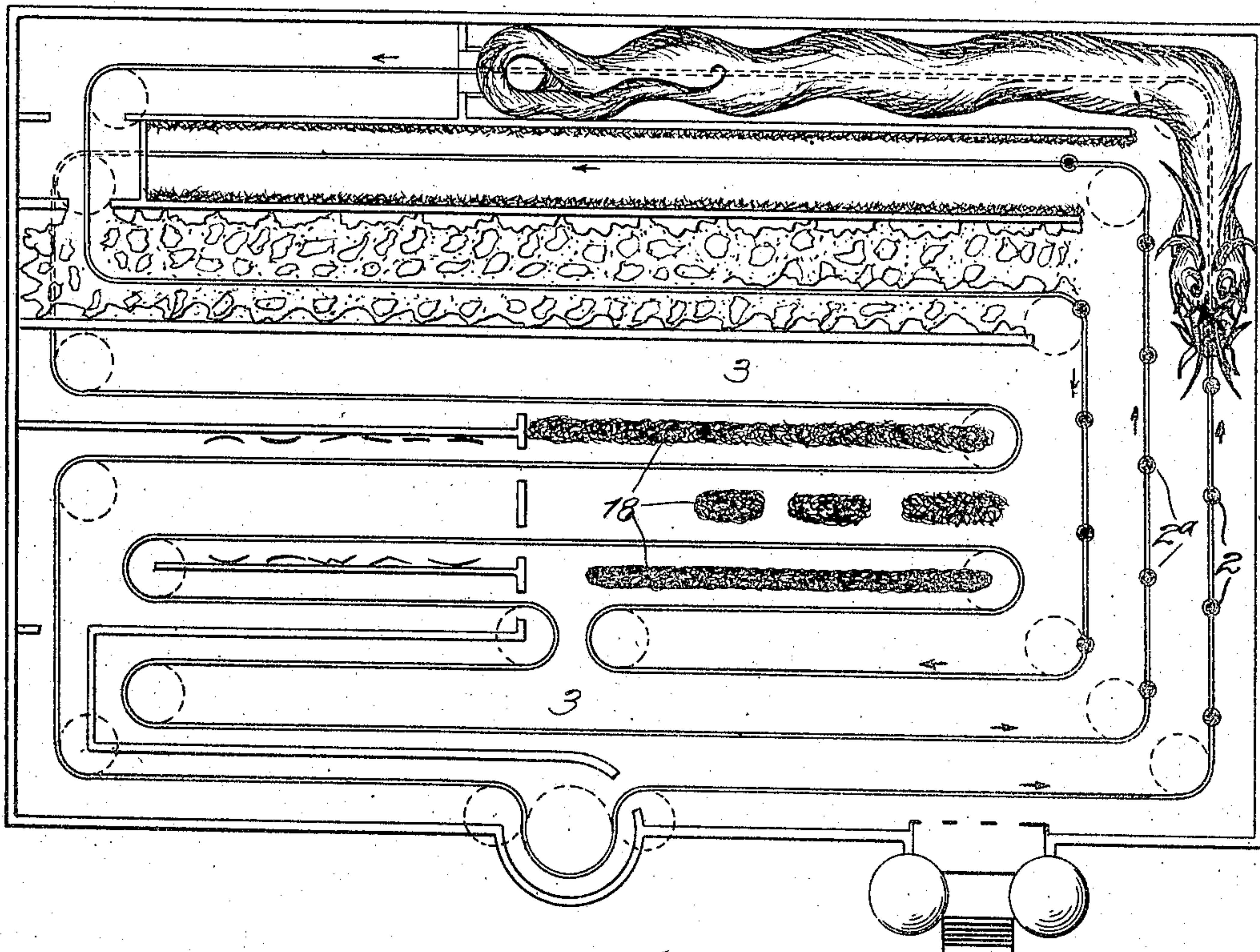


Fig. 1.

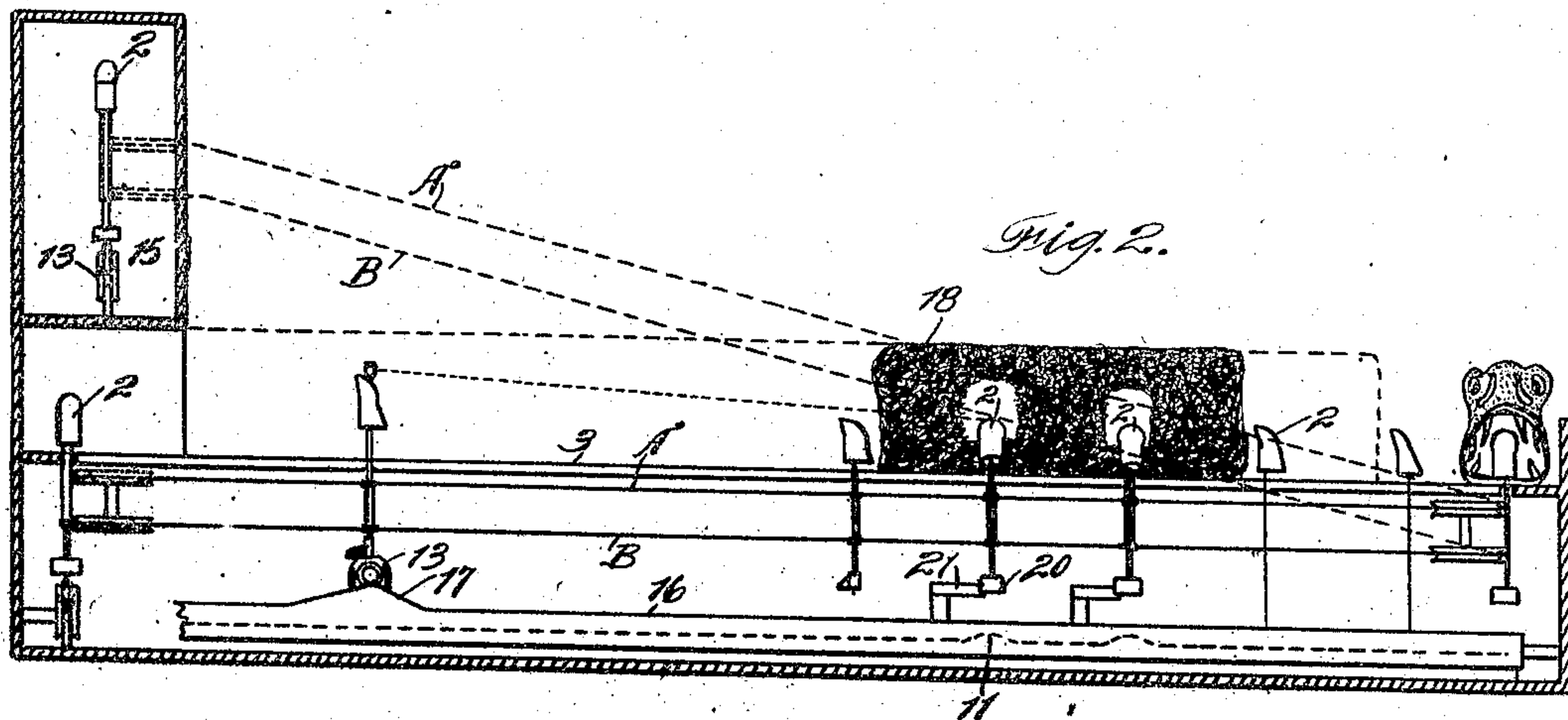


Fig. 2.

Witnesses;
Frederick B. Maynard
G. J. Jones

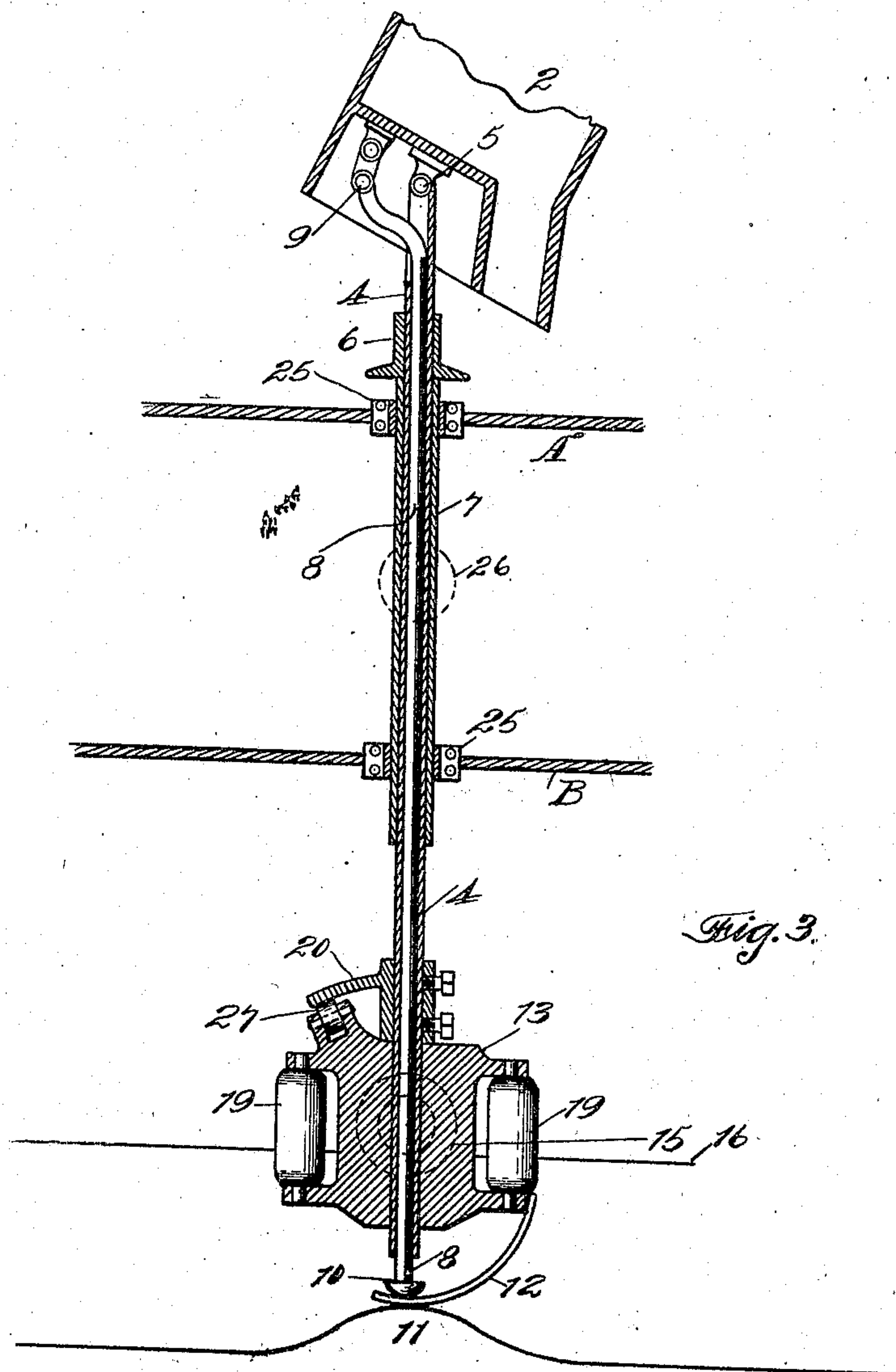
Inventor;
William S. Van Sant,
By Geo H Strong
att'y.

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3 SHEETS—SHEET 2.



Witnesses;
Andrick E. Maynard.
J. H. Jones

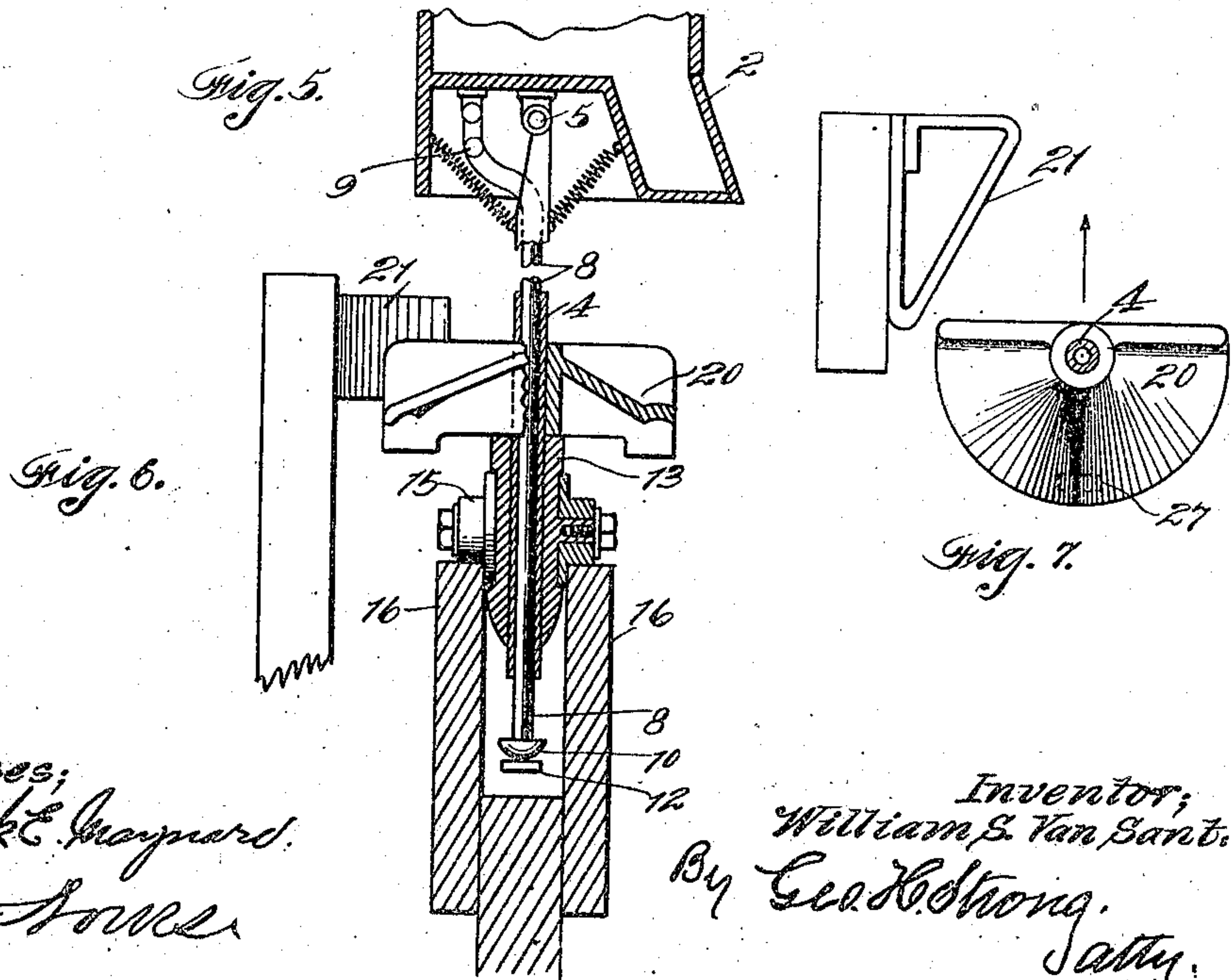
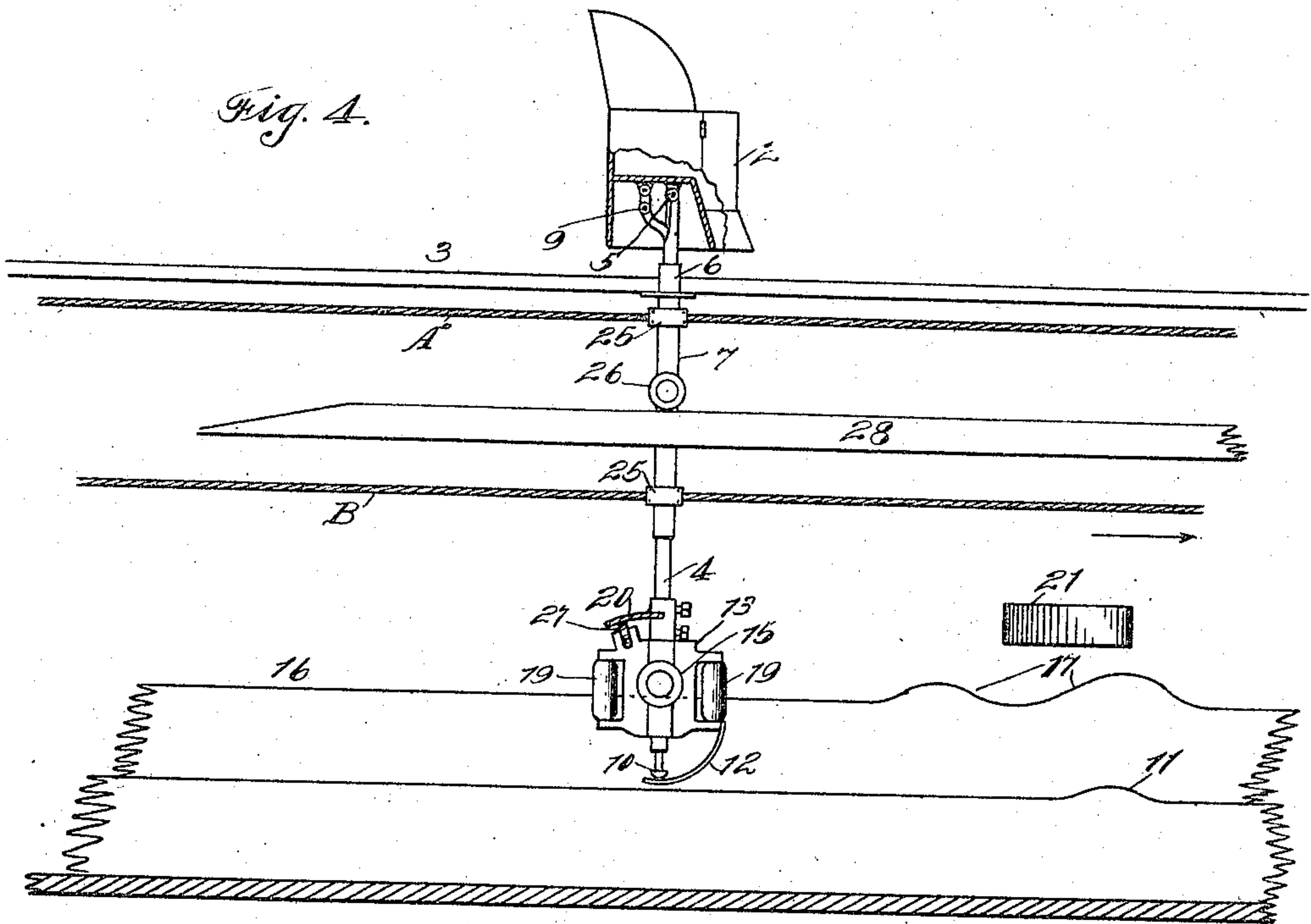
Inventor;
William S. Van Sant
By Geo. H. Strong
att.

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3 SHEETS—SHEET 3.



Witnesses;
Frederick E. Maynard.
J. H. Jones.

Inventor;
William S. Van Sant.
By Geo. H. Strong.
Atty.

UNITED STATES PATENT OFFICE.

WILLIAM S. VAN SANT, OF OAKLAND, CALIFORNIA.

AMUSEMENT DEVICE.

No. 881,637.

Specification of Letters Patent.

Patented March 10, 1908.

Application filed September 16, 1907. Serial No. 393,065.

To all whom it may concern:

Be it known that I, WILLIAM S. VAN SANT, citizen of United States, residing at Oakland, in the county of Alameda and State of California, have invented new and useful Improvements in Amusement Devices, of which the following is a specification.

My invention relates to amusement devices of that class in which those to be amused are carried upon traveling supports and transported through various scenes during the travel.

It consists in the combination of mechanism, and in details of construction which will be more fully explained by reference to the accompanying drawings, in which—

Figure 1 is a plan. Fig. 2 is a partial vertical section. Fig. 3 is an enlarged vertical section of the seat-actuating mechanism. Fig. 4 is a detail view of the track and apparatus. Fig. 5 is a partial section of a seat. Fig. 6 is a transverse vertical section of a truck. Fig. 7 is a plan view of the turning device.

It is the object of my present invention to provide an endless traveling way or ways, with suitable carriers in which passengers may be seated, and means for producing odd and unexpected conditions during the ride.

I have here shown my apparatus as consisting of a series of endless traveling ropes or cables, which may be driven by any suitable or well known power, not here shown. These cables A and B pass around various direction pulleys by which their line of travel may be changed horizontally, vertically, or diagonally, at will. In the present illustration I have shown the two cables A and B having seats or supports 2 for passengers, so mounted as to be moved by the cables.

The support for the seats may consist of standards which extend down through the flooring or surface 3 over which the seats are movable, the flooring being slotted in the line of travel of the cable, for this purpose.

A standard is preferably made with a plurality of parts. The upper portion of the standard consists of a sleeve 4, to the upper end of which the seat is pivotally fixed, as is shown at 5. About this sleeve a loosely turnable collar 6 is fitted; and this collar travels within the groove or slot so as to relieve the supporting sleeve from wear, and to reduce friction as much as possible. Below this

collar a larger sleeve 7 incloses the sleeve 4, and through both of these sleeves passes the inner rod 8. The upper end of this rod is bent outward and pivoted to the chair or seat 2 at a distance behind or away from the pivotal center 5, as shown at 9. The lower end of this rod has any suitable anti-frictional device 10, and by a rising and falling, or irregular surface, as 11, over which the anti-friction device 10 moves during the travel of the car, it will be seen that when these undulating portions occur the seat will be caused to tilt about the pivot 5.

12 is a spring shoe contacting with the bottom of the rod 8.

All the rods and sleeves pass through the center of a carriage or truck. Outside of the truck are rollers 15, which are adapted to travel upon tracks 16 upon each side of the line of travel of the central rod 8, previously referred to. The tracks upon which these rollers travel may also be variously curved. An instance of this curvature is shown at 17, where the track rises, and the rollers, in passing over this raised portion, will lift the car to any desired extent. Thus, if the car is traveling along on a level, it may pass between hedges or walls, as shown at 18, where there is no prospect upon either side; then suddenly arriving at this raised portion of the track, the car will be lifted so high that the occupant can look over the fence and see whatever there is upon the other side.

The trucks 13 are here shown as having anti-friction rollers 19 upon the sides, and these rollers move between the rails 16, and assist in turning curves.

The cables A—B are clamped or otherwise secured to the outer sleeves 7 of the seat standards, as at 25, and the sleeves carry rollers 26 which travel upon fixed rails or supports 28 which thus hold the cables up.

20 is a segmental cam so disposed with relation to the truck 13 and to the sleeve 4 by which it is carried that it may be acted upon by projections 21 fixed in the path of travel and so disposed as to turn the sleeve 4 and the seat carried thereon about a vertical axis, thus causing the seat to swing in a small segment and produce a movement which makes the occupant of the car turn with the seat.

The segment 20 is shown with an inclined lower surface, and rests upon a roller 27 journaled upon the truck 13. When the seg-

ment or part 20 and the seat, have been released from contact with the part 21, by which the turning was effected, the weight of the parts upon the roller 27, and the inclined surface of contact, will restore the parts to their normal position, where they will remain until another turning movement is effected. This device will operate as follows: The occupant of the car moving along, may meet the occupant of another car riding on a parallel line and in the opposite direction, and at the instant when the two are about to meet, the mechanism heretofore described will turn the cars about their vertical axes, thus causing the occupants to momentarily face one another. As this is done, the devices 8 and 11 will come into operation, and both cars will be caused to tilt, thus causing the occupants to involuntarily bow towards each other. This effect may be heightened by causing the cars to pass through walls or hedges, as at 18, and while one is traveling upon one side of the obstruction, and the other upon the other side, and out of sight of each other, an opening made in the intermediate wall will be so disposed that the turning and bowing of the chairs will occur at the instant when the chairs have reached this aperture; and people who are perfect strangers to each other will be thus caused to involuntarily salute while they are traveling.

Various modifications of the devices and the operations caused thereby may be readily effected by means similar to the above, and well known to a mechanic.

The lines of seats 2 and 2^a may be so disposed that at the starting point two companion seats will be side by side, and to increase the effect they may be similarly colored. Thus, the rows of seats at that point may be in pairs of the same color, as red, green, blue, white, yellow, etc., and two persons desirous of making the trip together will naturally take a pair of these seats. The apparatus being started, the two will travel together for a short distance, then one of the cars, passing around a direction pulley, is carried away from the other, and by reason of the tracks being made to incline upward and downward, or to diverge, the two friends are at once separated, one, for instance, going up, and the other down. To heighten this effect, I have here shown a cavern or tunnel into which one of the cars disappears. In the present case, this device represents a dragon with a large head, and a mouth sufficiently large to receive one of the cars. This mouth being mechanically opened as the car approaches, this car passes into the mouth of the dragon, which immediately closes, and the car is shut out from view of its companion car. This car may then pass downwardly, while the other car will pass upwardly, still more effectually separating the parties. One of the cars, as, for instance,

the first named, will pass then over the corrugated or irregular base, and the result will be a series of rough, bumping movements while passing over this portion. The other car may be made to pass through similar experiences, and the rate of travel may be so timed that the two cars will be brought near each other at a time when one of the parties may be bowing to a perfect stranger, in view of the friend that he or she started with.

Other situations may be readily conceived from the foregoing, such as a maze through which the cars may travel in company, or separated, and the cars may finally be brought together for the last stage, where they will pass through a representation of a carnival scene, with all the noises which accompany such scenes, and a final shower of confetti, covered with which they may emerge at the stopping place.

The seats of the different lines may be so numbered that one understanding the arrangement of the seats may get into an apparently distant seat, which will correspond with one of the seats which are arranged in pairs, so that if the pair have been separated, as previously described, the correspondingly numbered seat will be so moved as to travel side by side with one of the people who have been thus separated.

Various arrangements of this sort will serve to provide considerable amusement, and it will be seen that the situations may be varied to an infinite degree.

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

1. An amusement device, comprising independently traveling carriages and direction means by which the carriages are first started in pairs, and afterwards separated and moved in opposite directions.

2. In an amusement apparatus, a plurality of seats, mechanism by which said seats are caused to travel, direction means by which said seats may be separated, brought together, or caused to travel in opposite directions, means by which the seats may be raised and depressed either rapidly or gradually, means by which the seats may be partially turned to face toward or away from each other, and means by which the seats may be tilted and the occupants caused to bow toward each other.

3. In an amusement apparatus, a plurality of endless traveling cables, direction means by which the seats are first started in pairs, and afterwards separated, means by which they are concealed from each other, means by which one of the seats may be caused to travel upon a downward incline, and the other upwardly, and an irregular surface over which a seat-carrier is caused to pass.

4. In an amusement apparatus, endless

traveling cables, seats connected therewith
to start in pairs, means by which said seats
may be partially turned to face to or from
each other, means by which the seats are
5 tilted about a horizontal axis to produce a
bowing movement, and means by which the
seats are returned to their normal position.

In testimony whereof I have hereunto set
my hand in presence of two subscribing wit-
nesses.

WILLIAM S. VAN SANT.

Witnesses:

EDWARD M. DELANEY,
A. VOLLMER.