May 19, 1925.

1,538,647

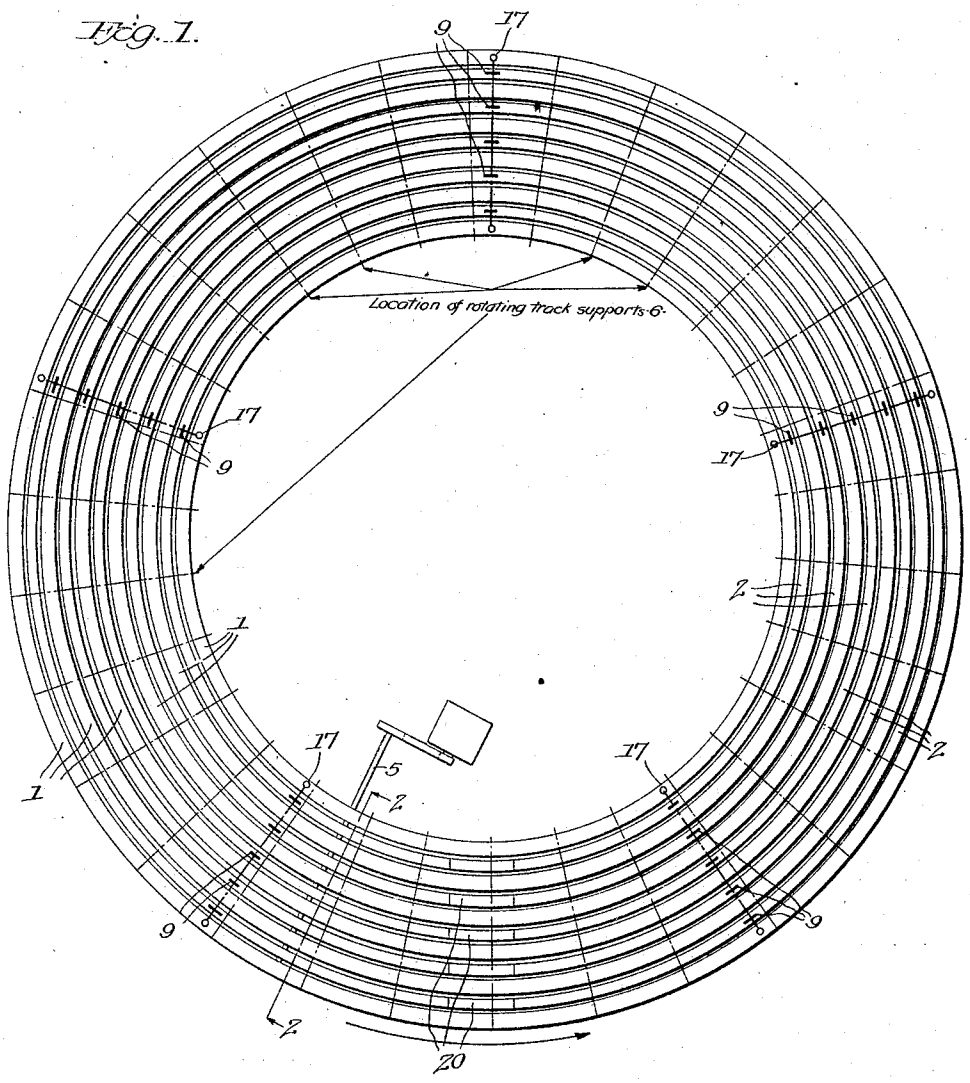
F. J. NEWSBAUM

AMUSEMENT DEVICE

Filed Jan. 22, 1924

4 Sheets-Sheet 1

Fig. 1.



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AMUSEMENT DEVICE

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4 Sheets-Sheet 2

Fig. 2.

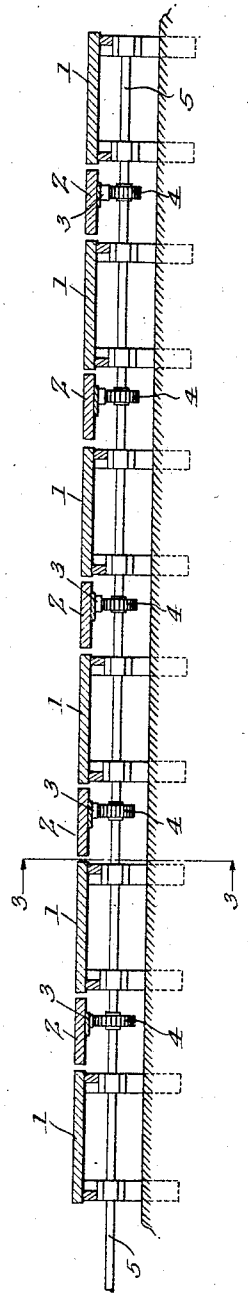
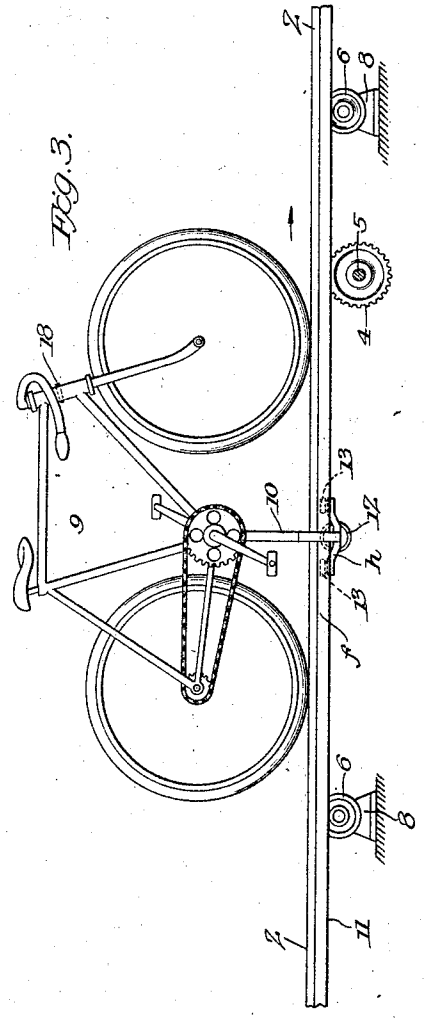


Fig. 3.



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May 19, 1925. 1,538,647

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AMUSEMENT DEVICE

Filed Jan. 22, 1924 4 Sheets-Sheet 3

Fig. 4.

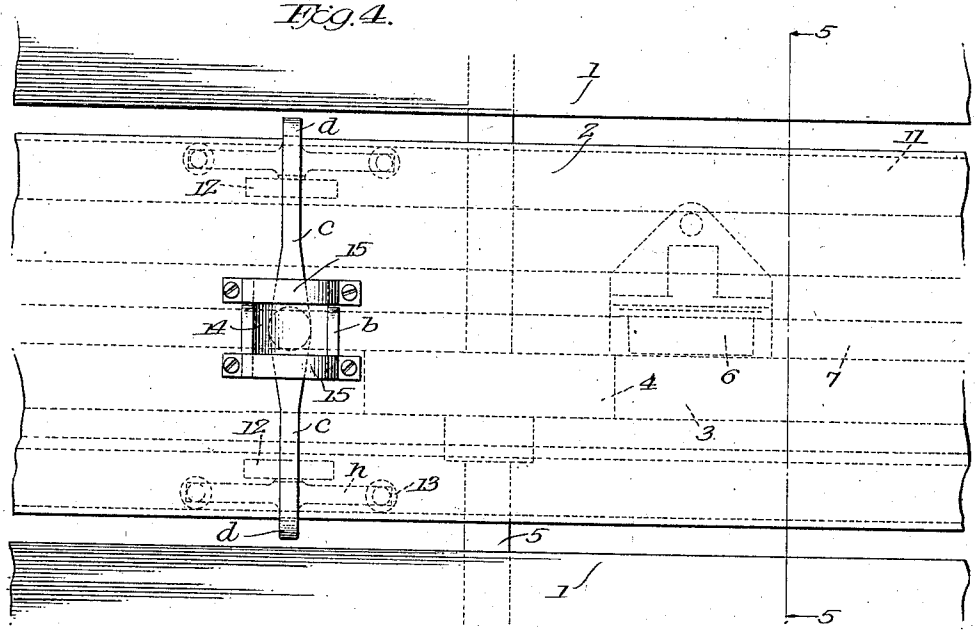


Fig. 6.

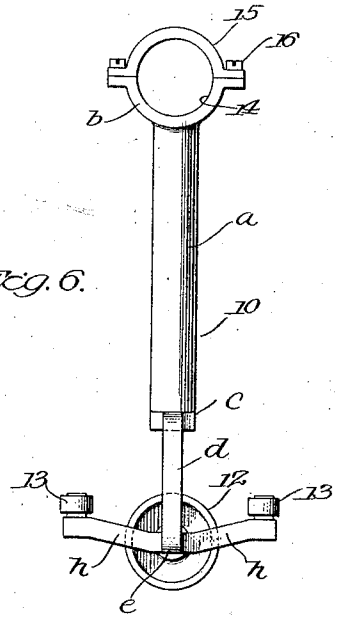
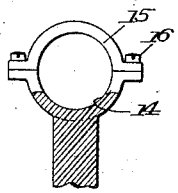


Fig. 7.



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F. J. NEWSBAUM

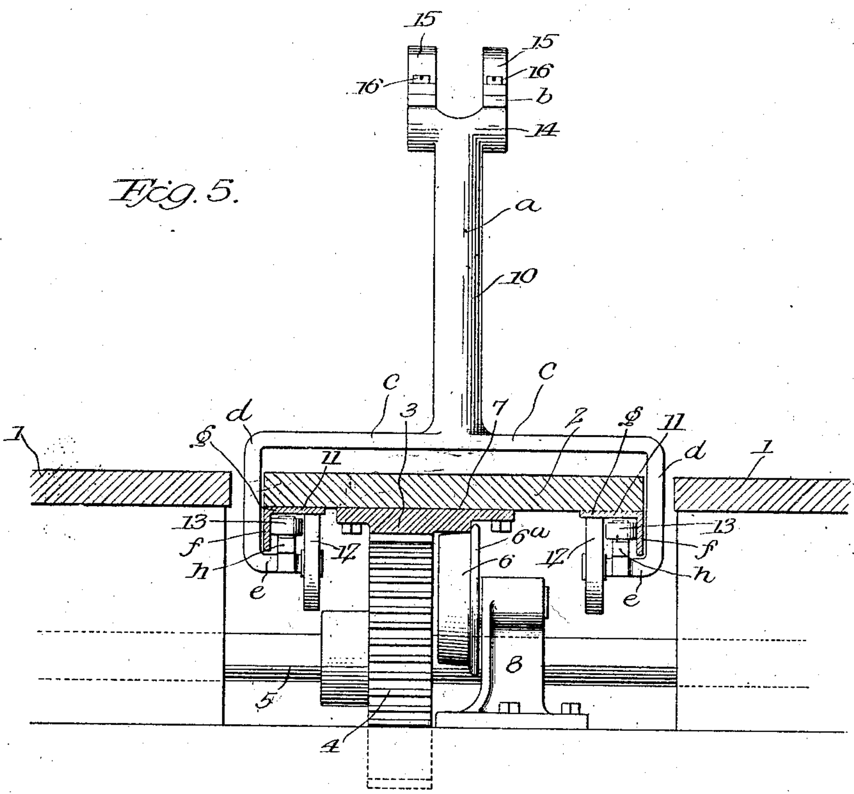
AMUSEMENT DEVICE

Filed Jan. 22, 1924

1,538,647

4 Sheets-Sheet 4

Fig. 5.



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By Edw. J. Walton

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Patented May 19, 1925. 1,538,647

UNITED STATES PATENT OFFICE.

FRANK JACOB NEWSBAUM, OF DETROIT, MICHIGAN.

AMUSEMENT DEVICE.

Application filed January 22, 1924. Serial No. 687,838.

To all whom it may concern:

Be it known that I, FRANK JACOB NEWSBAUM, a citizen of the United States, residing at Detroit, in the county of Wayne and State of Michigan, have invented a new and useful Amusement Device, of which the following is a specification.

The present invention relates to amusement devices, and is particularly a bicycling race for amusement parks or auditoriums of the carrousel type where the rider is free to increase the velocity of his vehicle over a moving course.

The object of the invention is to produce a novel amusement device of the type above mentioned which will arouse interest, stimulate contests between participants, and furnish abundant excitement, due to the manner in which the device is to be operated.

With these objects in view, the invention resides in sundry details of construction, combination and arrangement of parts which will appear as the specification proceeds.

In this specification and the annexed drawings, the invention is disclosed in the form in which it is considered to be the best, but the invention is not limited to such form because it is capable of being embodied in other forms; and it is to be understood that in and by the claims following the description herein it is intended to cover the invention in whatever form it may embody within the scope thereof.

In the drawings, which show the embodiment of the invention as at present devised:

Figure 1 is a plan view showing diagrammatically the race course.

Fig. 2 is a transverse sectional view of the race course taken substantially on the line 2—2 of Fig. 1, and looking in the direction of the arrows and illustrating the general construction of the platform or racing course and the driving means for the movable racing track.

Fig. 3 is a vertical sectional view taken substantially on line 3—3 of Fig. 2, looking in the direction of the arrows and illustrating a movable track having a bicycle mounted thereon.

Fig. 4 is an enlarged fragmentary plan of a section of a movable track shown in Fig. 3, but with the bicycle removed, the portions of the bicycle support lying under the track being shown in dotted lines, as well as the drive shaft and the track-supporting means.

Fig. 5 is a vertical sectional view taken substantially on line 5—5 of Fig. 4.

Fig. 6 is a side elevation of the vehicle support and guiding means, and

Fig. 7 is a fragmentary detail sectional view of the upper end of said support and guiding means shown in Fig. 6.

It is the plan of this invention to provide a plurality of moving platforms or tracks which may take a rectilinear, elliptical or circular course, as desired, these tracks being arranged side by side and moved at appropriate speeds to travel the same distance in a given space of time. The tracks or platforms each have mounted thereon, at spaced-apart distances, a vehicle adapted to be propelled by its occupant in the direction of movement of the track, the vehicle being locked or otherwise attached to the track in order that it cannot be propelled or displaced therefrom, but must maintain the course as defined by the track.

One of the means by which this invention may be carried into practice is shown in the drawings, wherein a stationary platform 1 is provided at a desired distance above the ground, this platform having a plurality of parallel or concentric slots or ways provided therein throughout its length in each of which is disposed a moving track 2. In Fig. 1, the platform is shown as being circular and may be constructed of any suitable material and in any suitable manner to accomplish the general aims of the invention. Likewise, the tracks 2 can be of any suitable material and construction.

The under-face of each track has mounted thereon a gear rack 3 engaged by gear wheels 4 mounted fast on the drive shaft 5 propelled by any suitable source of power. When the course is elliptical or circular in form, it is preferred to have the gears 4, of such size, or provide other mechanism, for rotating the respective tracks 2 at such speeds as will move them in unison and to make only one complete revolution of the circle or ellipse in the same space of time.

The tracks 2 are supported in position by rollers 6 suitably spaced at intervals around the tracks and engaging rail surface 7 on the under face of each track or moving platform. In the present instance the rail surface is formed integral with the rack 3, although it may be separated, or otherwise

provided. In order to prevent lateral shifting of the tracks, the wheels 6 have tread flanges 6^a engageable with a side face of the rails 7. The wheels 6 are supported by bearing brackets 8 on suitable foundations.

The vehicles 9 may be of any type or design capable of being propelled by the occupant or rider, but it is preferred to use a bicycle of an ordinary type and construction, because it is calculated that the bicycle will lend itself more readily to the particular plan of the invention and to the excitement of contest.

The vehicles or bicycles 9 are positioned on the moving tracks 2, in spaced rows as indicated in Figure 1, to move therewith and are so connected to the moving tracks as to be propelled thereover by the occupant independent of the movement of the tracks.

In order to maintain the bicycles on the tracks against displacement and so that they will traverse the course defined by their respective tracks as well as to sustain the bicycle in an upright position against falling sidewise, a supporting or bracket trolley 10 is provided which comprises an upright *a* having a clamping bracket *b* at its upper end to be removably secured to a portion of the bicycle frame, and further having a yoke or bifurcated portion *c* at its lower end. The arms of the yoke *c* extend in opposite directions for a distance, then downwardly around the side edges of the track 2 and then inwardly for a distance underlying the marginal portions of said movable track, which are spaced on opposite sides a suitable distance throughout its length from the edges of the stationary platform 1 in order to accommodate the portions *d* of the yoke and to enable the trolley to traverse the entire track unobstructedly.

The side edges of the tracks each have a depending flange thereon which is provided by one flange *f* of angle-iron strips 11 co-extensive with the track, the other flange *g* of the strips being secured to the under face of the tracks and serving as a reinforcing element as well as a wear plate engaged by rollers 12 journalled on the inwardly extending portions *e* of the arms of the yoke.

To prevent twisting of the trolleys on the tracks, which may cause the portions *d* to bind against the edges thereof, rollers 13 are journalled on arms *h*, extending laterally in opposite directions from the portions *e* of the yokes, to engage the inner face of vertical flanges of the angle strips 11. At least a pair of these rollers are provided on each portion *e* on the yoke members, one roller being positioned in front of the roller 12 and another to the rear thereto, as clearly illustrated in Figures 3 and 4. This construction prevents tortional movement of the trolley in a direction transversely of the track and thereby insures the proper movement of the trolley over the track without binding against the side edges thereof or of the stationary platform 1.

The clamping member *b*, in the present instance, consists of a semi-cylindrical socket 14 provided on the upper end of the upright *a* of the trolley 10 to receive the hanger of the bicycle. A pair of strips 15 are hingedly mounted to one edge of the socket and are adapted to extend over the upper portion of the hanger to be secured to the opposite edge of the socket by any suitable means, such as the wing screws 16, which will permit the bicycle or vehicle to be readily detached or removed from the trolley. In the event vehicles other than bicycles are employed, the attaching device *b* of the trolley may be modified as found convenient and desirable.

A portion of each track 2 is removably attached to the rack 3 in order to permit the trolleys to be removed and inserted in position, as will be clearly understood.

In operating the device of this invention the movable tracks 2 are provided with a plurality of starting lines 17, spaced about along their length or circumference, each line extending transversely across the entire series of moving tracks 2, and since the tracks rotate in unison, or in other words, travel the same distance in the same space of time, these starting lines 17, of each track will always maintain their proper transverse alignment or relation. Therefore, at the beginning of the race attendants will move the bicycles or vehicles into spaced rows corresponding with the starting lines. When the bicycles or vehicles are occupied, the shaft 5 will be set in operation to cause the moving tracks to begin to move or rotate in their course of travel. Simultaneously with the beginning of the movement of the tracks 2, a gong will be sounded, or other signal given, which will indicate the beginning of the contest. The starting line 17, however, may be on the stationary platform or may be in the form of posts or the like, as desired.

The scheme of amusement of this invention exists in a competitive race or contest between the occupants of the bicycle starting from each line 17 who will upon the signal being given, begin to propel the bicycles over their respective moving track ways. The one finishing in advance of the others when the second signal is given and the movement of the tracks stopped is the winner of the contest.

This amusement will furnish an abundance of excitement because the bicycles on one track cannot pass the others on the same track, in which event should a rider overtake the rider in front of him he will call to him to propel faster.

It is also contemplated by this invention,

when an elliptical or circular course is used, to have the tracks progressing outwardly move at a greater rate of speed in order to compensate for the greater distance around each of the courses.

It is also well within the purview of this invention to permit the tracks 2 to remain stationary, or to be moved backward, or in other words, in a direction opposite to the direction of movement of the vehicle, this, together with other refinements and modifications in the operation of the amusement, being within the discretion of the operator of the device. Further, the steering wheel of the bicycle may be locked or otherwise fixed in position by a set screw or other suitable device 18, in order that the steering wheel can not be turned off the course defined on its respective track.

After each race or contest the occupants or riders of the bicycles will dismount and the attendants will rearrange the bicycles in rows at the starting lines 17 for the contest to be repeated.

By having the tracks rotate in the direction of travel of the bicycles or vehicles, the riders will be given a ride over the course even though the vehicles are not propelled; and in the event they desire to propel the vehicles the speed of travel will be increased much beyond the speed attained by the ordinary bicycle rider on a stationary or fixed track thereby adding to the excitement of the contest. If the tracks are rotated in a direction opposite to the direction of the propelled vehicles, the race is made more difficult and strenuous because the riders must overcome the rearward speed of the track before headway or progress is made. It is, therefore, obvious that the amusement device of this invention is susceptible to ready manipulation to vary the excitement and character of contest as may be determined from time to time by the operator, without the liability of any injury to the riders, because the vehicles must follow a definite path of travel and are so secured to the tracks that they will not fall to one side.

The trolley 10 shown in the drawings is of such size and proportions that the wheels 12 will engage the underside of the tracks 2 when unoccupied and when the air pressure in the tires of the bicycles are inflated to a predetermined degree, thereby maintaining the bicycles when unoccupied in a perpendicular position. However, when the bicycles are mounted the additional weight carried thereby will compress the tires at their points of traction sufficiently to move the wheels 12 slightly out of contact with the under-face of the track 2, thereby removing a large degree of friction and drag which may be incident to the use of the trolleys 10.

Having now particularly described the construction and ascertained the nature of the said invention and in what manner it is to be performed, what is claimed as new and upon which it is desired to secure by Letters Patent is:—

1. An amusement device of the kind described comprising a traveling trackway defining a continuous course extending in a general horizontal direction, and a propellable vehicle mounted on the trackway to move therewith in a definite course and capable of being propelled thereover by the occupant independent of the movement of the track.

2. An amusement device of the kind described comprising a traveling trackway defining a general horizontal course, a manually propelled bicycle mounted on the track to be propelled thereover, and connecting means between the track and bicycle for confining the latter to the course and against unauthorized displacement from the trackway.

3. An amusement device of the kind described comprising a plurality of traveling trackways defining courses extending in a general horizontal direction, and arranged side by side, a propellable vehicle mounted on each of the trackways to traverse the respective course defined thereby, and means for confining each of the vehicles to its respective trackway throughout its entire course.

4. An amusement device of the kind described comprising a plurality of traveling trackways defining substantially horizontal courses, bicycles mounted respectively on each trackway to move therewith and over the course defined thereby, and anchoring devices secured to each bicycle and slidably connecting the same with its respective trackway, said anchoring devices being constructed to confine the bicycle to the trackway throughout its entire course independent of the rider, and for maintaining the bicycle in an upright position.

5. An amusement device of the kind described, comprising a plurality of substantially co-extensive track-ways defining courses extending in a general horizontal direction, means for actuating said trackways to travel in the direction of their courses, vehicles supported by the trackways respectively and capable of being moved relatively thereover to traverse their respective courses, said track-ways being spaced apart and having a stationary passage-way therebetween, and means for confining the vehicles to the course defined by its respective track-ways.

6. An amusement device of the kind described, comprising a platform having a plurality of slots therein, said slots being circular and substantially concentric with each other, a movable track-way mounted

in each of said slots, means for moving said track-ways, vehicles mounted on each of said track-ways and capable of being propelled thereover independent of the movement of the track-ways, the spaces between said slots providing passage-ways, and means for attaching the vehicles to the track-ways to maintain them in position against unauthorized displacement.

7. An amusement device comprising a track-way, a vehicle mounted on the track-way to move thereover, means for maintaining the vehicle on the track-way including an attaching element to be secured to the vehicle, a yoke member on said means having its opposite arms extending downwardly around the side edges of the track-way with its extremities underlying the track-way, rollers on the end portions of said yoke to engage the under-face of said track-way and other rollers thereon for engaging a flange depending from said track-way.

8. An amusement device of the character described comprising a plurality of track-ways mounted side by side, a bicycle mounted on each of the tracks respectively, a bracket device for confining each bicycle to its respective track-way and normally maintaining the same in vertical position, said bracket device comprising an upright having a bicycle attaching means on the upper portion thereof and having a yoke member on its lower portion, the arms of the yoke member extending respectively downwardly and around the side edges of said track-way, and anti-frictional members on the yoke member to engage said track-way.

9. An amusement device of the character described comprising a plurality of track-ways mounted side by side, a bicycle mounted on each of the tracks respectively, a bracket device for confining each bicycle to its respective track-way and normally maintaining the same in vertical position, said bracket device comprising an upright having a bicycle attaching means on the upper portion thereof and having a yoke member on its lower portion, the arms of the yoke member extending respectively downwardly and around the side edges of said track-way, anti-frictional members on the yoke member to engage said track-way, supporting means for the track-ways permitting the track-ways to be moved in the direction of their length and means for moving said track-ways.

10. In an amusement device, a moving track-way having depending flanges on the side edges thereof, a rail on the under-face of said track-way, flanged supporting wheels on which said rail rests, a gear rack on the under-face of said track-way and a driven gear wheel in engagement with said rack, a vehicle on the upper surface of the track-way to be propelled thereover, a yoke member extending transversely across the track-way and having its under portions extending downwardly around the side edges thereof and then inwardly underlying the track-way, means on the yoke for securing said vehicle thereto, each end portion of the yoke having a roller mounted thereon to engage the under-face of the track-way and other anti-friction members in advance of and to the rear of said roller to engage the inner face of the adjacent flange of said track.

11. An amusement device comprising a track-way, a vehicle mounted on the track-way to move thereover, means for maintaining the vehicle on the track-way including an attaching element to be secured to the vehicle, a yoke member on said means having its opposite arms extending around the side-edges of the track-way with its ends underlying the track-way, rollers on the end portions of said yoke to engage the under-face of said track-way.

12. An amusement device of the kind described comprising trackways defining courses extending in a general horizontal direction and arranged side by side, a manually propellable vehicle mounted on each of the trackways to traverse the respective course defined thereby, and means for confining each of the vehicles to its respective trackway throughout its entire course, each vehicle being independently movable with respect to each other.

13. An amusement device comprising a plurality of trackways defining substantially horizontal courses, bicycles mounted respectively on each trackway to move thereover, and confining means secured to each bicycle and to slidably engage the trackway to confine the bicycles to their respective courses and for maintaining the bicycle in upright position when occupied or unoccupied, the bicycles on the respective trackways being disconnected.

In testimony whereof I have hereunto set my hand.

FRANK JACOB NEWSBAUM.