W. H. BICKFORD.

LOOP THE LOOP PLEASURE RAILWAY.

APPLICATION FILED JAN. 17, 1912.

1,040,125. Patented Oct. 1, 1912.

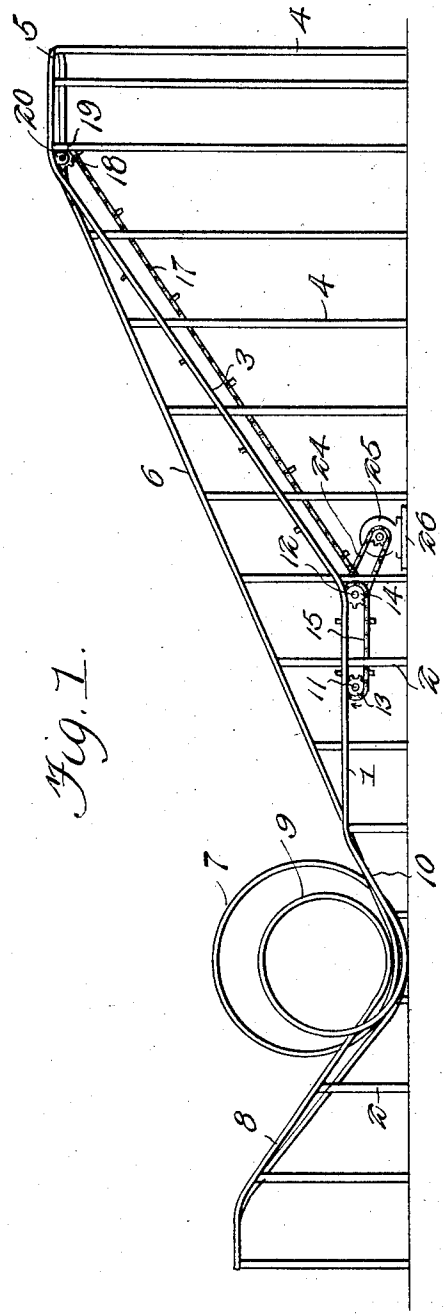

Fig. 1.

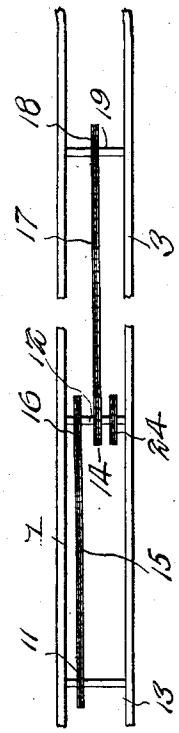

Fig. 2.

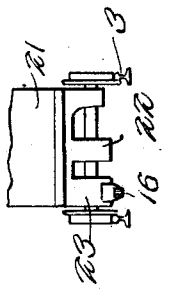

Fig. 3

Witnesses

Hugh H. Ott

E. Edwards Jr.

Inventor

William H Bickford

By Victor J. Evans

Attorney

UNITED STATES PATENT OFFICE.

WILLIAM H. BICKFORD, OF WASHINGTON, IOWA.

LOOP-THE-LOOP PLEASURE-RAILWAY.

1,040,125. Specification of Letters Patent. Patented Oct. 1, 1912.

Application filed January 17, 1912. Serial No. 671,569.

To all whom it may concern:

Be it known that I, WILLIAM H. BICKFORD, a citizen of the United States, residing at Washington, in the county of Washington and State of Iowa, have invented new and useful Improvements in Loop-the-Loop Pleasure-Railways, of which the following is a specification.

This invention relates to amusement devices and more particularly to that type known in the art as "loop the loop pleasure railways".

One of the principal objects of the invention is to provide simple and efficient means for carrying the cars from the starting point, after being loaded with passengers, to the highest point of the incline so that it will not be necessary for the passengers to climb steps or to provide an elevator for carrying the passengers to this point.

A further object of the invention is the provision of a novel inclined railway in which two loops are formed around which the car travels, in the inclines being so arranged that the car will travel from the first loop up an incline of somewhat less height than the first and down an incline through the loop of less diameter than the first loop.

Further objects of the invention will appear as the following specific description is read in connection with the accompanying drawing, which forms a part of this application, and in which:—

Figure 1 is a side elevation. Fig. 2 is a detail top plan view. Fig. 3 is a fragmentary end view of the car employed.

Referring more particularly to the drawing, 1 represents a level track which is raised from the ground on supports 2 and communicates directly with an inclined track 3 supported by uprights 4. The inclined track communicates with a looped track 5 which in turn communicates with an inclined track 6, at the base of which is formed a loop 7. From the loop 7 the track communicates with a looped incline 8, the base of the second stretch of which communicates with a second loop 9 and the loop track 9 communicates with a short incline 10 which connects with the opposite end of the level track 1. 1 also indicates a landing and starting stage and, journaled in bearings beneath the stage or track 1, are shafts 11 and 12 which carry sprocket wheels 13 and 14 over which the chain is adapted to operate. The shaft 12 has also secured thereto a sprocket wheel 16 over which travels a similar chain 17, the opposite end thereof passing over a sprocket wheel 18 on a shaft 19 which is journaled in bearings 20 arranged beneath the track at the start of the loop 5.

The car bottom is shown at 21 and depending from the bottom are separate and independent chain engaging members 22 and 23 adapted to respectively engage the chains 15 and 17. The shaft 12 is driven by means of a sprocket chain 24 which is connected directly with a motor 25 supported upon the base 26. This motor continuously drives the chains 15 and 17 so that after the passengers have been loaded upon the car the same can be pushed over the chain until the engaging member 22 is engaged with the chain 15, at which time the car will move forward until the member 23 engages the chain 17. This will then carry the car to the top of the inclined track 3 and start the same around the loop 5. The car travels from here down the incline 6, around the loop 7, around over the looped incline 8, through the loop 9 and up the incline 10 to the starting point. The first leg of the incline is of sufficient inclination to retard the speed of the car sufficiently to prevent the same from jumping the track at the loop, while the last leg of the looped incline 8 is sufficient to give the car a proper momentum to carry it around the loop 9 and up the incline 10, which latter incline is sufficient to retard the car so that it may be readily stopped at the starting point.

The small loop can be dispensed with if

desired and the last leg of the looped incline 8 merged into the incline 10 without departing from the spirit or scope of the invention.

Having thus described the invention, what I claim as new is:—

In an amusement device, an inclined track, a loop at the top of the inclined track, a second incline, a vertical loop arranged at the base of said second incline, a horizontal looped inclined track forming a continuation of the vertical loop, a second vertical loop of smaller diameter than the first, a level track, and an inclined track from the second loop to the level track.

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

WILLIAM H. BICKFORD.

Witnesses:

ETHEL GRECIAN,

N. L. TRIPP.