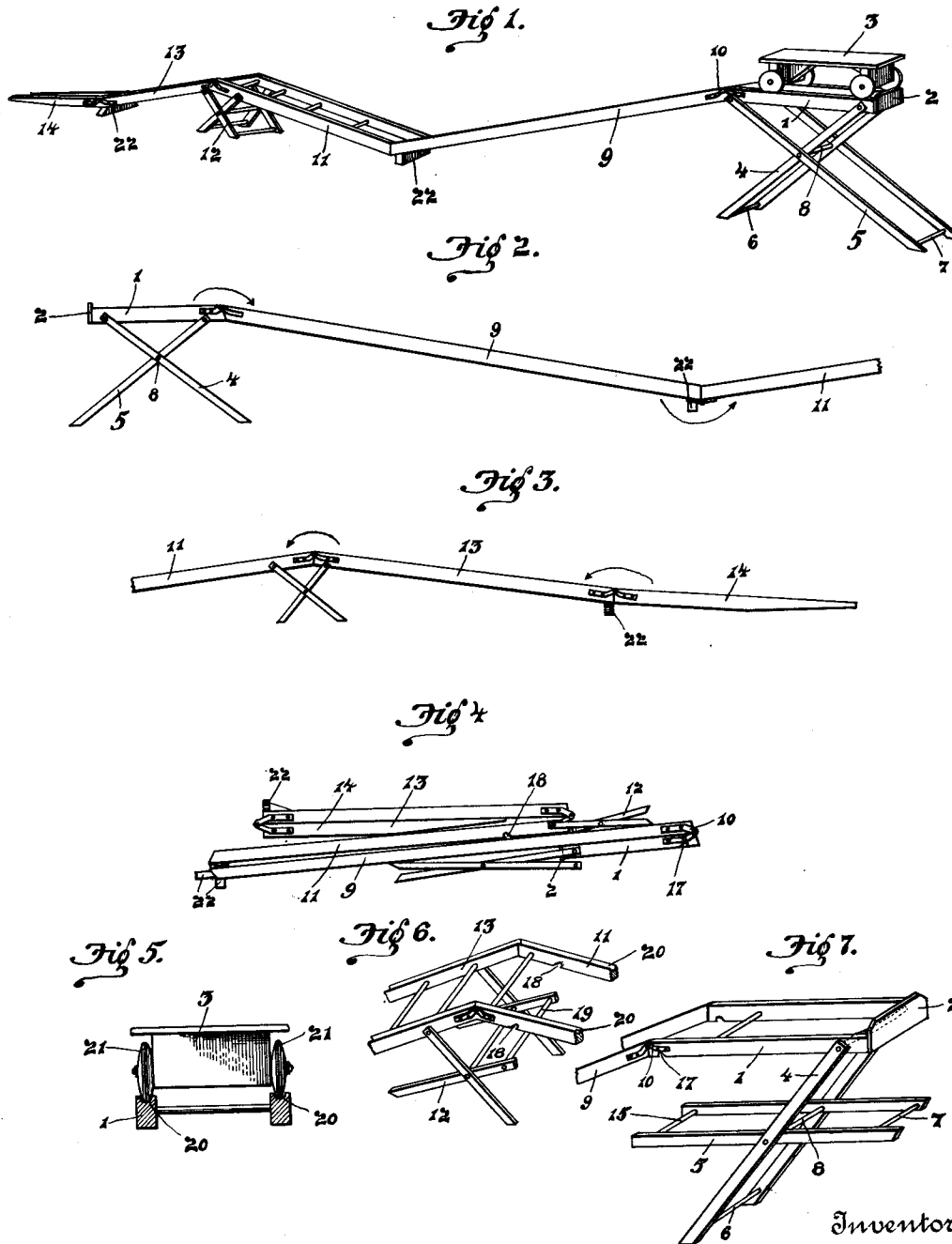


M. O. SHERER.
ROLLING COASTER.
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Patented June 30, 1914.



Witnesses
Robert Karcher.
Sylvia Boron.

Inventor
Marion O. Sherer.
By Bond Miller
Attorneys

UNITED STATES PATENT OFFICE.

MARION O. SHERER, OF LOUISVILLE, OHIO.

ROLLING COASTER.

1,101,761.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, MARION O. SHERER, a citizen of the United States, residing at Louisville, in the county of Stark and State of Ohio, have invented a new and useful Rolling Coaster, of which the following is a specification.

My invention relates to improvements in what might be termed portable rolling coasters designed to be set up for use and to be folded for storage and shipping purposes.

The objects of the present invention are, first, to provide a light structure, second, to provide means whereby the rolling coaster can be easily folded, and third, to provide means for holding the various parts in an extended position and in the position for use. These objects, together with other objects readily apparent to those skilled in the art, I attain by the construction illustrated in the accompanying drawings, although my invention may be embodied in a variety of other mechanical forms, the construction illustrated being chosen by way of example.

In the accompanying drawing: Figure 1 is a perspective view showing the different parts in extended position, and in their normal position for use. Fig. 2 is a side view, showing two of the sections extended and supported and a fragmentary portion of the third section. Fig. 3 is a side view, showing two sections and a fragmentary portion of an adjoining section and one of the supporting horses. Fig. 4 is a view showing the position of the various sections and the supporting horses folded. Fig. 5 is a transverse section showing an end view of the truck or car mounted thereon. Fig. 6 is a perspective view, showing portions of two sections and the supporting horse partially folded or detached. Fig. 7 is a similar view, showing the opposite end or portion of the rolling coaster from that shown in Fig. 6.

Similar numerals of reference indicate corresponding parts in all the figures of the drawings.

In the accompanying drawing, 1 represents the truck or car starting section, made up of two parallel rails, the rear ends of said rails having attached thereto in any convenient and well known manner the stop block or head 2, which may be of the form shown or it may be of any other desired

form, the object being to prevent the truck or car 3 from running off at the rear end of the section upon which it is initiatively mounted. The section 1 is supported at the desired height by means of a suitable supporting horse or trestle made up of the members 4 and 5, each of said members consisting of two parallel bars spaced from each other and held in proper position with reference to each other by suitable cross bars 6 and 7. The members 4 and 5 are pivotally connected together intermediate their ends by means of the cross bar or rod 8. The purpose of pivoting the members together is to provide means whereby the support can be folded together with the balance of the different parts as illustrated in Fig. 4.

To the member 1 is pivotally attached the member 9 by means of suitable hinges 10, said member 9 being made up of suitable rails held in proper parallel position with reference to each other. To the opposite end of the member 9 from that to which it is attached to the section 1 is connected the section or member 11, one end of said member being held in proper elevation by means of the support or horse 12, which is a practical duplication of the horse or support for the initiative or car starting member 1, except it should be formed somewhat less in height so that as the car 3 runs down the inclined member or section 9 it will be carried over the upward inclined member 12 and down the inclined member 13 and on to the delivery or run off member 14.

The track sections 1, 9, 11, 13 and 14 are all hinged together so that they can be folded as illustrated in Fig. 4. The horse or support members 4 are pivotally connected to the track section or member 1 and the horse members 5 are detachably connected by means of the cross bar 15 fitting in the notches 17 formed in the bottom or underside of the track rails going to make up the track section 1. The horse or support 12 is connected in substantially the same manner as the horse or support made up of the parallel members 4 and 5, one set of the parallel supports are pivotally connected to the track section 13 and the other member detachably connected by means of the notches or recesses 18, and the cross bar 19, said cross bar being properly located in the recesses or notches 18.

It will be understood that when the various track sections are extended and supported as best illustrated in Fig. 1, that the truck 3 when started will go down the inclined member or track section 9, then up the track section or member 11 and then down upon the track section 13 and run off from the section 14. The movements of the truck or car up and down the various track sections is quite similar to a car traveling upon a stationary rolling coaster, the momentum of the car carries it up and over the upward inclined section.

For the purpose of keeping the truck or car upon the rails of the various track sections the top edges are provided with the grooves 20 and the peripheries of the traveling wheels 21 formed to fit the groove. It will be understood that the various track sections should be properly lined up with reference to each other so as to prevent any accidental displacement of the track or car.

For the purpose of supporting the lower ends of the track sections 9, 11 and 13 a short distance from the surface upon which they are located the supporting bars 22 should be provided, which may be attached in any convenient manner. The various hinges should be so constructed that the sections can be folded for transportation or storage as illustrated in Fig. 4. It will be understood that aside from the truck or car 3 there are no detachable parts, but on the other hand all of the track sections are connected together and the supports or horses also connected but in such a manner that they can be folded with the track sections.

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

1. In a rolling coaster of the class described, the combination of a series of track sections hinged together, supporting means adapted to support the hinged track sections in inclined relationship with reference to each other, said supports formed of different heights and pivotally connected to two of the track sections.

2. In a rolling coaster of the class described, the combination of a series of track sections hinged together, folding supporting means adapted to support the hinged track sections in inclined relationship with reference to each other, said supports formed of

different heights and pivotally connected to two of the track sections.

3. In a rolling coaster of the class described, the combination of track sections hinged together and adapted to be located in inclined relationship with reference to each other, two of the track sections provided with recesses, supporting means consisting of parallel bars hinged together, said parallel bars provided with cross bars and said cross bars adapted to be seated in the recesses of the track sections.

4. In a rolling coaster of the class described, the combination of track sections hinged together, a car adapted to travel upon said track sections, supports formed of different heights and each pivotally connected to a track section, said supports adapted to be folded.

5. In a rolling coaster of the class described, the combination of a series of track sections hinged together, supports adapted to hold the series of track sections in inclined relationship, said track sections and supports adapted to be folded.

6. In a rolling coaster of the class described, the combination of a series of track sections hinged together, a car adapted to travel upon said track sections, supports adapted to hold the series of track sections in inclined relationship, said track sections and supports adapted to be folded.

7. In a rolling coaster of the class described, a series of track sections adapted to be folded one upon another, said sections hinged together, supports pivotally and detachably connected, said supports adapted to hold the track sections in inclined relationship with reference to each other.

8. In a roller coaster of the class described, a series of track sections, adapted to be folded one upon another, said sections hinged together, a support pivotally and detachably connected, said support adapted to hold the track sections in inclined relationship with reference to each other.

In testimony that I claim the above, I have hereunto subscribed my name in the presence of two witnesses.

MARION O. SHERER.

Witnesses:

WILLIAM H. MILLER,
ABRAM W. AGLER.