

June 23, 1925.

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A. VASZIN

AMUSEMENT DEVICE

Filed March 24, 1923

4 Sheets-Sheet 1

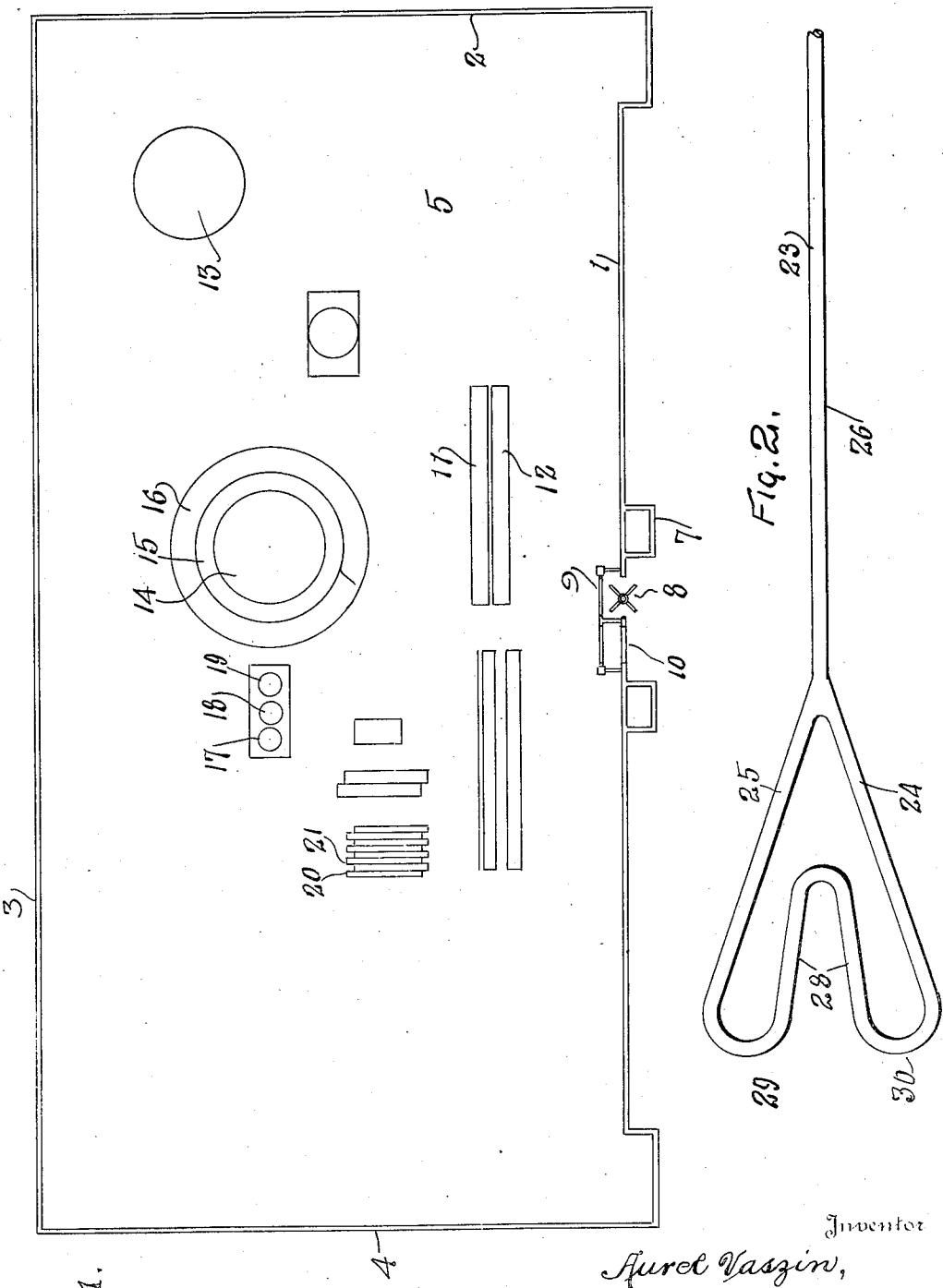


Fig. 1.

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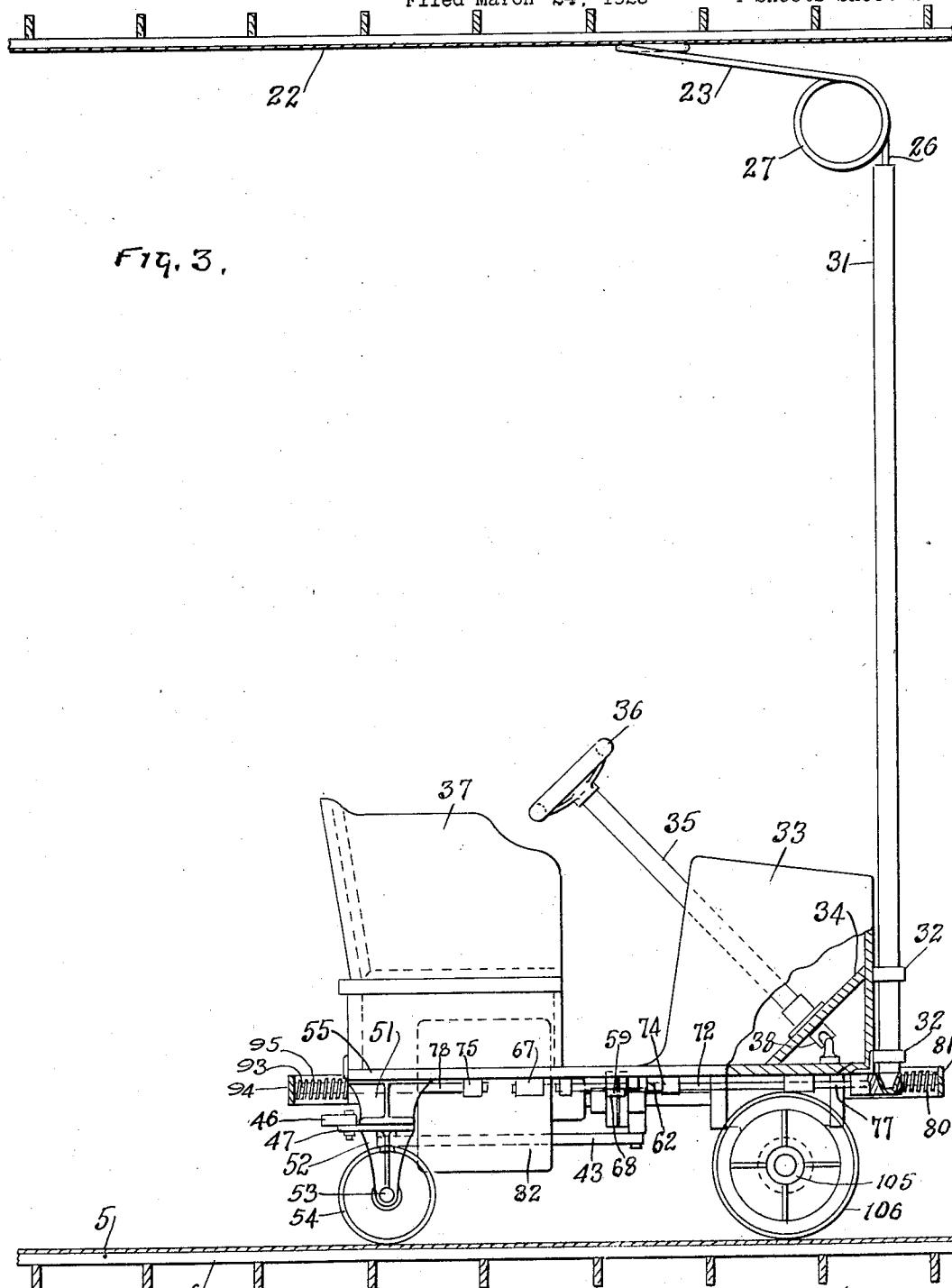
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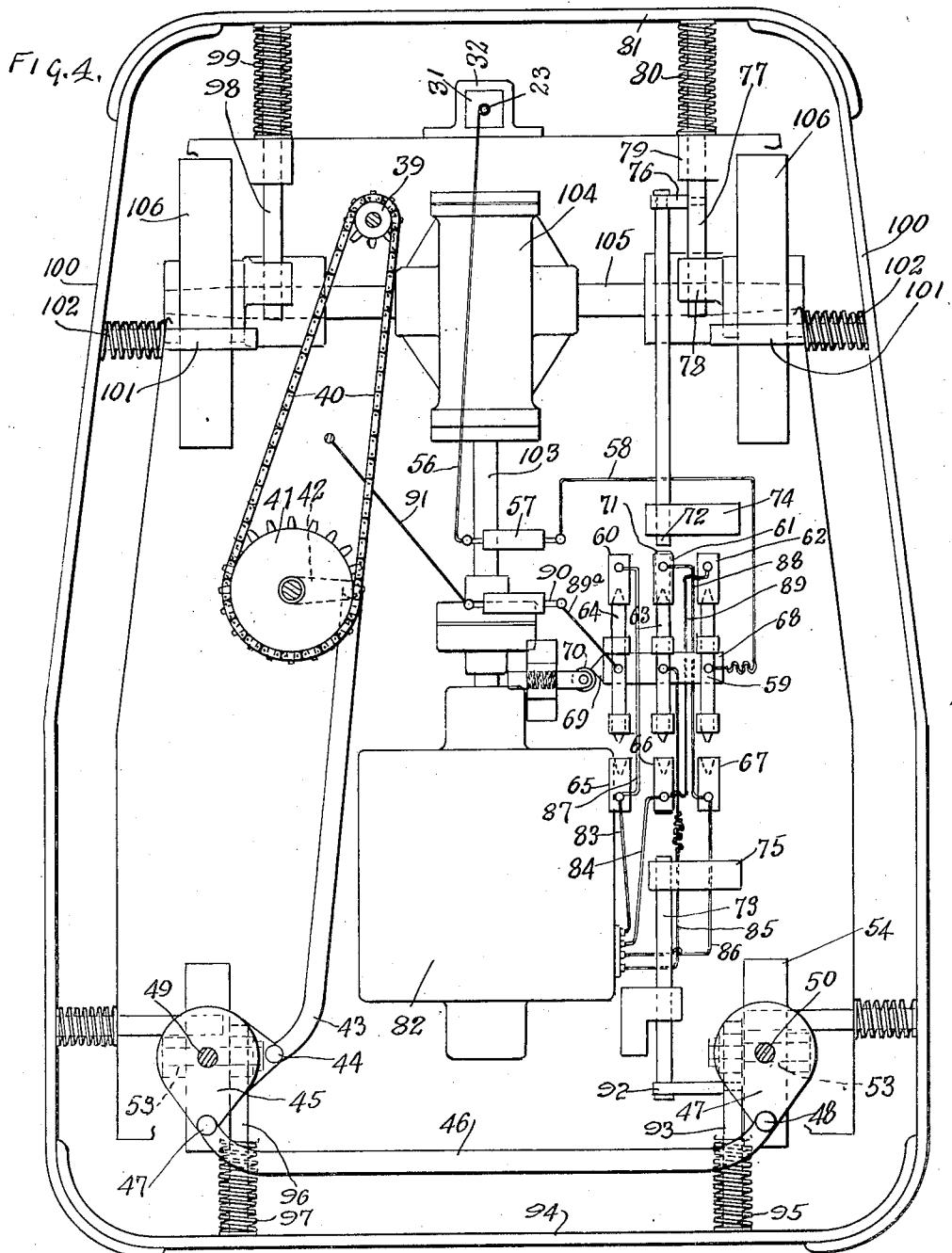
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4 Sheets-Sheet 3



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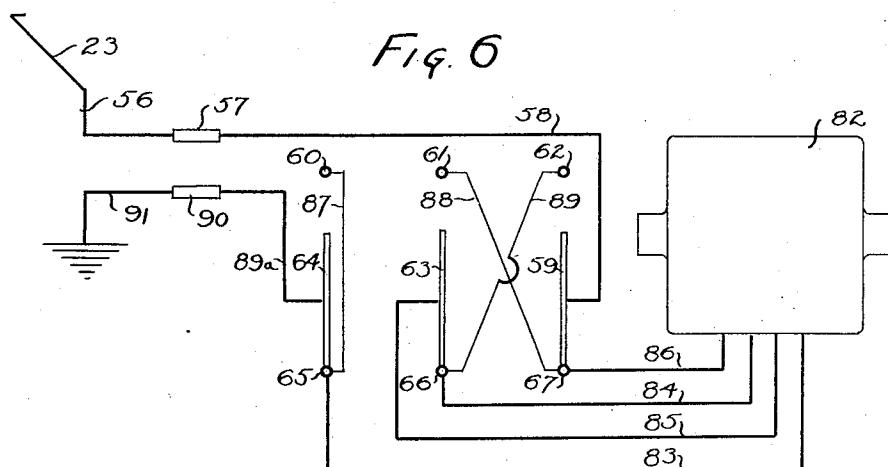
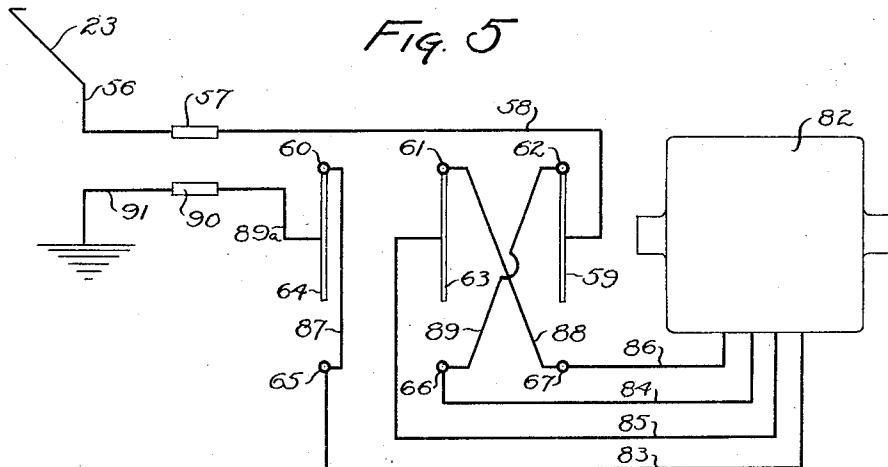
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Filed March 24, 1923

4 Sheets-Sheet 4



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## UNITED STATES PATENT OFFICE.

AUREL VASZIN, OF DAYTON, OHIO.

## AMUSEMENT DEVICE.

Application filed March 24, 1923. Serial No. 627,300.

*To all whom it may concern:*

Be it known that I, AUREL VASZIN, a citizen of the United States, residing at Dayton, in the county of Montgomery and State of Ohio, have invented certain new and useful Improvements in Amusement Devices, of which the following is a specification, reference being had therein to the accompanying drawing.

10 My invention relates to amusement devices.

The object of my invention is to provide an amusement house in which a plurality of trackless vehicles may be propelled carrying passengers, the vehicles being subjected to various unexpected movements due to revolving and vibrating or jolting portions of the floor of the house.

It is an additional object of my invention 20 to provide amusement vehicles which, when they come in contact with one another, will have their direction reversed and which also have a steering gear which produces variable results as the steering wheel is rotated so that the operator is not able to anticipate in which direction his vehicle will proceed despite the efforts of the operator to direct the vehicle in a predetermined direction.

30 It is a further object of my invention to provide vehicles that will be safe for the occupants so that when the vehicles come in contact with one another or with the walls of the fun house the occupants will not be injured.

It is an additional object of my invention to provide a detachable trolley to facilitate adjustment and shipment, as well as the removal of the trolley.

40 Referring to the drawings:

Figure 1 is a plan view of the amusement house with the moving portions of the floor arranged for imparting unusual movements to the vehicles traveling over the floor.

Fig. 2 is an enlarged detail of the trolley.

Fig. 3 is a side elevation of the vehicle, the contact floor, and the contact roof.

50 Fig. 4 is a plan view of the vehicle showing the operating mechanism with the floor boards, dash, and seats removed to disclose such mechanism.

Figure 5 is a view showing the position

of the motor circuits when the vehicle is moving forward, and

55 Figure 6 is a view of the motor circuits when the vehicle is moving rearward.

Referring to the drawings in detail:

1, 2, 3, and 4 designate the four walls inclosing the amusement house which is provided with a metal floor 5 known as a contact floor which rests on supports 6. The amusement house is provided with a ticket taker's stand 7 and a turnstile 8 adjacent the entrance 9. 10 designates the 65 exit.

The floor is provided with a number of devices such as a jolting floor composed of the portions 11 and 12 or a revolving disc such as 13. There is centrally located a 70 double revolving disc. This disc has a revolving portion 14, a stationary portion completed as at 15 and a second revolving portion designated 16. There are also located in the fun house groups of rapidly 75 revolving discs designated 17, 18, and 19. These discs revolve in opposite directions.

Other amusement devices are provided in the floor such as the shifting members 20 and 21 which shift back and forth. It will 80 be understood that any number of such devices may be provided. The arrangement of them may suit the user. Their object is to give the vehicles unexpected directions of movement throwing them off of the moving parts by centrifugal force or shifting them laterally, increasing the difficulty of steering and facilitating bumping into the other vehicles.

85 The top of the amusement house is provided with a contact roof 22 for engagement with a trolley 23. This trolley is provided with V-shaped arms 24 and 25 which are carried by the main shaft 26. This main shaft is looped as at 27 to give a spring 95 contact to the trolley. The ends of 24 and 25 are bent to form a loop 28. Their rounded ends 29 and 30 serve as the contact members in engagement with the contact roof 22. This support 26 of the trolley 100 is carried in an insulator 31. The entire trolley may be detached from the supporting eyes 32.

The vehicle has a dash board portion 33 which carries the eyes 32. Within this 105 dash board is a floor board 34 which sup-

ports a steering column 35. This steering column has on its upper end a steering wheel 36 adjacent the seats 37. At the lower end of the steering column is a universal joint 38. This joint connects the steering wheel with a sprocket 39. The sprocket in turn carries a chain 40 which is also mounted upon a sprocket 41. The sprocket 39 is quite small relative to the size of the sprocket 41, thus materially contributing to the variable movements of the wheels which are being steered which will eventually appear.

The sprocket 41 has connected thereto a crank arm 42. This crank arm is in turn connected to a drag link 43. The drag link is pivotally mounted at 44 upon a disc 45 upon the margin thereof. A cross link 46 is mounted at 47 upon the margin of the same disc about 90° from the point of connection with the point 44 of the disc 45. This cross link is connected at its other end to a small disc 47 as at 48.

These discs 45 and 47 are mounted on vertical shafts 49 and 50. Such shafts project into brackets 51. The discs 47 and 45 are mounted on arch shaped brackets 52 which carry the axles 53 of the steering wheels 54, so that as the discs revolve they carry with them the brackets 52 and the steering wheels 54 and change their position relative to the brackets 51 which are attached to the frame 55.

It will be apparent that as the steering wheel rotates back and forth the variations in the position of the several parts will produce unexpected movements.

The current is supplied through the trolley to the cable 56, through a fuse 57, through line 58 to a contact member 59. A switch is provided having a group of three contacts 60, 61 and 62. Three contact members 59, 63, and 64 are provided which have their ends adapted to engage with 60, 61, and 62 in one position and are adapted to have their other ends engage with contact members 65, 66, and 67 in another position. The three contact members 59, 63, and 64 are carried on a bar 68 which has a tapered head 69. This tapered head is engaged by a spring pressed roller 70 which serves to maintain the contact members in engagement with the contacts in either position to which the contacts are moved in the following manner.

To this bar is attached beneath the bar a rod 71 which is adapted at one end to engage with the push rod 72 carried by the front bumper and the other end to be engaged by the push rod 73 carried by the rear bumper. The push rod 72 is guided by 74 and the push rod 73 is guided by 75.

The push rod 72 is connected to a cross member 76 which in turn is attached to a plunger 77 carried in the eyes 78 and 79.

This plunger is surrounded by a helical spring 80, one end of which engages with the bumper 81 on the front of the vehicle and the other end engages with the body of the vehicle. When the bumper is pushed towards the vehicle the spring is compressed and the rod 72 comes in contact with the rod 71 shifting the contact members from engagement with the forward series of contacts to the rear series of contacts thus reversing the direction of the motor 82. The motor is connected as follows. The contact 65 is connected with the motor by the line 83. The contact 66 is connected with the motor by the line 84 and with the contact 62 by the line 89. The shifting contact member 63 is connected with the motor by the line 85 and the contact 67 is connected with the motor by the line 86. The contact 60 is connected to the contact 65 by the line 87. The contact 67 is connected to the contact 61 by the line 88. The contact 64 is connected by the line 89<sup>a</sup> to the fuse 90. This fuse 90 is grounded by the line 91.

The rod 73 is connected to a cross member 92 which in turn is connected to a rod 93 which supports the rear bumper and rod 94.

This rear bumper is provided with a helical spring 95 similar to the spring on the front bumper. Likewise, when the rear bumper is compressed the contact members are shifted into engagement with a new set of contacts, the direction of the motor is reversed and the vehicle is steered on a new course. The rear bumper is also supported by a rod 96 which is associated with a spring 97. The front bumper has a similar guiding rod 98 associated with a spring 99. On either side there is provided a bumper 100 supported by the rims 101 and maintained in an outward position by the springs 102.

The motor 82 drives the vehicle through a main shaft 103. This shaft is connected to the usual gearing in a gear casing 104. This gearing drives the axle 105 on which are carried the driving wheels 106.

In operation when the vehicle is moving forward the motor circuits will be as shown in Figure 5, in which the current is supplied through the trolley 23 to the cable 56, through the fuse 57 and wire 58 to movable contact member 59, through the stationary contact 62 and wire 89 to stationary contact 66, through wire 84 to the motor, thence from the motor through wire 86, stationary contact 67, wire 88, stationary contact 61, movable contact 63, and wire 85 back to the motor, thence from the motor through the wire 83 to the stationary contact 65, through wire 87, stationary contact 60, movable contact 64, wire 89<sup>a</sup>, fuse 90, and through wire 91 to the ground.

When the vehicle is moving backward

the motor circuits will be as shown in Figure 6, in which the current is supplied through the trolley 23 to the cable 56, through fuse 57, wire 58, movable contact 59, stationary contact 67 and wire 86 to the motor, thence from the motor through the wire 84 to the stationary contact 66, through movable contact 63 and wire 85 back to the motor, and thence from the motor through wire 83 and stationary contact 65 and through movable contact 64, wire 89<sup>a</sup>, to fuse 90, from whence the circuit is grounded by the wire 91.

An induction type of motor is employed in connection with my apparatus.

I do not desire to limit myself to the particular details as hereinbefore described, but comprehend within my invention a suitable modification thereof for its practice.

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

1. In an amusement device, a contact floor, a contact roof, a vehicle adapted to move on said floor and have a portion in contact with said roof, a motor mounted on said vehicle deriving its source of current through the contact of said roof and said floor contact, and a portion of said floor adapted to move to impart movement to the vehicle independent of its own motive power.

2. In an amusement device, a supporting floor, a contact roof, an electrically driven vehicle having a contact member in contact with said roof and its wheels in contact with said floor, means for steering said vehicle in directions unexpected to the operator, means of reversing the direction of movement of said vehicle when it comes in contact with another object, and means in said floor for imparting independent movements to said vehicle in addition to the movements imparted thereto by its own motive power.

3. In a vehicle, a frame, steering wheels on the rear end of said vehicle, driving wheels on the forward end of said vehicle, a motor adapted to drive said driving wheels, a current collecting device mounted on said vehicle, a contact floor to support said vehicle, a contact roof for engagement with the trolley, shock absorbing means on either end of said vehicle, direction chang-

ing means connected to said motor, and means connected to said shock absorbing means for shifting said direction means.

4. In a vehicle, a frame, steering wheels on the rear end of said vehicle, driving wheels on the forward end of said vehicle, a motor adapted to drive said driving wheels, a detachable trolley mounted on said vehicle, a contact floor to support said vehicle, a contact roof for engagement with the trolley, shock absorbing means on either end of said vehicle, direction changing means connected to said motor, and means connected to said shock absorbing means for shifting said direction means.

5. In a vehicle, a frame, steering wheels on the rear end of said vehicle, driving wheels on the forward end of said vehicle, a motor adapted to drive said driving wheels, a detachable trolley mounted on said vehicle, a contact floor to support said vehicle, a contact roof for engagement with the trolley, shock absorbing means on either end of said vehicle, direction changing means connected to said motor, and means connected to said shock absorbing means for shifting said direction means, and side bumpers on said vehicle adapted to telescope with the bumpers on either end thereof.

6. In an amusement apparatus, the combination with a platform having a rotatable section and a stationary section adjacent each other, of means to rotate the rotatable section, and a steerable power-driven car constructed to be driven over the platform in any direction.

7. In an amusement device, the combination with a platform having a rotatable section and a stationary section adjacent each other, the surface of each being of a material which is a good conductor of electricity, of a ceiling structure above the platform, a power circuit, one side of which is connected to the ceiling structure, the other side of which is connected to the covering of the platform, an electrically-driven steerable car operating on said platform and adapted to take its operating current from the ceiling structure.

In testimony whereof, I affix my signature.

AUREL VASZIN.