

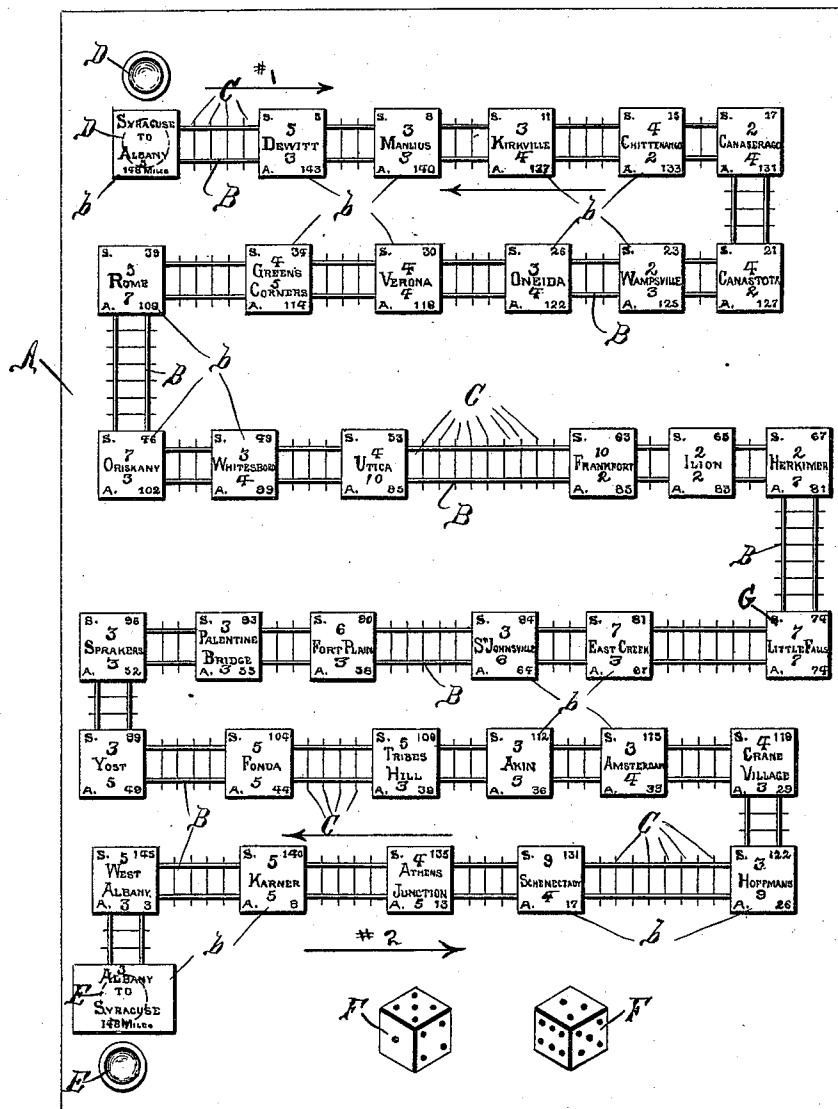
(No Model.)

W. F. JONES.
GAME APPARATUS.

No. 447,247.

Patented Feb. 24, 1891.

Fig. 1.



Witnesses
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UNITED STATES PATENT OFFICE.

WALTER F. JONES, OF SYRACUSE, NEW YORK.

GAME APPARATUS.

SPECIFICATION forming part of Letters Patent No. 447,247, dated February 24, 1891.

Application filed September 29, 1890. Serial No. 366,431. (No model.)

To all whom it may concern:

Be it known that I, WALTER F. JONES, of Syracuse, in the county of Onondaga, in the State of New York, have invented new and useful Improvements in Games, of which the following, taken in connection with the accompanying drawing, is a full, clear, and exact description.

My invention relates to an improved game, and has for its object the production of a simple, instructive, and interesting amusement; and to this end it consists, essentially, in a thoroughfare or railroad having a series of stations, symbols, or names for distinguishing the separate stations from each other, symbols for distinguishing the distance of one station from the other, a traveling member or members movable from station to station, and a chance-indicating device having thereon symbols to correspond with the symbols on the stations, and thus regulate the movement of the traveling member.

The invention also consists in using the extreme stations as starting-points for two traveling members, which thus constantly move toward each other, and in providing a side-track station upon which both traveling members may rest at the same time and thus pass each other.

It furthermore consists in the detail construction and arrangement of the parts, all as hereinafter more particularly described, and pointed out in the claims.

In describing my invention reference is had to the accompanying drawing, which represents a plan view of my game apparatus and is deemed sufficient to fully illustrate the same.

Corresponding letters and figures indicate like parts upon the drawing and specification.

The frame or body A of the game is composed of suitable material and preferably wood or pasteboard, since these possess great durability and strength in addition to maximum cheapness.

The thoroughfare B is here represented as a pair of parallel lines having stations *b*, between which are cross-lines C for dividing the distance between the stations into a series of sections or divisions—as, for instance, into miles—whereby the number of a stated

standard distance or space between the stations is readily apparent and ascertainable. This particular construction of thoroughfare renders the appearance of the game very similar to a plan view of a railroad and makes it particularly realistic and practical. It is evident, however, that the representation of the thoroughfare may be otherwise formed—as, for instance, of a continuous line or passage having no intersecting lines to represent the number of divisions and the distance between the stations. The stations *b* are shown as square blocks, but, if desired, may be otherwise formed.

D represents one of the traveling members shown as a round block and illustrated in dotted lines as in operative position and as starting from the first station "Syracuse" to "Albany" in the direction shown by the arrows 1.

E represents a second traveling member, shown as of similar form to the previous starting-block D, and illustrated in dotted lines as operatively placed upon and as starting from the station "Albany" on the way to "Syracuse" in the direction shown by the arrows 2.

F represents the chance-indicating device, which may be of suitable form, size, and construction. As here illustrated, this device consists of an ordinary die, and it will be understood that the players may use one or more dice, as desired. In practice I prefer to use two, and, in order to add to the progress of the game, prescribe the rule that when either the sum of the numbers thrown or the number thrown on a single die equals the distance or number of miles or other stated divisions between adjacent stations, the player may then move the traveling member to the next station in advance, whereupon he is entitled to another throw. Suppose, for instance, that the player is starting from "Syracuse," the numbers thrown on the dice or chance-indicating device F equal in total eight, but the number thrown on the die 3 is "5." The distance from "Syracuse" to "DeWitt," the next station in advance, is five miles; consequently the player moves the traveling-member D to "DeWitt" and again throws the dice. Suppose the numbers

thrown the second time are identical with those thrown at first, the dice 4 shows "3" on its upper face, and consequently the player moves and throws again. Suppose, upon the
 5 third time, he throws a 5 and a 2. The distance between "Manlius" and the next adjacent station, "Kirkville," is three miles, and as "3" has not been thrown further progress of the member D is checked, and the
 10 second player attempts to move the traveling member E. The second player throws the same numbers as those previously thrown, and consequently moves the traveling member E to "West Albany," three miles distant.
 15 He then throws the same numbers again, and moves to "Karner," and upon throwing at the third trial a "4" and a "3" is prevented from movement, and the player from "Syracuse" again throws. The players thus advance toward each other until one or the other reaches the station G, which is preferably equidistant from "Syracuse" and "Albany." At this station G, I make a side-track, and if the member D upon its last move reaches G the member E, if it advances to G, can then pass the member D. This is preferably the only station upon which both may rest simultaneously, or, in other words, the only station where one can pass the other, and consequently I prescribe the rule that, with the exception of the station G, when the number thrown entitles the traveling member to move upon a station then occupied, the other member is put back one station. It is thus evident that if the proper numbers are thrown by the members F one traveling member may force the other backward to its starting-point.

Upon each station, in order to ascertain its distance from the starting-point, are placed
 40 symbols, which indicate their distance from "Syracuse" and from "Albany," and enable the player to readily ascertain the advantage of his opponent.

As here illustrated and described, the distance between the separate stations is divided into equal divisions of a mile each; but other suitable distances may be used when desired.

In order to facilitate the computation of the distance between the separate stations, I place upon each at the top the distance from the station nearest to "Syracuse" and at the bottom the distance from the one nearest "Albany."

The operation of my invention will be readily perceived from the foregoing description and upon reference to the drawing, and it will be understood that the same is simple in its construction and affords a great amount of amusement and enjoyment. Moreover,
 60 this game is highly instructive, since experience has demonstrated that even among travelers few know the distance between the separate stations between which they ride.

It is evident that other highways, as rivers, stage-roads, &c., may be used instead of rail-
 65 ways, and that other changes may be made

in my invention without departing from the spirit thereof.

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

1. The herein-described game, the same consisting of a series of stations, a member movable on said stations, different symbols for the stations, and a chance-indicating device having thereon symbols to correspond with the aforesaid symbols, substantially as described.

2. The herein-described game, the same consisting of a series of stations, two starting-stations, a pair of traveling members, different symbols for said stations, and a chance-indicating device having thereon symbols to correspond with the aforesaid symbols, substantially as specified.

3. The herein-described game, the same consisting of a series of stations, two starting-stations, a pair of traveling members, and a station interposed between said former stations upon which both of the traveling members may rest at the same time, substantially as set forth.

4. The herein-described game, the same consisting of a series of stations, two starting-stations, different symbols for said stations, a chance-indicating device having symbols thereon to correspond with the aforesaid symbols, and a resting-station upon which both of said traveling members may rest at the same time, substantially as and for the purpose set forth.

5. The herein-described game, the same consisting of a series of stations, three or more of which are at unequal distances from each other, a traveling member movable on said stations, and a chance-indicating device having thereon symbols corresponding to the different distances between said stations, substantially as and for the purpose specified.

6. The herein-described game, the same consisting of a series of stations, three or more of which are at unequal-distances from each other, a pair of starting-stations, a pair of traveling members movable toward each other from said starting-stations, and symbols on said members corresponding to the distances between said stations, substantially as and for the purpose described.

7. The herein-described game, the same comprising a thoroughfare, a series of stopping-stations, symbols for distinguishing one station from the other, symbols for distinguishing the distance of one station from the other, and a chance-indicating device having thereon symbols to correspond with one series of the aforesaid symbols, substantially as set forth.

8. The herein-described game, the same comprising a thoroughfare, a series of stations consisting of two opposite starting-points and a series of intervening stations, symbols for distinguishing the distance of the inter-

vening stations from the starting-stations, a pair of traveling members movable on the stations, and a chance-indicating device or members having thereon symbols to correspond with the distance between the adjacent stations, substantially as described.

In testimony whereof I have hereunto signed my name, in the presence of two attesting

witnesses, at Syracuse, in the county of Onondaga, in the State of New York, this 18th day of September, 1890.

WALTER F. JONES.

Witnesses:

CLARK H. NORTON,
H. E. CHASE.