

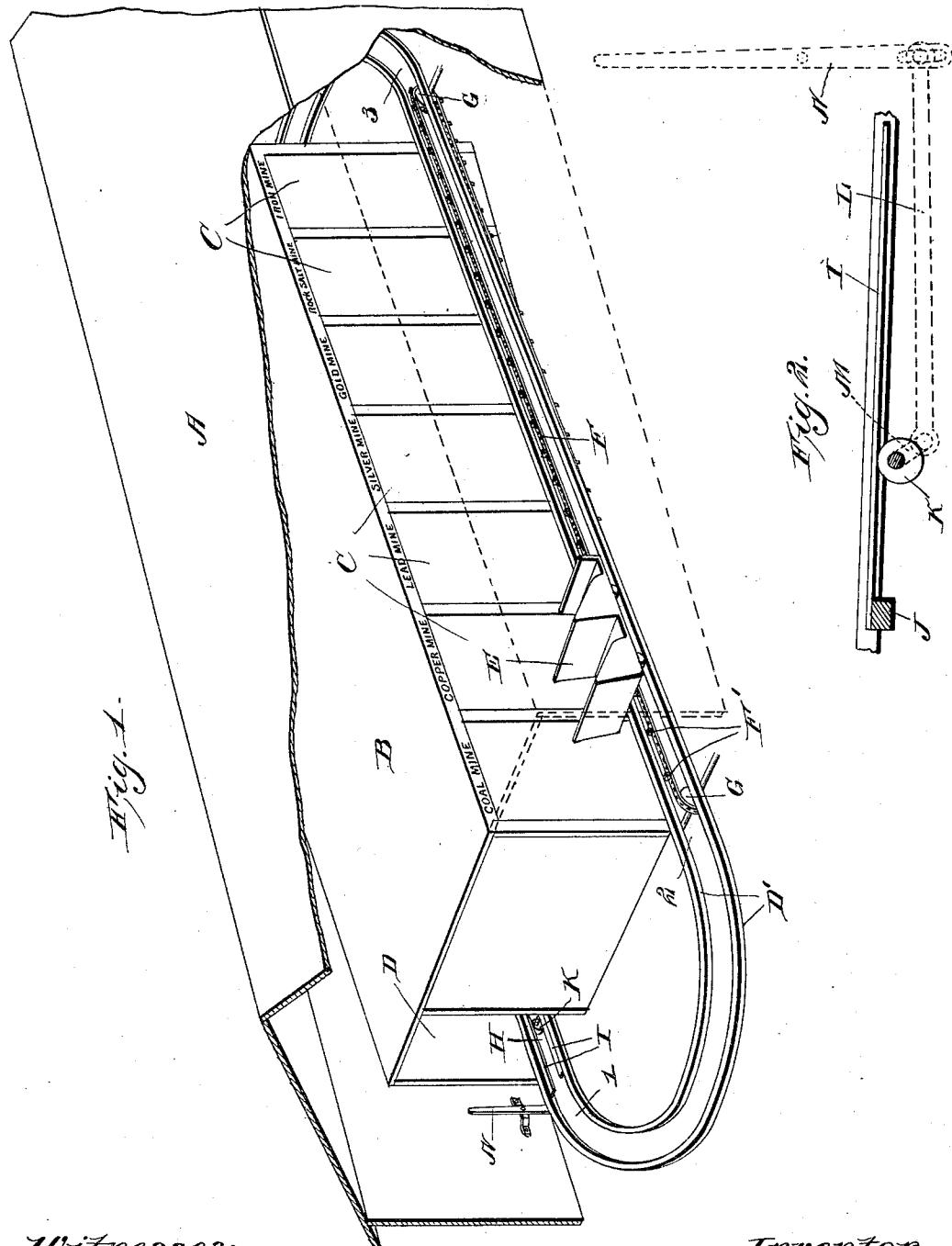
No. 693,581.

Patented Feb. 18, 1902.

J. P. BIDDLE.  
AMUSING APPARATUS.

(Application filed Nov. 7, 1901.)

(No Model.)



*Witnesses:*

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# UNITED STATES PATENT OFFICE.

JOHN P. BIDDLE, OF MCKEESPORT, PENNSYLVANIA.

## AMUSING APPARATUS.

SPECIFICATION forming part of Letters Patent No. 693,581, dated February 18, 1902.

Application filed November 7, 1901. Serial No. 81,466. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN P. BIDDLE, a citizen of the United States, residing at McKeesport, county of Allegheny, and State of Pennsylvania, have invented a certain new and useful Amusing Apparatus, of which the following is a specification.

My invention relates to a novel and amusing apparatus which has for its object to provide an apparatus which will furnish amusement for the spectators and at the same time be instructive; and in general it consists of a series of mining exhibits and a car adapted to carry the spectators caused to travel through or in front of the different mining exhibits, so as to bring them all consecutively in view, and then back to the starting-point through a dark tunnel, so as to make it more realistic.

With these ends in view this invention consists in the details of construction and combination of elements hereinafter set forth and then specifically designated by the claims.

In order that those skilled in the art to which this invention appertains may understand how to make and use the same, the construction and operation will now be described in detail, referring to the accompanying drawings, forming a part of this specification, in which—

30 Figure 1 is a perspective view of the exhibit, the outer building being broken away to show the inner arrangement; Fig. 2, a detail sectional view of the frictional brake, the lever for operating the same being shown in dotted lines.

In the drawings, A represents the outer building, which may be of any suitable shape or design to properly protect the inner structure.

40 B represents the inner structure, which will be divided into several compartments C, which compartments will be fitted up to represent different mines, showing the peculiar rock formation of the different mines, and the manner of operating each one. Behind the mining exhibits, within the inner structure, a passage-way D extends longitudinally through the same, so as to form a dark tunnel.

45 D' represents a track composed of two rails arranged in an oval or in oblong form, with rounded ends, the track being continuous.

E represents cars adapted to travel upon

the track, and there may be any number of these cars used.

1 represents the starting-point from which the cars are started, and the track gradually descends from the starting-point to the point 2, from which point the track gradually ascends to the point 3. Between the points 2 and 3 is arranged an endless link belt F, which will run over sprocket-wheels G at each end and be rotated from a suitable source of power. This link belt F carries contact-points F', which are adapted to come in contact with the car and carry the same up the grade from the point 2 to the point 3. From the point 3 the track gradually descends back to the starting-point 1, passing through, in its descent, the passage-way or dark tunnel D. Just before the starting-point 1 is reached the car passes over the braking mechanism H, which consists of two planks I, secured to the cross-piece J, and these planks in their normal position are below the level of the track, so that the car will not come in contact with the same; but underneath the planks are arranged cams K, which when rotated will raise the front end of the planks above the level of the track, so as to bring them in contact with the car. These cams are rotated by means of the link L, connected at one end to the crank M of the cam-shaft and at the other end to the lever N. Thus when the car is nearing the starting-point the operator by pulling upon the lever N will cause the cams K to rotate and raise the planks I, so that the car will ride upon the planks, and they being of a springy or elastic nature will gradually cause the car to stop by friction.

This apparatus will thus combine the gravity-railway with an exhibition, which will be both instructive and amusing.

Of course I do not wish to be limited to the details of construction, as numerous modifications could be made without departing from the spirit of my invention, the principal feature being the combination of a gravity-railroad with different mining exhibits, which may be viewed from the car as the car slowly ascends the incline.

Having thus fully described my invention, what I claim as new and useful is—

1. In an apparatus of the character described, an outer building, a covering for the

protection of the apparatus, an inner structure, said inner structure consisting of a series of mining exhibits, a passage extending longitudinally through the inner structure at 5 the rear of the exhibits, an endless track extending through said passage and passing around in front of or through the mining exhibit, an endless link belt arranged between the tracks and extending from one end of 10 the exhibits to the other, sprocket-wheels around which said chain passes, cars adapted to run upon the track, said track declining from the starting-point to the beginning of the link belt, then gradually ascending to the 15 end of the link belt and from that point ascending to the starting-point, braking mechanism located near the starting-point for stopping the cars, substantially as and for the purpose specified.

20 2. An amusement apparatus consisting of a series of mining exhibits, a tunnel or dark

passage arranged in the rear of the exhibit, an endless track extending through the tunnel and around in front of or through the mining exhibits, said track declining from 25 the starting-point to the beginning of the exhibits then gradually ascending to the end of the exhibits, said track then declining from this point to the starting-point, cars adapted to run upon the track, means for gradually 30 carrying the car slowly up the incline by or through the mining exhibits, braking mechanism for stopping the car near the starting-point, substantially as and for the purpose specified. 35

In testimony whereof I have hereunto affixed my signature in the presence of two subscribing witnesses.

JOHN P. BIDDLE.

Witnesses:

JOHN A. GEETING,  
H. E. GORDON.