A. C. GRUNWALD.

AMUSEMENT DEVICE.

APPLICATION FILED SEPT. 12, 1910.

982,269.

Patented Jan. 24, 1911.

4 SHEETS—SHEET 1.

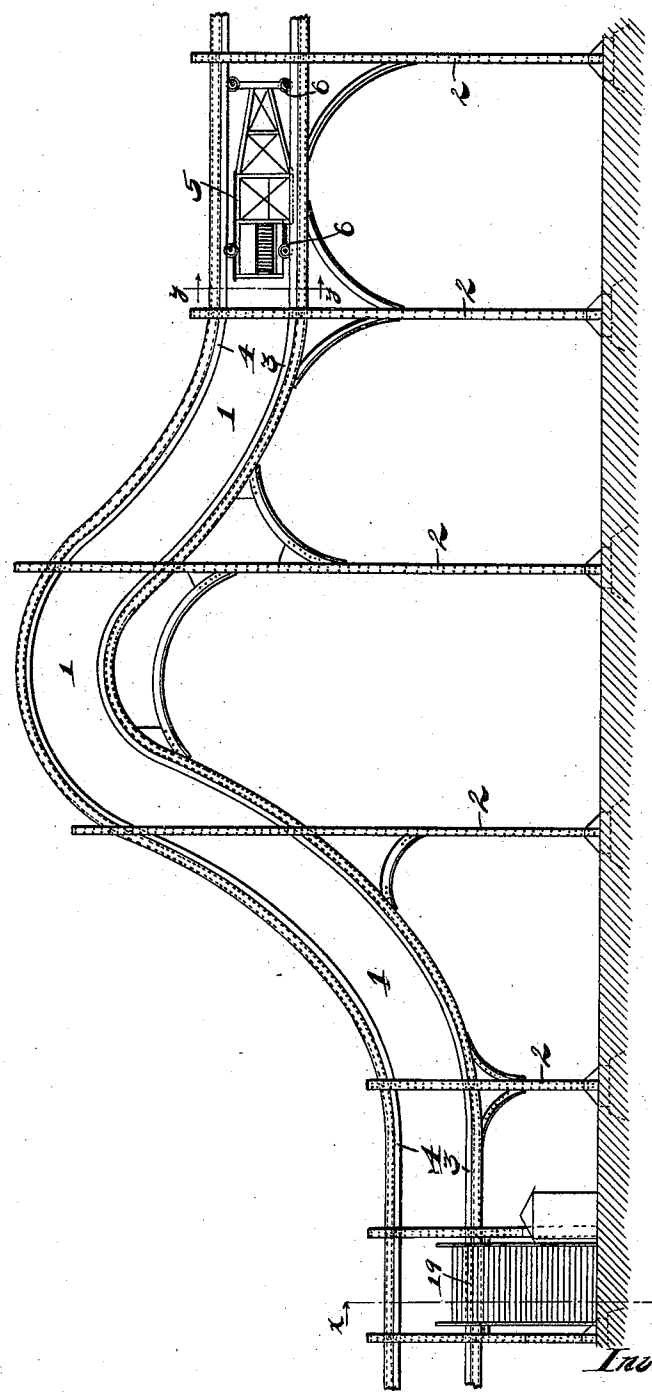

Fig. 1.

Witnesses:

C. E. Wessels.

B. G. Richards

Inventor:

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4 SHEETS—SHEET 2.

Fig. 2.

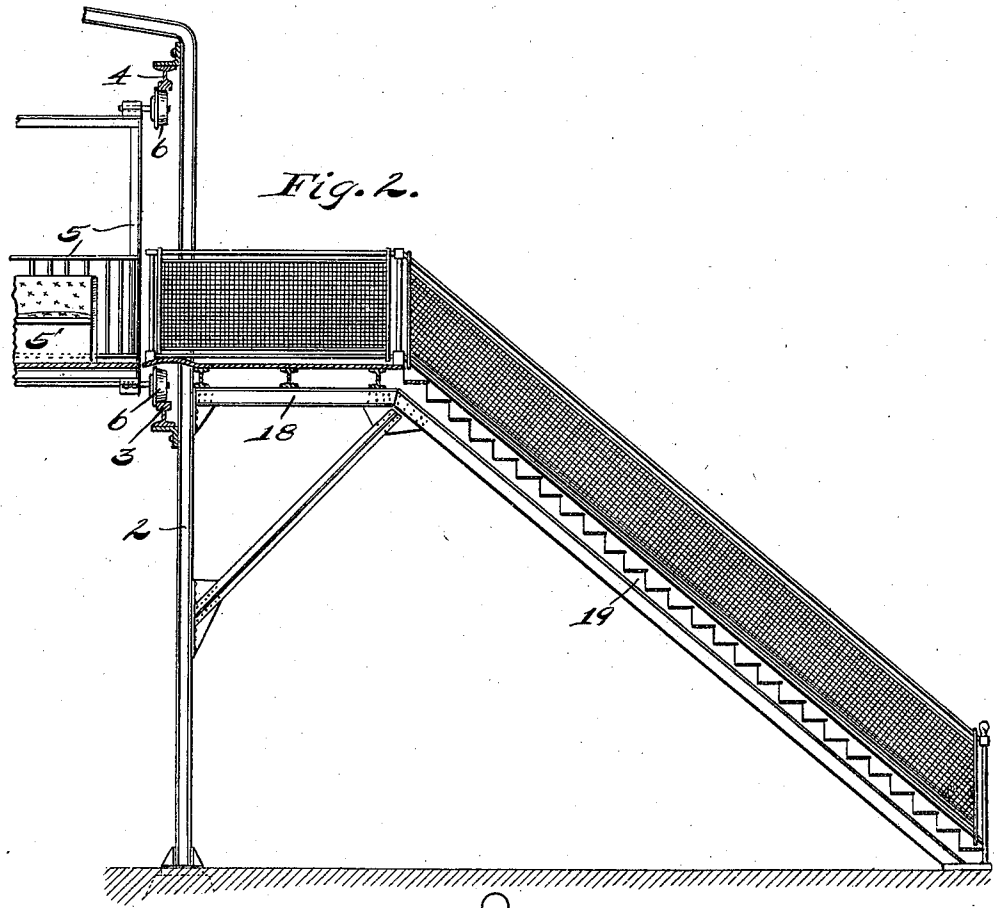
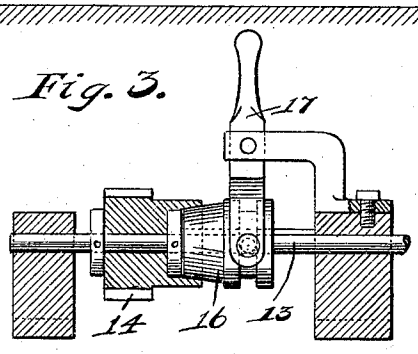


Fig. 3.



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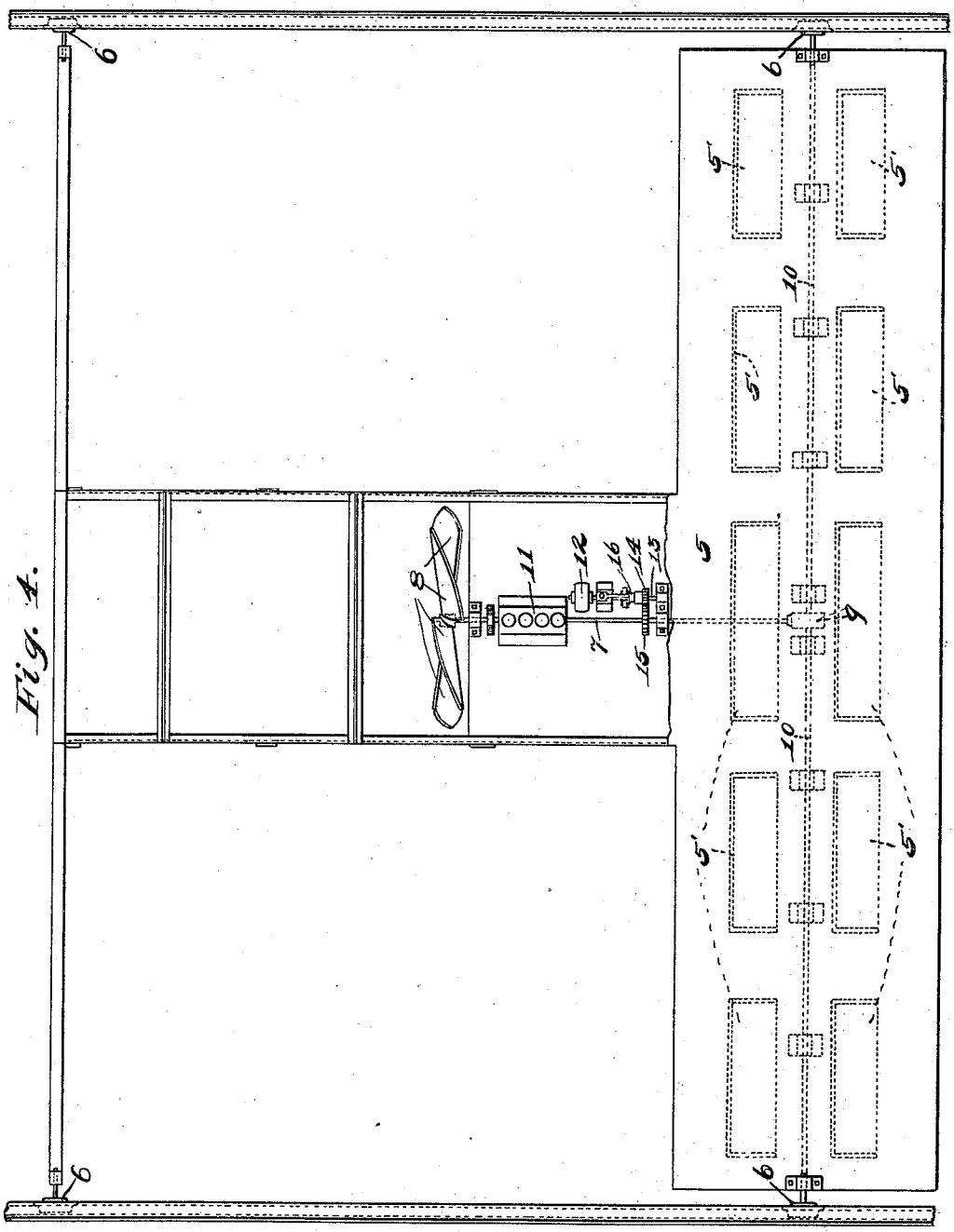

Fig. 4.

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4 SHEETS—SHEET 4.

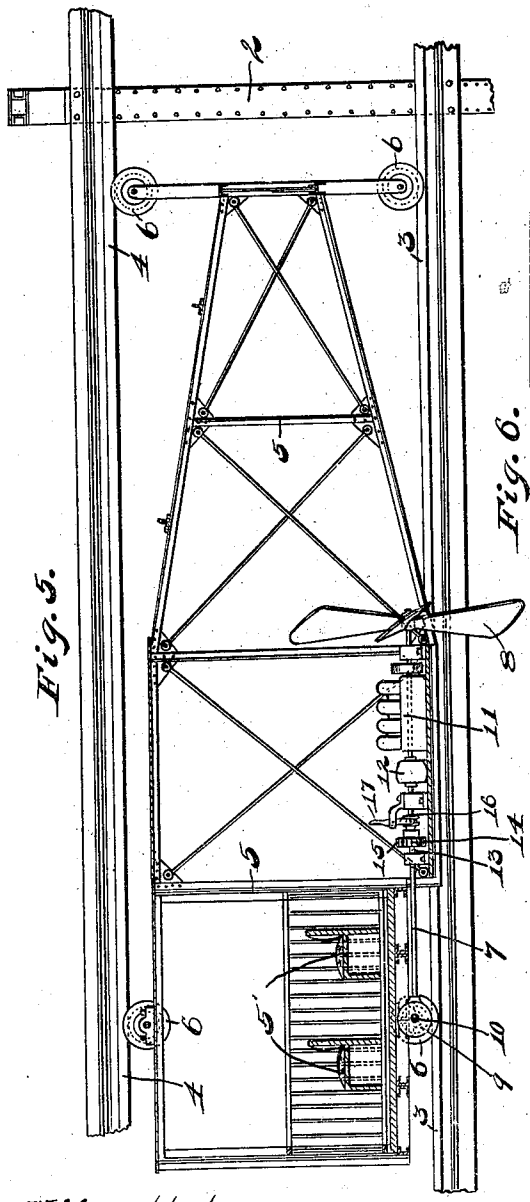

Fig. 5.

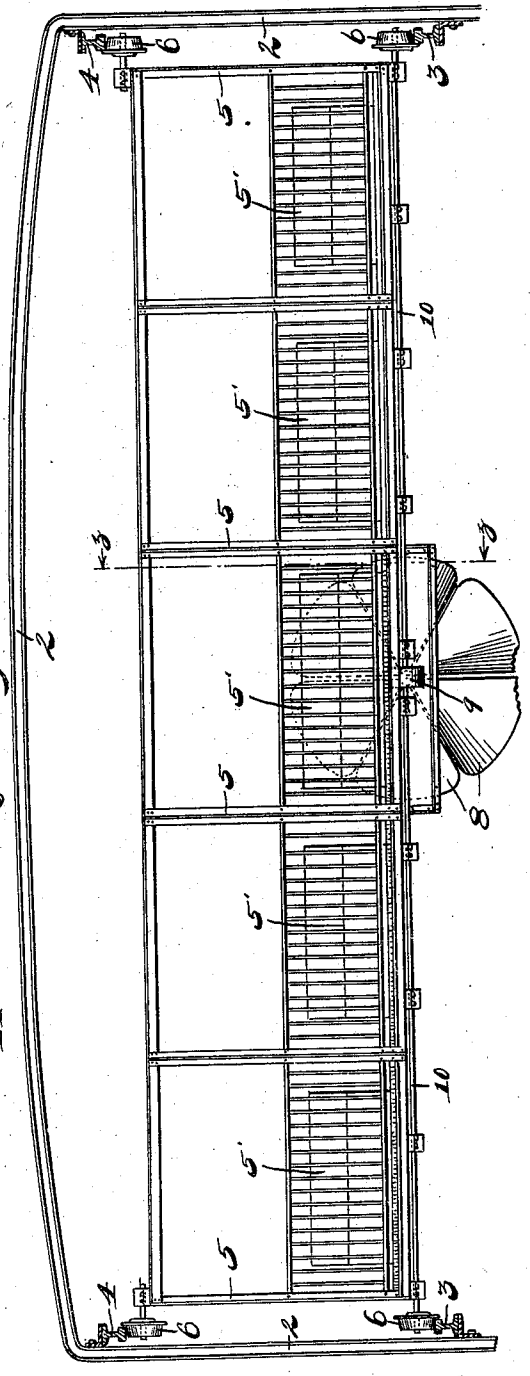

Fig. 6.

Witnesses:
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UNITED STATES PATENT OFFICE.

ALBERT C. GRUNWALD, OF MAYWOOD, ILLINOIS.

AMUSEMENT DEVICE.

982,269. Specification of Letters Patent. Patented Jan. 24, 1911.

Application filed September 12, 1910. Serial No. 581,495.

To all whom it may concern:

Be it known that I, ALBERT C. GRUNWALD, a citizen of the United States, and a resident of Maywood, county of Cook, and State of Illinois, have invented certain new and useful Improvements in Amusement Devices, of which the following is a specification.

My invention relates to an improved amusement device and has for its object the provision of a device of this nature which is capable of affording amusement and novelty to the users.

The invention consists in the combination and arrangement of parts hereinafter described and claimed.

My invention will be best understood by reference to the accompanying drawings forming a part of this specification, and in which,

Figure 1 is a side elevation of a portion of a device embodying my invention, Fig. 2 is an enlarged partial section on line *x*—*x* of Fig. 1, Fig. 3 is an enlarged detail view of the clutch mechanism employed in the device, Fig. 4 is a top plan view of the aeroplane employed in the device, Fig. 5 is a section of the divice taken on line *z*—*z* of Fig. 6, and Fig. 6 is a section of the device taken on line *y*—*y* of Fig. 1.

The preferred form of construction as illustrated in the drawings comprises a track 1 mounted upon suitable supports or trestles 2. Track 1 comprises at each side lower rail 3 having a tread upon its top and upper rail 4 co-planar with rail 3 and having its tread upon the bottom as shown. An aeroplane 5 of any suitable or conventional design is mounted upon said rails by means of guide wheels 6 running thereupon as shown. An engine shaft 7 is mounted in the aeroplane as indicated and is provided at one end with a propeller 8 and at the other end is connected with a differential 9 arranged to drive the divided axle 10 as will be readily understood by those skilled in the art. Shaft 10 carries two wheels 6 riding upon the lower rails 3 and thus capable of driving the aeroplane over said track. Shaft 7 is driven by a gasolene engine 11 of any suitable design. An electric motor 12 is mounted in aeroplane 5 adjacent shaft 7 and is arranged to drive a shaft 13 parallel with shaft 7. Shaft 13 carries a loose gear 14 meshing with a gear 15 fixed to shaft 7. A clutch 16 is splined to shaft 13 and provided with an operating handle 17 by means of which said clutch may be thrown into and out of driving connection with gear 14 as shown in Fig. 3. Aeroplane 5 is provided with suitable benches or seats 5′ for the accommodation of passengers.

The track 1 is formed with elevations and depressions as desired and curved as desired to provide novelty in a ride thereover. At a suitable point a platform 18 is provided at each side of track 1 and steps 19 are also provided for access thereto thus providing for the accommodation of passengers.

By this construction persons may be given an actual ride in an aeroplane without danger of injury inasmuch as it is impossible for the same to leave the track although the aeroplane may be actually riding on the air and not supported by the track. By providing means for driving the aeroplane independently of the propeller the aeroplane may be driven over the track without supplying sufficient power to the propeller to perform this function. However, it is desirable to cause rotation of the propeller even when the same is not relied upon entirely for driving the aeroplane in order to preserve the illusion.

While I have illustrated and described the preferred form of construction for carrying my invention into effect this is capable of variation or modification without departing from the spirit of the invention. I, therefore, do not wish to be limited to the exact details set forth, but desire to avail myself of such variations and modifications as come within the scope of the appended claims.

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

1. In an amusement device, the combination of an elevated track comprising upper and lower coplanar rails, the lower rail having a tread on its top and the upper rail a tread on its bottom, an aeroplane having guide wheels running on said rails, and means for propelling said aeroplane on said track, substantially as described.

2. In an amusement device, the combination of an elevated track, an aeroplane having guide wheels running on said track, an explosive engine on said aeroplane, an engine shaft driven by said engine and connected at one end to drive one or more wheels of said aeroplane, a propeller on the other end of said engine shaft, an electric

motor on said aeroplane, and a clutch connection between said motor and said engine shaft, substantially as described.

3. In an amusement device, the combination of an elevated track, each side of said track comprising upper and lower co-planar rails, the lower rail having a tread on its top and the upper rail a tread on its bottom, an aeroplane having guide wheels running on said rails; an explosive engine on said aeroplane; an engine shaft driven by said engine and connected at one end to drive one or more wheels of said aeroplane; a propeller on the other end of said engine shaft; an electric motor on said aeroplane; and a clutch connection between said electric motor and said engine shaft, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

ALBERT C. GRUNWALD.

Witnesses:
JANET E. HOGAN,
JOSHUA R. H. POTTS.