

No. 739,691.

PATENTED SEPT. 22, 1903.

O. MANIG.
ROUNDABOUT.
APPLICATION FILED JAN. 7, 1903.

NO MODEL.

Fig. 3.

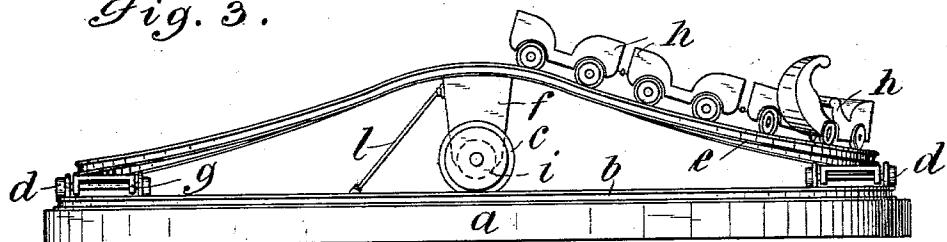


Fig. 2.

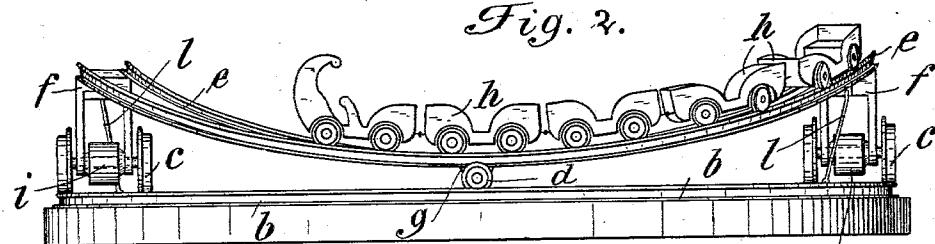
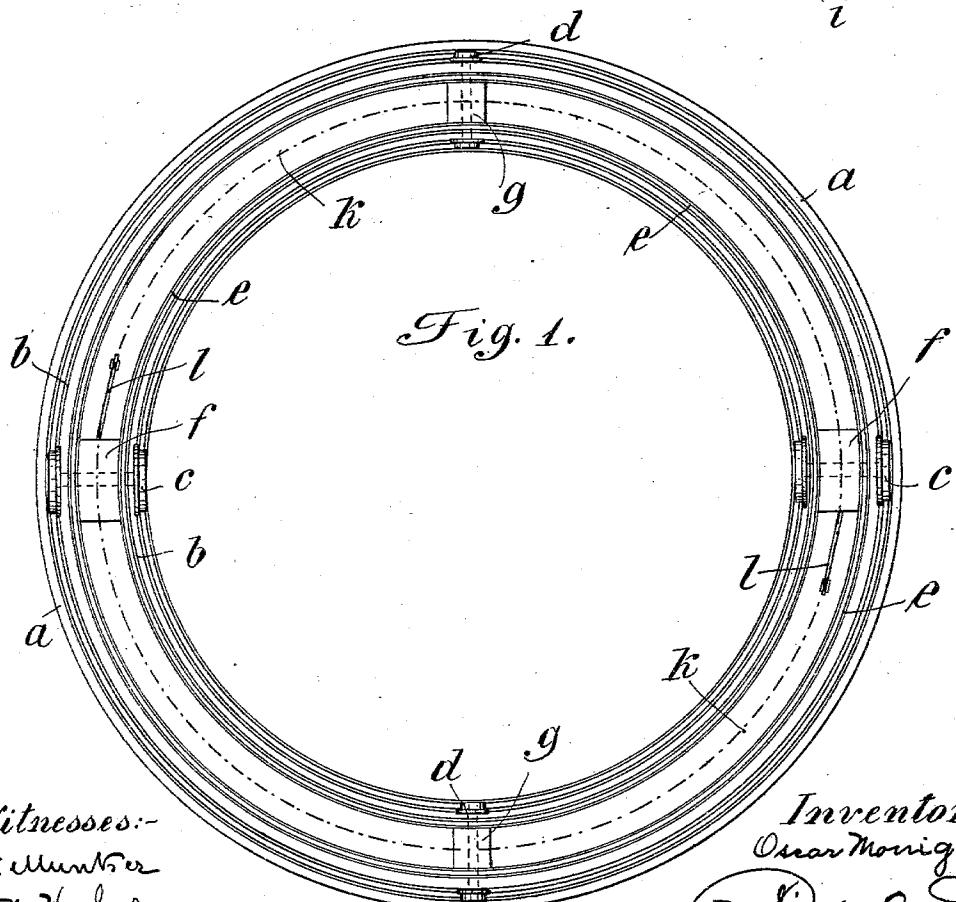


Fig. 1.



Witnesses:-
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UNITED STATES PATENT OFFICE.

OSCAR MANIG, OF HALLE-ON-THE-SAALE, GERMANY.

ROUNDABOUT.

SPECIFICATION forming part of Letters Patent No. 739,691, dated September 22, 1903.

Application filed January 7, 1903. Serial No. 138,177. (No model.)

To all whom it may concern:

Be it known that I, OSCAR MANIG, a subject of the German Emperor, and a resident of Halle-on-the-Saale, Germany, have invented 5 certain new and useful Improvements in Roundabouts, of which the following is a description.

The present invention relates to that class of roundabouts in which the cars containing 10 the passengers describe a circular and at the same time undulating path; and it consists in constructing the said path over which the cars run so that it may be revolved on a second circular path, on which the whole device 15 is mounted.

In order to render the present specification easily intelligible, reference is had to the accompanying drawings, in which similar letters of reference denote similar parts throughout the several views.

Figure 1 is a plan of the device; Fig. 2, a side elevation of the same, and Fig. 3 a side elevation seen from an angle of ninety degrees from that of Fig. 2.

25 On the base or foundation *a* a circular track *b* is mounted, which lies in a horizontal plane. A second circular track *e*, having undulations, as illustrated in Figs. 2 and 3, is supported on suitable trolleys *f* and *g*, the former 30 supporting the higher or elevated parts of the track and running on wheels *c* and the latter the lower parts and running on wheels *d*. The cars or carriages *h* are of any suitable construction, and any desired number of 35 the same may be coupled together. Any suitable means of the known types may be employed for driving the train of cars.

In order to rotate the undulating track on the horizontal one, the trolleys *f*, supporting

the higher parts of the track, may be provided 40 with electric motors *i* and trailing contacts *l*, running on conductors *k*, and the trolleys *d*, supporting the lower parts of the upper track and the intermittent part of the said upper track, may be utilized as a return-conductor, 45 the sections being suitably insulated, as will be readily understood.

The object of the invention is to heighten the effect of such roundabouts in that if the undulated track is turned in the direction of 50 motion of the train the speed of the latter will be increased, while if turned in the opposite direction the speed will be diminished. The increase of speed is of great advantage, because at present it is not possible to run 55 undulating railways at a very great speed owing to the danger of derailment.

I claim as my invention—

1. In a roundabout, the combination of a circular undulating track and a circular horizontal track mounted beneath the same, wheels 60 to support the former on the latter and means for rotating the undulating track on the horizontal one substantially as described.

2. The combination of a circular undulating 65 track, having a set of wheels, a circular horizontally-disposed stationary track on which the wheels of the said undulating track run and electric motors to actuate said undulating track to rotate the same on the stationary 70 track substantially as described.

In witness whereof I have hereunto set my hand in presence of two witnesses.

OSCAR MANIG.

Witnesses:

MORITZ SPREER,
RUDOLPH FRICKE.