

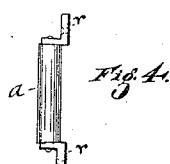
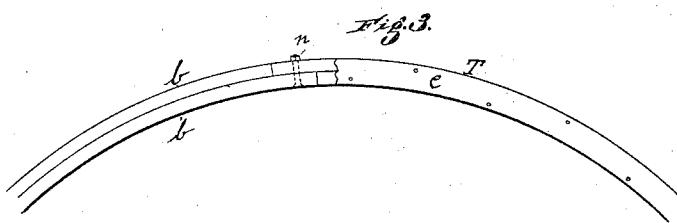
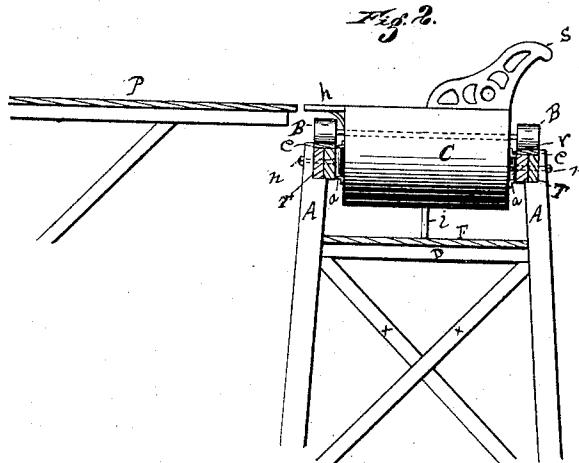
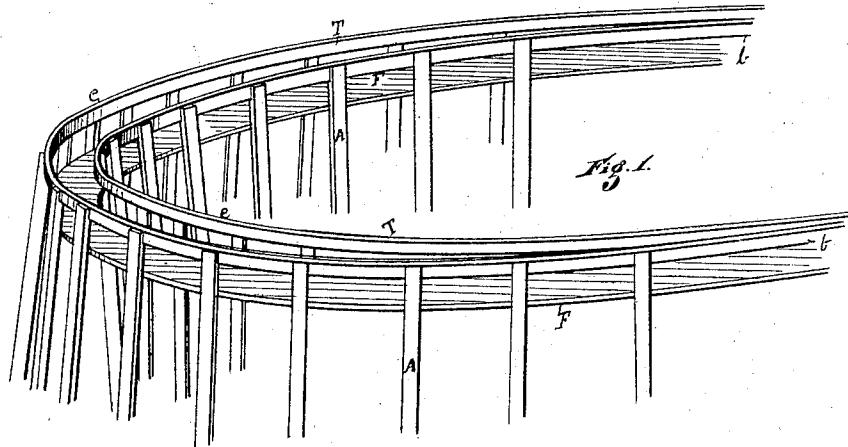
(No Model.)

S. S. STODDARD & O. TERWILLIGER.

ROLLER COASTING DEVICE.

No. 314,626.

Patented Mar. 31, 1885.



WITNESSES  
John H. Doyle  
John H. Doyle

INVENTORS  
Sylvester S. Stoddard  
Ora Terwilliger  
Roscoe B. Thulier, Attorney

# UNITED STATES PATENT OFFICE.

SYLVESTER S. STODDARD AND ORA TERWILLIGER, OF DETROIT, MICHIGAN.

## ROLLER COASTING DEVICE.

SPECIFICATION forming part of Letters Patent No. 314,626, dated March 31, 1885.

Application filed June 2, 1884. (No model.)

*To all whom it may concern:*

Be it known that we, SYLVESTER S. STODDARD and ORA TERWILLIGER, of Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Roller Coasting Devices, of which the following is a specification.

The object of our invention is to construct a cheap, durable, and easily-running car, and one that will be safe to ride in; and our invention consists in the general arrangement of parts, as hereinafter set forth, and pointed out in the claims.

In order to aid others skilled in the art to which our invention belongs to make and use it, we will proceed to describe its construction and operation, with reference to the several drawings forming a part of this specification, in which—

20 Figure 1 is a perspective in elevation of the circular track, partly broken away. Fig. 2 is an end elevation of the same, showing the car mounted upon said track. Fig. 3 is a top plan section of the track or rail. Fig. 4 is an enlarged detached perspective of one of the vertical friction-rollers and its supports.

In the drawings, forming a part of this specification, A represents the upright supports of the trestle-work, and T the circular rails or track attached to the upper end of the posts A. One side of the track is placed at an elevation, thus making an up-and-down grade around the circle.

C is the car for carrying passengers. The body of the car is located between the tracks T T. The bottom of the car is below the track, and near the bottom of the car we locate a circular floor, F. The car is provided with wheels B B at each end. Said wheels are loosely secured to a shaft which passes through the car from side to side. (See dotted lines of Fig. 2.) To the sides of the car-body we attach friction-rollers a a at the front and rear. These rollers are placed so as to bear against the inner side of the circular track or rails. These rollers guide the car around the track. The car on one side is provided with a seat, S, which extends from end to end of the car. The opposite side of the car is provided with a guard or platform, h, upon which the passengers step in getting in and out of the car. To the bottom of the car we

attach a bar, i, which engages with a suitable stop upon the floor F, to hold said car from going backward as it reaches the uphill grade. 55

P represents the platform at an elevation, from which the passengers take the car. Said platform is reached by a flight of stairs, or an elevator may be used.

The track or rails are composed of two 60 pieces of wood, b b, which are lapped together, then bent to the desired curve. When they are bolted together, the ends are arranged to overlap—at one end the inner part, at the other end the outer part—which, when joined 65 together in sections, as shown in Fig. 3, and bolted at n, makes a true and solid continuous track. We place over the curved plates b b a metal top plate, e, by means of screws. Upon the plate e the car-wheels B have a bearing. 70 The friction-rollers a are provided at each end with a journal-bearing, and are secured to the car by brackets r r. (See Fig. 4.)

The floor F is supported upon the transverse bar D of the trestle-work. 75

x x are braces of the trestle-work, which meet the horizontal rail D which supports the floor.

It will be observed by this arrangement we are able to use wheels without flanges, (as are 80 in common use,) and by using the friction-rollers the car will travel much easier, and by locating the bottom of the car below the rails and the body of the car between said rails it will be impossible for the car to leave the 85 track, as in ordinary use; and as the car is enclosed on all sides children are prevented from falling out.

The operations of a roller coasting-car are so well known that a description in detail of 90 its movements we deem unnecessary.

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

1. In a roller coasting device, the combination of a continuous circular track having a portion elevated, as set forth, said track mounted upon the upper end of the trestles A, and a circular floor located below the track, of a car mounted upon said track, and with the 100 body of the car between and the bottom below the rails b e of said track, said car having a seat, S, and guard h, and of a platform, P, for the purposes set forth.

2. In a roller coasting device, the combination of a continuous circular track, elevated as set forth, said track mounted upon the upper ends of the posts A, of a car mounted upon 5 said track having transporting-wheels B and friction-rollers *a*, said rollers *a* bearing against the inner vertical edge of the rails *b e*, the bottom of said car located below said rails,

and of a platform, P, as and for the purposes set forth.

SYLVESTER S. STODDARD.  
ORA TERWILLIGER.

Witnesses:

R. B. WHEELER,  
THOMAS DOYLE.