

Dec. 8, 1925.

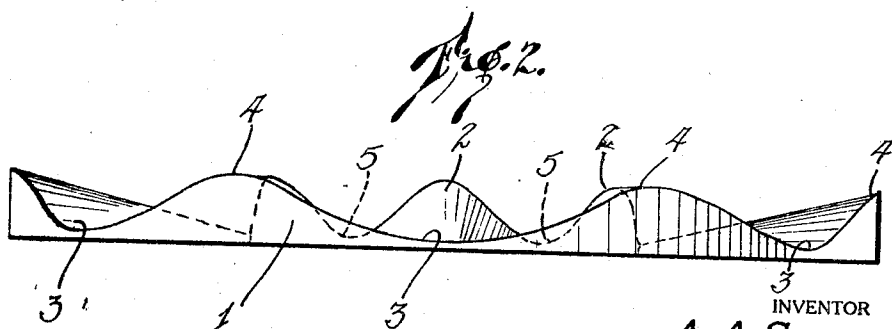
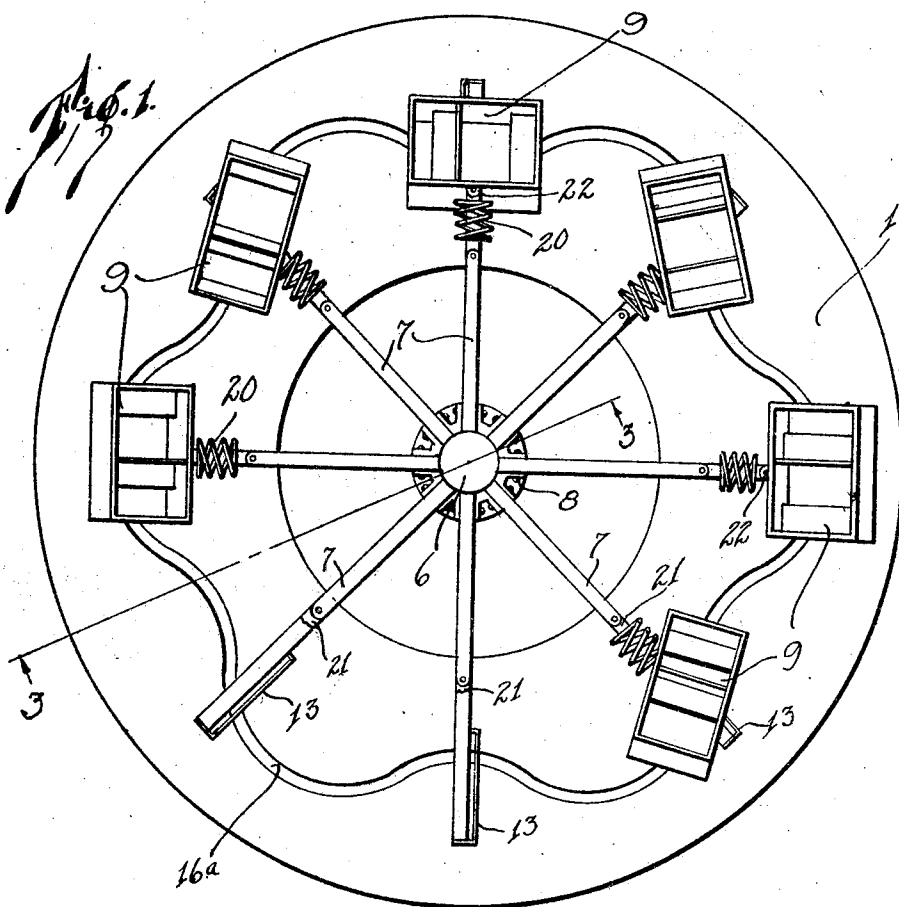
A. A. STAVICK

1,564,639

AMUSEMENT DEVICE

Filed Jan. 12, 1925

2 Sheets-Sheet 1



INVENTOR
A. A. STAVICK
BY *Munn Co.*
ATTORNEYS

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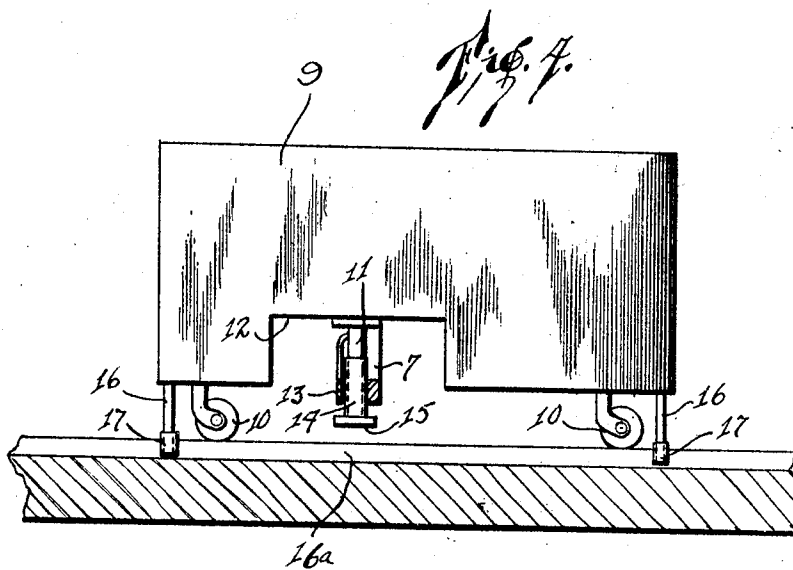
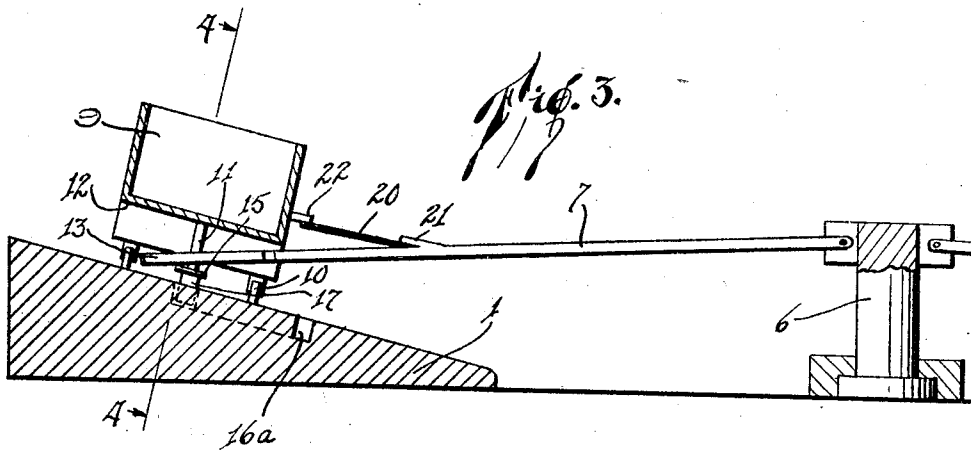
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2 Sheets-Sheet 2



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UNITED STATES PATENT OFFICE.

ANTON A. STAVICK, OF SIOUX CITY, IOWA.

AMUSEMENT DEVICE.

Application filed January 12, 1925. Serial No. 1,980.

To all whom it may concern:

Be it known that I, ANTON A. STAVICK, a citizen of the United States, and a resident of Sioux City, in the county of Woodbury and State of Iowa, have invented a new and useful Improvement in Amusement Devices, of which the following is a full, clear, and exact description.

My invention relates to improvements in amusement devices, and particularly of the type employed in amusement parks and the like, and it consists in the combinations, constructions, and arrangements herein described and claimed.

An object of my invention is to provide an amusement device of the character described in which cars are provided for seating the passengers, and which, when the device is in operation, moves over a convoluted annular platform, thereby causing rhythmic movement of the car for the amusement of the occupants.

A further object of my invention is to provide an amusement device of the character described in which means is provided for preventing the cars from moving off of the platform, and for maintaining the cars at spaced distances from one another upon the track.

A further object of my invention is to provide an amusement device of the character described in which means is provided for moving the cars also toward and away from the center of the annular platform as they pass therealong.

A further object of my invention is to provide an amusement device of the character described which is simple in construction, durable, and in which every precaution is taken to assure the safety of occupants in the cars.

Other objects and advantages will appear in the following specification, and the novel features of the invention will be particularly pointed out in the appended claim.

My invention is illustrated in the accompanying drawings forming part of this application, in which—

Figure 1 is a top plan view of an embodiment of my invention, two of the cars being removed,

Figure 2 is a side elevation of a portion of the mechanism shown in Figure 1,

Figure 3 is an enlarged view along the line 3—3 of Figure 1, and

Figure 4 is a sectional view along the line 4—4 of Figure 3.

In carrying out my invention I make use of an annular platform 1 having a convoluted top surface. These convolutions are uniformly placed, and taper through planes drawn parallel with the radii of the platform. To more clearly illustrate this portion of the device, I have shown a side elevation in Figure 2 in which it will be noted that where the surface is high at 2 adjacent to the inner wall of the annulus, it is low, as shown at 3, at the outer peripheral wall of the annulus. Likewise, when the platform is high, as shown at 4, at the outer peripheral wall, it is low at the inner wall of the annular platform.

If a car is moved along the platform 1 it is bound, because of the construction of the platform, to incline from one side to the other alternately during movement.

A vertical power driven shaft 6 is disposed at the center of the platform 1 and a plurality of laterally extending beams 7 are pivotally fixed thereto at 8. The beams 7 are spaced at regular intervals, and extend nearly to the outer wall of the platform.

Each of the beams 7 is provided with a car 9 movably supported upon the platform 1 by the provision of wheels 10. The cars 9 are each constructed to carry four or more passengers and are secured to the beams 7 by the provision of a depending shaft 11 secured to the bottom wall 12 of the car which is held against movement laterally from the beam by the provision of strips 13. A sleeve 14 is rotatably mounted upon the shaft 11 so as to reduce friction upon the beam to a minimum, and a retaining member 15 is disposed upon the lower end of the shaft to prevent dislodgement of the beam therefrom by downward movement.

The platform 1 has an endless convoluted recess 16 extending throughout the entire length of the track upon that portion beneath the cars 9.

A pair of depending guide members 16

are carried by the car 9 and each have sleeves 17 rotatably mounted thereupon which engage with the recess 16^a.

Means for further stabilizing the cars 9 and maintaining the cars upon the platform 1 in proper relation with the beams 7 is provided in collapsible braces 20 similar to the ordinary type of lazy tong construction. These braces 20 are pivotally mounted to the beams 7 and at 22 to the cars 9.

From the foregoing description of the various parts of the device, the operation thereof, may be readily understood. After the passengers have been seated in the cars 9, power is applied to turn the vertical shaft 6 and thus cause rotation of the beam 7 relative to the platform 1. As the beams 7 move, the car 9 which is movably secured thereto is drawn along the platform 1 on its wheels 10.

As the cars pass over the convoluted surface of the platform, they will incline from side to side and at the same time move toward and away from the center of the platform 1 because of the engagement of the sleeves 17 with the recess 16^a. This combined movement of the cars, together with the rotative movement about the shaft

6 creates an unusual sensation to the occupants of the cars, and thus fulfills its function as an amusement device.

I claim:

An amusement device of the character described comprising a substantially annular platform having a supporting surface, said supporting surface having gradually rising and falling portions and alternate portions inclined toward the center of the annulus and away from the center of the annulus, said supporting surface having a laterally convoluted recess extending throughout the entire circumference of the annular platform and endless, a plurality of cars disposed upon the platform and having members engaging with the recess in the platform, and means for moving the cars along the platform whereby the cars may rise and fall, incline toward the center of the annular platform alternately, and whereby the cars are moved bodily toward and away from the center of the platform as the car is moved therealong by virtue of the convoluted surface and the recess therein.

ANTON A. STAVICK.