

No. 736,225.

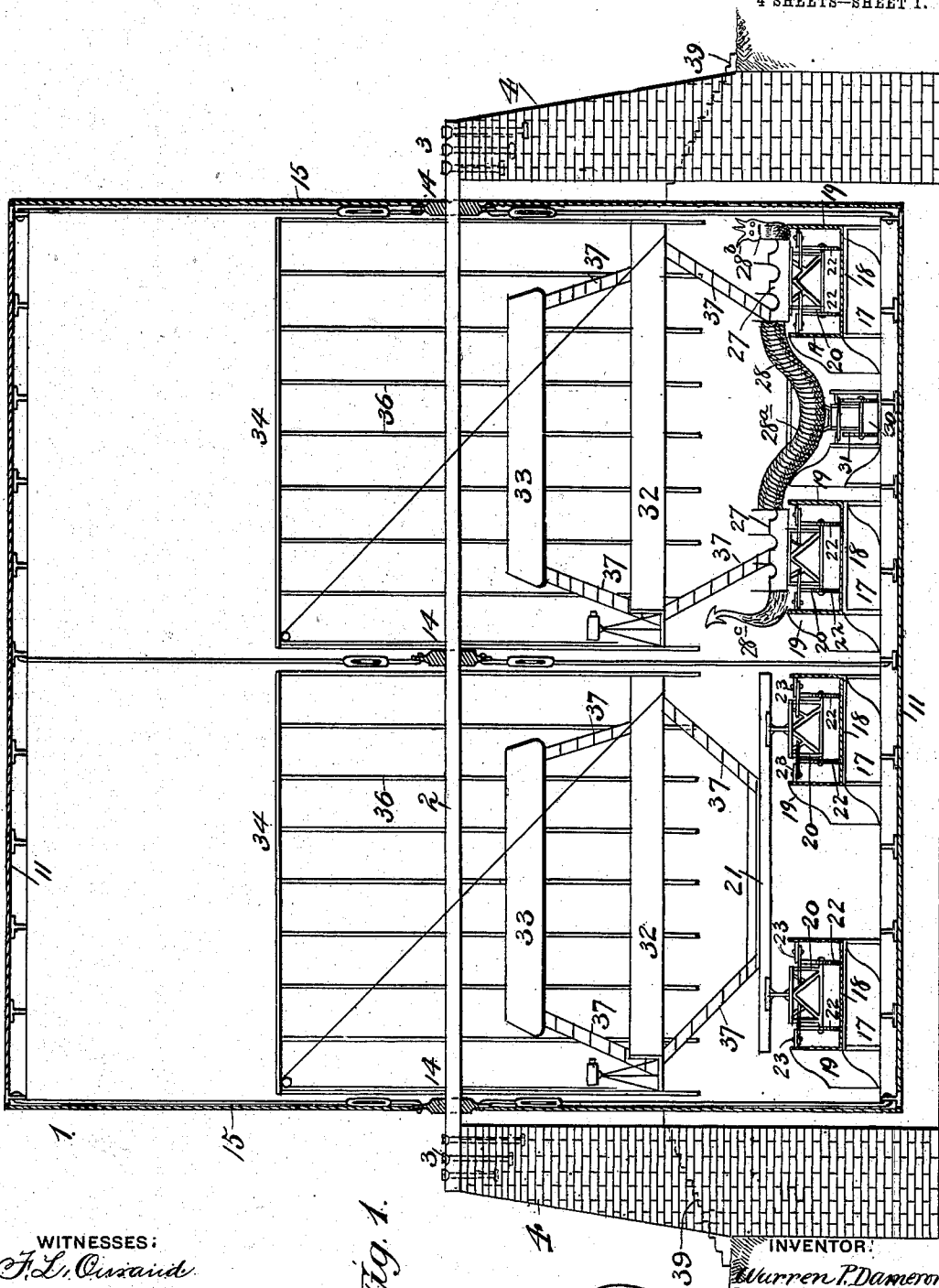
PATENTED AUG. 11, 1903.

W. P. DAMERON.
REVOLVING CIRCULAR TRACK.

APPLICATION FILED FEB. 3, 1903.

NO MODEL.

4 SHEETS—SHEET 1.



WITNESSES:

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Fig. 1.

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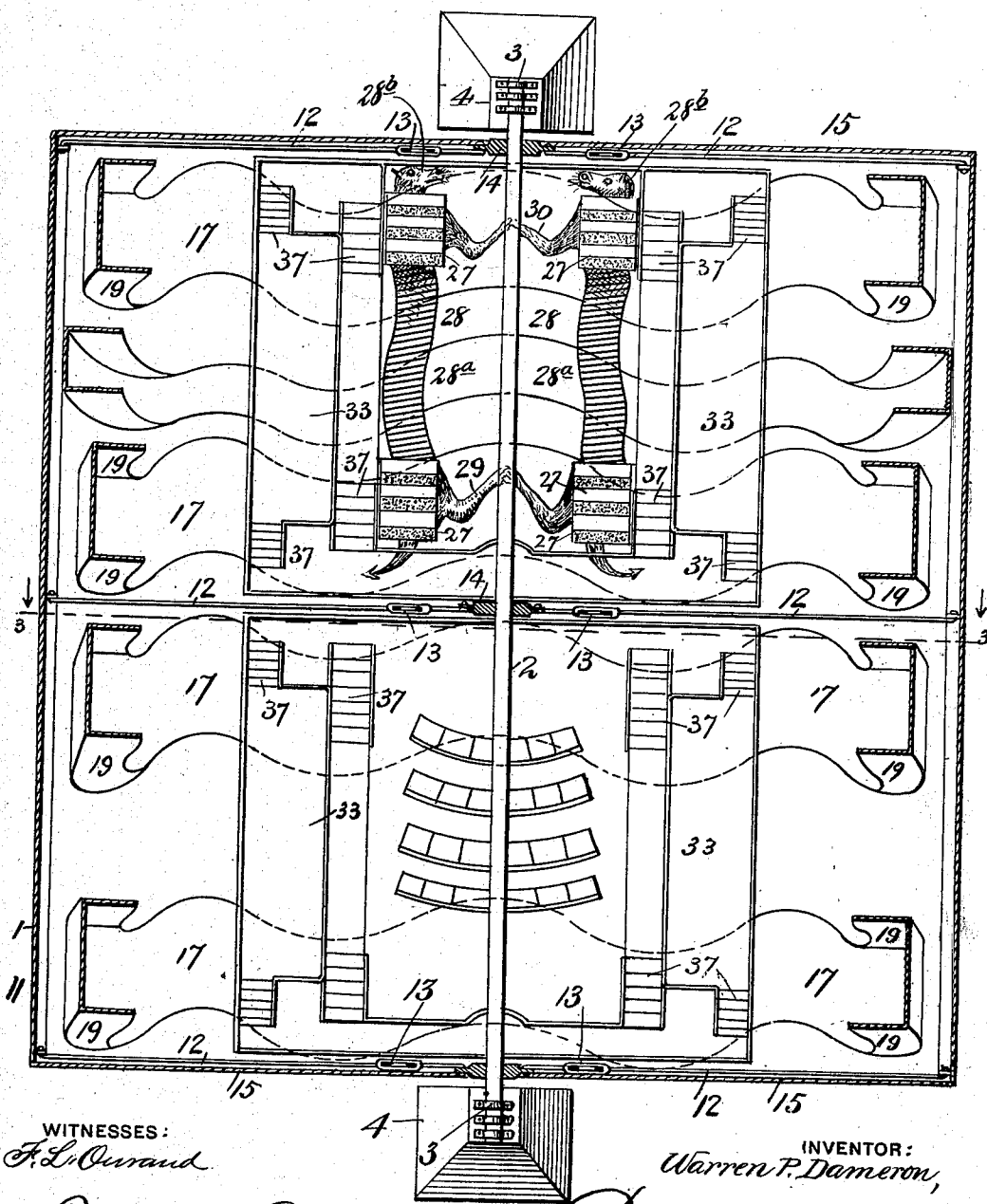
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4 SHEETS—SHEET 2.

Fig. 2.



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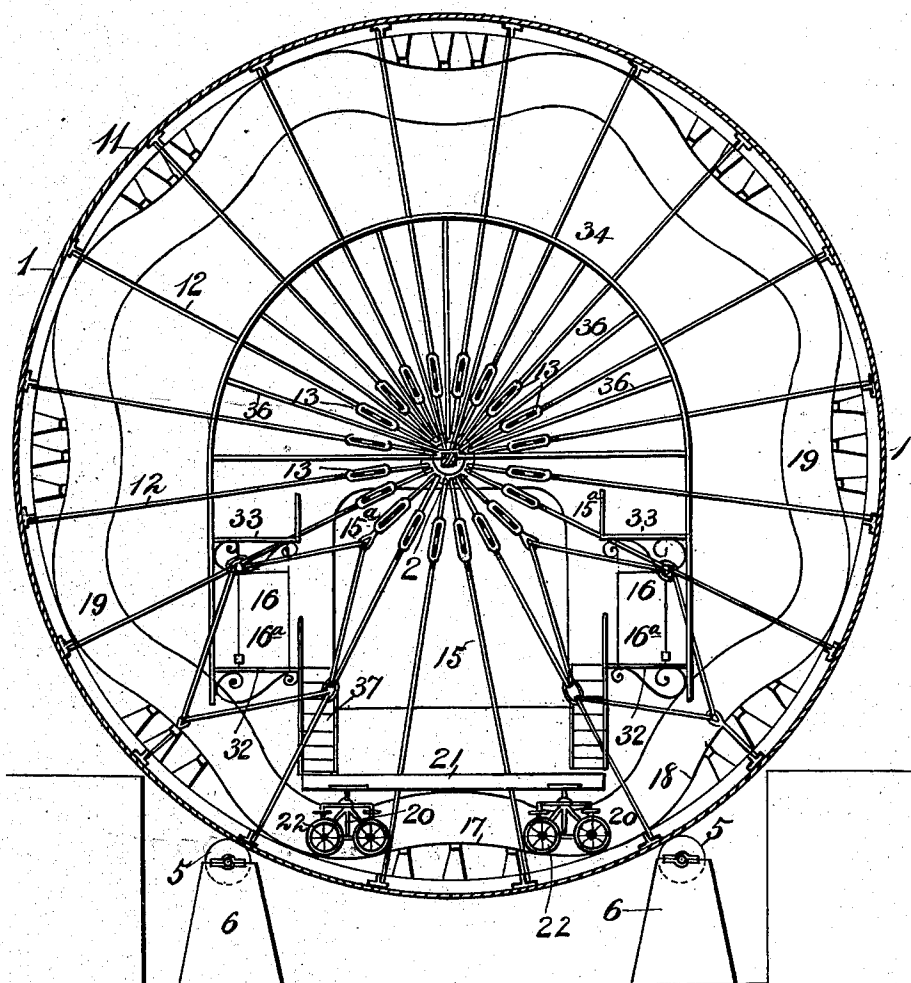


Fig. 3.

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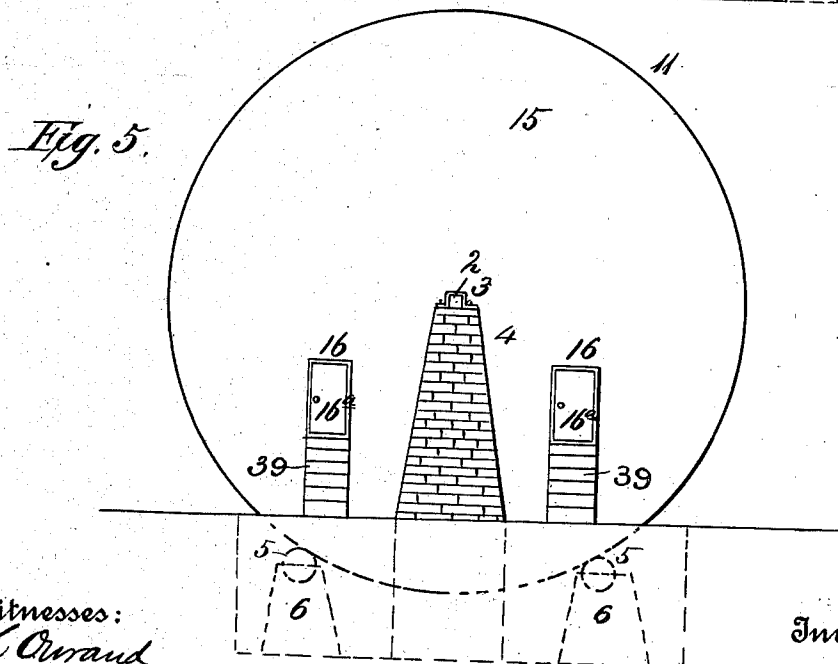
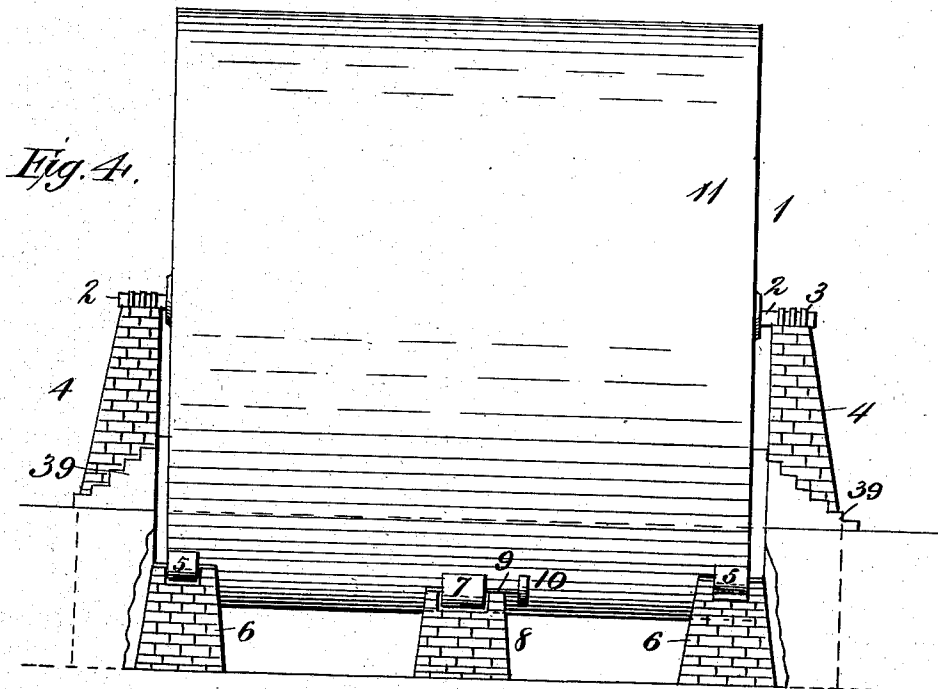
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4 SHEETS—SHEET 4.



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UNITED STATES PATENT OFFICE.

WARREN P. DAMERON, OF PUEBLO, COLORADO, ASSIGNOR OF ONE-THIRD
TO JOHN A. MARTIN AND ORVILLE W. RARIDEN, OF PUEBLO, COLORADO.

REVOLVING CIRCULAR TRACK.

SPECIFICATION forming part of Letters Patent No. 736,225, dated August 11, 1903.

Application filed February 3, 1903. Serial No. 141,736. (No model.)

To all whom it may concern:

Be it known that I, WARREN P. DAMERON, a citizen of the United States, residing at Pueblo, in the county of Pueblo and State of Colorado, have invented a new and useful Improvement in Pleasure-Railways, of which the following is a specification.

My invention relates to pleasure-railways; and the object of the same is to provide an amusement device which will produce upon the human senses the following effects: first, to create both the optical and sensory illusions of traveling up the concave surface of a rotating circular plane when the eyes are turned to one side and of falling away from said plane when the eyes are turned to the other side; second, to create the optical and sensory illusions of riding upon the back of a serpent seemingly crawling transversely the rotary plane.

My invention comprises the combination of a revolubly-mounted drum carrying tracks secured to the inner concave surface thereof, said tracks having alternating vertical and horizontal curves therein which deviate from a circle and from the plane of rotation of the drum, respectively, and wheeled trucks running on said tracks and supporting a platform, said trucks being held down by their own weight to move with their center of gravity in a vertical plane passing through the axis of said drum.

The simple and novel construction employed by me in carrying out my invention is fully described and claimed in this specification and illustrated in the accompanying drawings, forming a part thereof, in which—

Figure 1 is a vertical longitudinal section through the axis of the drum. Fig. 2 is a horizontal section through the axis of the drum. Fig. 3 is a vertical transverse section at right angles to the axis of the drum. Fig. 4 is a reduced side elevation of the drum. Fig. 5 is a reduced end elevation of the drum.

Like numerals of reference designate like parts in the different views of the drawings.

The numeral 1 designates a large cylindrical drum which is carried by a horizontal shaft 2, secured by clips 3, supported on piers 4, footed on a substantial foundation.

To assist in supporting the weight of the

drum 1, four rollers 5 are journaled in bearings supported on piers 6, which rollers are located on opposite sides of a vertical plane passing through the axis of the drum and bear on the edges of the periphery of the drum.

Means for rotating the drum on its axis is provided in the shape of two rollers 7, which are supported on piers 8, located on opposite sides of a vertical plane passing through the axis of the drum and centrally the periphery of said drum. The rollers 7 bear on the drum 1 and are carried by shafts 9, which also carry pulleys 10, which are designed to be driven from some source of power (not shown) to continuously rotate the drum 1 in either direction.

The drum 1 comprises a cylindrical shell 11, which is connected to the shaft 2 by three series of radially-extending spokes 12, made adjustable by means of turnbuckles 13 and hubs 14. Two trussed spokes 15 are also employed to enable door-openings 16 to be formed in the heads 15, which openings are closed by doors 16^a.

Mounted in the inner concave surface of the drum 1 are four curved tracks 17, which deviate from a circle concentric with the drum 1 about one foot vertically for each one-eighth of the circumference and also deviate horizontally about the same amount from the plane of rotation of the drum—that is, a vertical plane at right angles to the axis. The tracks 17 comprise a bed 18, having a guide flange or rim 19 thereon. Two pair of trucks 20, connected together by a platform 21, run on two of the tracks 17 in one-half of the drum. Each of the trucks 20 has four wheels 22, which run on the bed 18, and four wheels 23, which extend horizontally and engage the guide flanges 19.

The platform 21 occupies one-half of the drum. The two remaining tracks 17 on the other side of the drum are occupied by two pair of trucks 20, each of which trucks carries a platform 27. Serpents 28 span the interval between the tracks 17 and are supported on the platforms 27. The serpents 28 have bodies 28^a, which are constructed of spiral springs and are connected to appropriately-shaped heads 28^b and tails 28^c. Leg-and-claw connections 29 and 30 respectively hold the

serpents 28 in parallel relation. A track 30 is located intermediate the tracks 17 and beneath the serpents 28. This track 30 is located below the tracks and has the same horizontal curvature, but opposite vertical curvature, to enable a crawling motion to be imparted to the serpent by trucks 31, which support the serpents centrally and run on the track 30. The trucks 31 are of substantially the same construction as the trucks 20.

Mounted in each side of the drum 1 are a pendent balcony 32 and gallery 33, which are supported on inverted-U-shaped members 34, which straddle the shaft 2 and are supported by radially-extending rods 36. The galleries 33 and balconies 32 are carried by the arms of the U, and ladders 37 extend from the balconies down to enable the platforms 21 and 27 to be reached. When the drum is revolving, the ladders 38 are drawn up.

The people ascend stairs 39, outside of the drum, when the drum is still and enter through openings 16, normally closed by doors 16^a, and step onto one of the balconies 32, where they can remain and see the operation of the device or descend onto the platform 21 or one of the platforms 27. The machinery is then started and the drum driven to operate the trucks 20 to oscillate the platforms 21 and 27. The balconies will remain stationary.

I do not wish to be limited as to details of construction, as these may be modified in many particulars without departing from the spirit of my invention.

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

1. In a pleasure-railway, a drum mounted to be revolved about a horizontal axis, inverted U's straddling said shaft, and loosely mounted thereon to hang vertically as said shaft is revolved, and balconies or platforms carried by said U's, substantially as described.

2. In a pleasure-railway, a drum carried by a horizontal shaft, said drum having openings in the head thereof, and pendent balconies suspended from said shaft, and maintaining a horizontal position while said shaft revolves, substantially as described.

3. In a pleasure-railway, the combination of a drum mounted on a horizontal shaft, two parallel endless tracks mounted in said drum and deviating both vertically and horizontally from a vertical circle concentric with said drum, and trucks running on said tracks, substantially as described.

4. In a pleasure-railway, the combination of a drum mounted to revolve about a horizontal axis, two endless tracks attached to

the concave surface of said drum, said tracks deviating simultaneously both vertically and horizontally from a vertical circle concentric with said drum, and two pair of trucks running on said tracks and all connected by a platform, substantially as described.

5. In a pleasure-railway, the combination of a drum mounted to revolve about a horizontal axis, two endless tracks mounted on the inner concave surface of said drum, said tracks deviating both vertically and horizontally from a vertical circle concentric with said drum, trucks running on said tracks, a reptile constructed of resilient coils and resting on said trucks, and a third track located intermediate said first-mentioned tracks and supporting said reptile intermediate its ends, substantially as described.

6. In a pleasure-railway, the combination of a drum mounted to revolve about a horizontal axis, means for driving said drum, two tracks mounted on the convex surface of said drum, and deviating both vertically and horizontally from a vertical circle concentric with said drum, a third track located intermediate said first-mentioned tracks, and deviating horizontally in the same direction as said tracks and vertically in the opposite direction, from a vertical circle concentric with said drum-trucks running on all three of said tracks, and each bearing a platform, and two flexible reptiles having claw-and-foot connections, supported on said platforms, substantially as described.

7. In a pleasure-railway, the combination with a drum mounted to revolve about a horizontal axis, two tracks secured to the inner concave surface of said drum and deviating both vertically and horizontally from a vertical circle concentric with said drum, said tracks consisting of a series of uniformly-occurring curves of equal length and of the same curvature, and carriages mounted to run on said tracks, substantially as described.

8. In a pleasure-railway, the combination of a drum mounted to revolve about a vertical axis, tracks mounted on the concave surface of said drum, trucks running on said tracks and supporting a platform, balconies hanging from said shaft and located above said platform, and removable ladders whereby one can pass from the balconies onto said platform, substantially as described.

In testimony whereof I affix my signature in the presence of two witnesses.

WARREN P. DAMERON.

Witnesses:

W. O. PETERSON,
J. A. COLLINS.