Sept. 29, 1925. 1,555,028

A. ROTH

AMUSEMENT DEVICE

Filed April 20, 1925 2 Sheets-Sheet 1

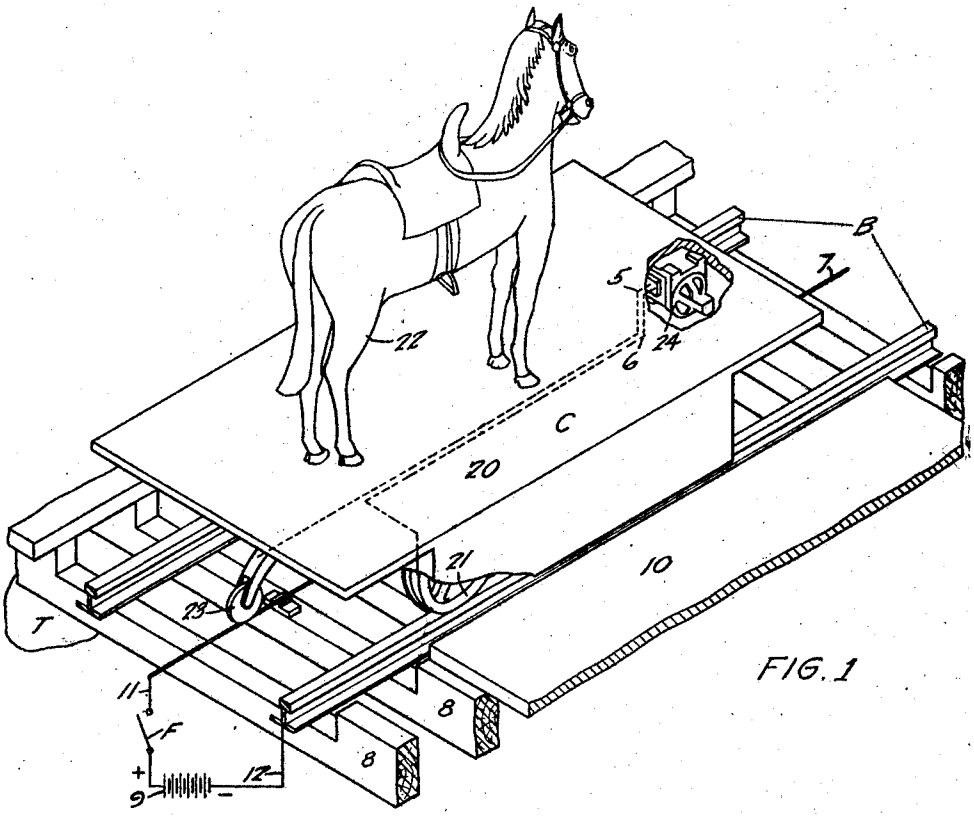

FIG. 1

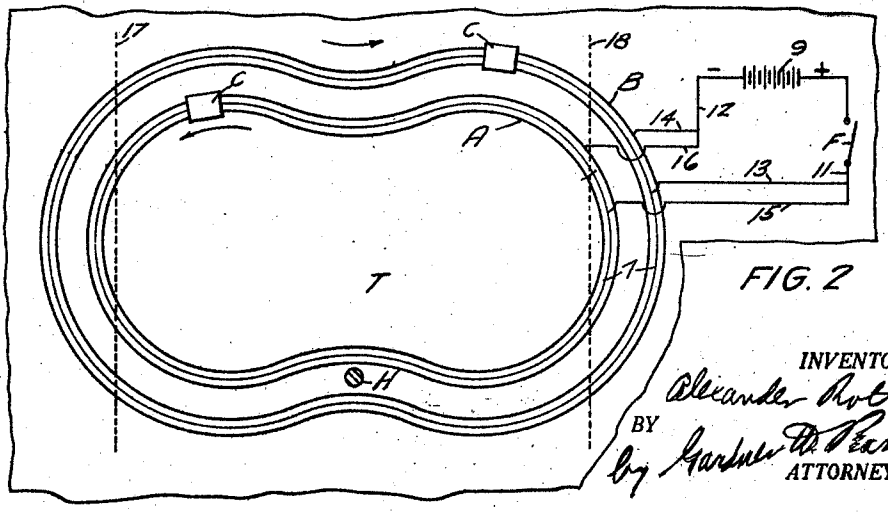

FIG. 2

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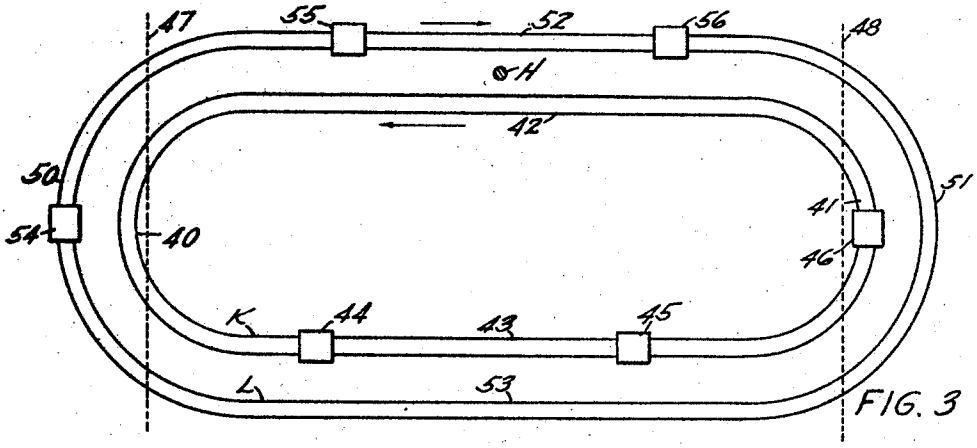


FIG. 3

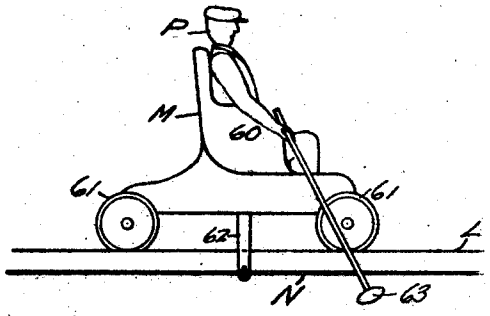


FIG. 4

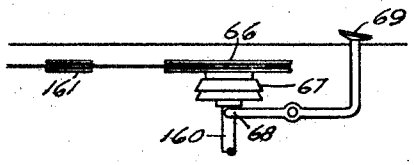
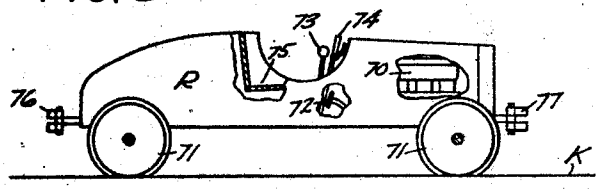


FIG. 5



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Patented Sept. 29, 1925. 1,555,028

UNITED STATES PATENT OFFICE.

ALEXANDER ROTH, OF METHUEN, MASSACHUSETTS.

AMUSEMENT DEVICE.

Application filed April 20, 1925. Serial No. 24,409.

To all whom it may concern:

Be it known that I, ALEXANDER ROTH, a citizen of the United States, residing at Methuen, in the county of Essex and State of Massachusetts, have invented certain new and useful Improvements in Amusement Devices, of which the following is a specification.

This invention relates to amusement devices such as are used in public parks, seashore resorts and similar places.

This device comprises substantially two tracks, one inside of the other, on which in opposite directions cars are moved, each car containing a seat for a passenger.

There is preferably a substantially straight portion of track, or two straight portions, and between one or the other of these a ball is placed while each passenger is given a mallet similar to those used in playing pony polo.

With this arrangement of tracks and cars, teams of players can be seated, each team on the cars on its own track, and as they travel each player has a chance to strike at the ball in order to carry it across a line which is designated as the goal line of the opposing team.

Whenever a team knocks a ball across the opposing goal line, it scores one or more points.

In the drawings, Fig. 1 is an isometric view showing one car and a section of track, both being equipped so that the car will be propelled by electric motive power.

Fig. 2 is a diagrammatic plan view of one shape of track.

Fig. 3 is a diagrammatic plan view showing tracks of another shape.

Fig. 4 is an elevation showing a type of car propelled by an endless cable.

Fig. 5 is an elevation showing a type of car running on a track and propelled by an explosive engine.

A represents an inner endless track, and B represents an outer endless track positioned outside thereof. These may be laid upon the ground such as T, resting on sleepers such as 8, 8, shown in Fig. 1.

On each track I place one or more cars, those on track A being adapted to move in the direction of the arrow in Fig. 2, and those on track B adapted to move in the opposite direction shown by the arrow in Fig. 2.

Each car such as C may include a platform 20, mounted on flanged wheels 21 which run on the rails of the track, and preferably includes a seat. In Fig. 1 this seat 22 is shown in the form of a horse equipped with saddle, bridle, stirrups, etc.

As shown in Figs. 1 and 2, I provide a source of electric current such as 9 and from this run conductors such as 12, to the rails or rail of each track, and to a main control switch such as F which is preferably outside the cars.

As shown in Fig. 2, this conductor 12 may be continued with two conductors 14 and 16, one extending to the inner, and the other to the outer track.

Preferably, between the rails of each track I provide an underneath trolley wire 7 which receives current through a conductor 11, or continuations therefrom, 13 or 15. This conductor 11 also extends to the main switch F.

Each car such as C is provided with an electric motor 24 which is the means to cause the car to move, and this is connected up in any well known way as by means of wires 5 and 6 with a trolley wheel 23, which runs on trolley wire 7, and with one or more of the wheels 21 whereby the circuit is completed through the track and the trolley.

The operator of the amusement device, by opening or closing switch F can therefore stop or start all the cars C, C, moving at the same time.

The tracks may be somewhat in the form of a figure 8 as shown in Fig. 2, with goal lines 17 and 18 at each end, and a ball such as H between the tracks can be knocked around by the players.

I may however use tracks of flattened oval form, as shown in Fig. 3 at K and L. The inside track K, and the outside track L, each have substantially straight portions 42, 43, and 52, 53, while the ends 40, 41, and 50, 51, are curved.

In this view I show three cars 44, 45 and 46 on the inner track, and three cars 54, 55 and 56 on the outer track, together with goal lines 47 and 48, and a ball H.

On a track of either shape I may use, as shown in Fig. 4, a car M running on a track, such as L, by means of wheels 61, 61, and having a seat 60 for the passenger P. This passenger is shown as equipped with a polo mallet 63.

By means of a clutch or other connecting mechanism 62, the car M is connected with an endless cable N, and is thereby caused to move as this cable extends around a number of pulleys such as 161, one of which, 66, by means of a clutch 67, is connected with a source of power 160.

By means of a clutch fork 68, and pivoted foot lever 69, the starting and stopping of the cars is controlled preferably from outside of the cars.

While it is generally desirable that all the cars on one track should move at the same speed to prevent collision, and that they should be controlled by a master control such as F or 69, I may use a car such as shown at R in Fig. 5, which travels on wheels 71, 71, running on a track K, and propelled by an engine or motor 70.

This car is shown as having a seat 75 for the operator, together with the usual gear shift 73, clutch pedal control 72 and brake 74. It also should have at each end fenders 76 and 77 to reduce the force of collisions.

If this car R runs on a track no steering wheel is required.

I claim:

1. In an amusement device, the combination with an inner endless track having a substantially straight portion; of an outer endless track positioned outside thereof; a car on the outside track adapted to move in the opposite direction; means to cause said cars to move; and means outside the cars to control their starting and stopping.

2. In an amusement device, the combination with an inner endless track; of an outer endless track positioned outside thereof; a car on the inside track adapted to move in one direction; a car on the outside track adapted to move in the opposite direction; means to cause said cars to move; and means to control the starting and stopping of the cars.

ALEXANDER ROTH.