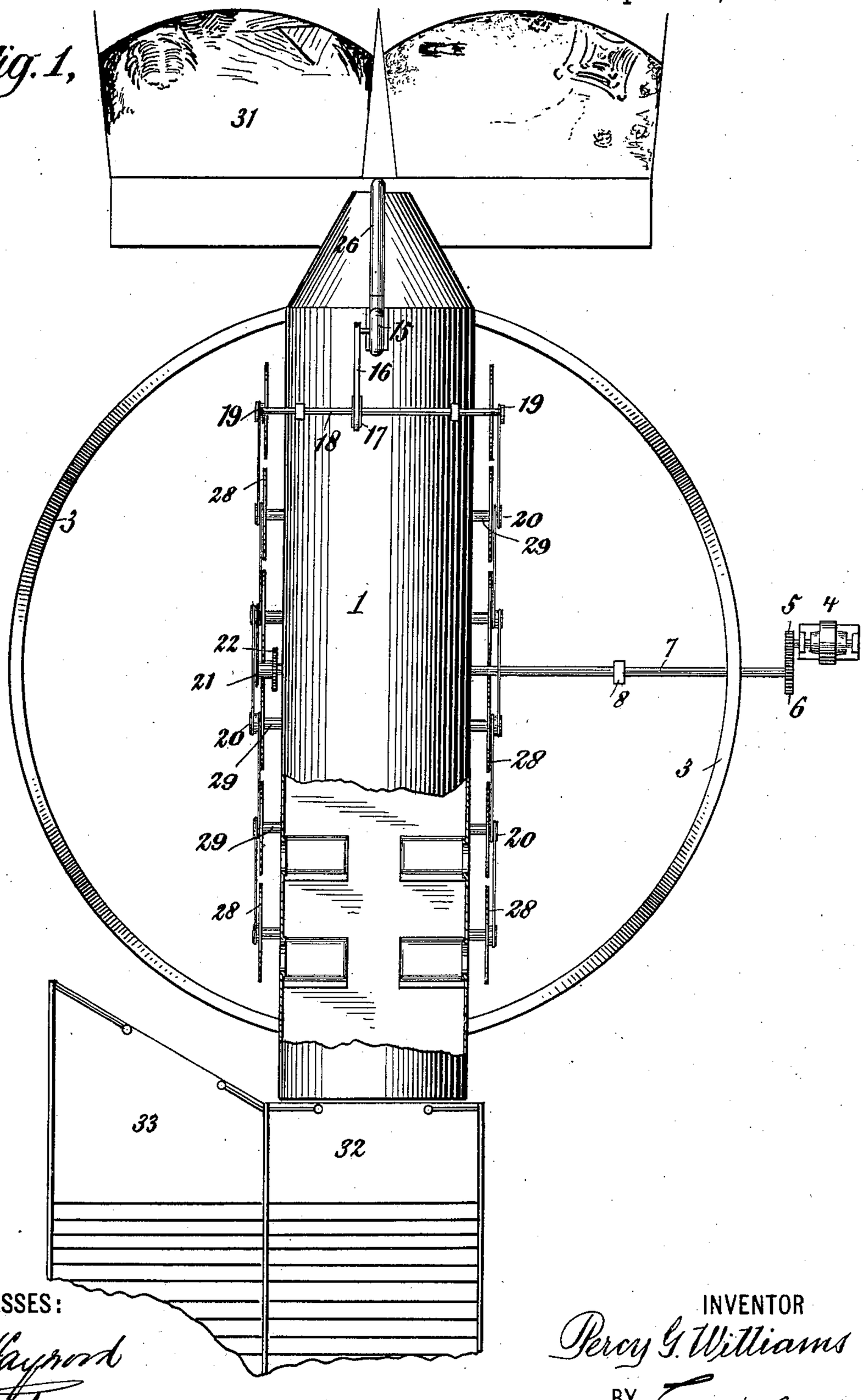
(No Model.) 2 Sheets—Sheet 1.

P. G. WILLIAMS.

AMUSEMENT APPARATUS.

No. 590,783. Patented Sept. 28, 1897.

Fig. 1,



WITNESSES:

D. H. Hayford

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ATTORNEY

(No Model.) 2 Sheets—Sheet 2.

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Fig. 2.

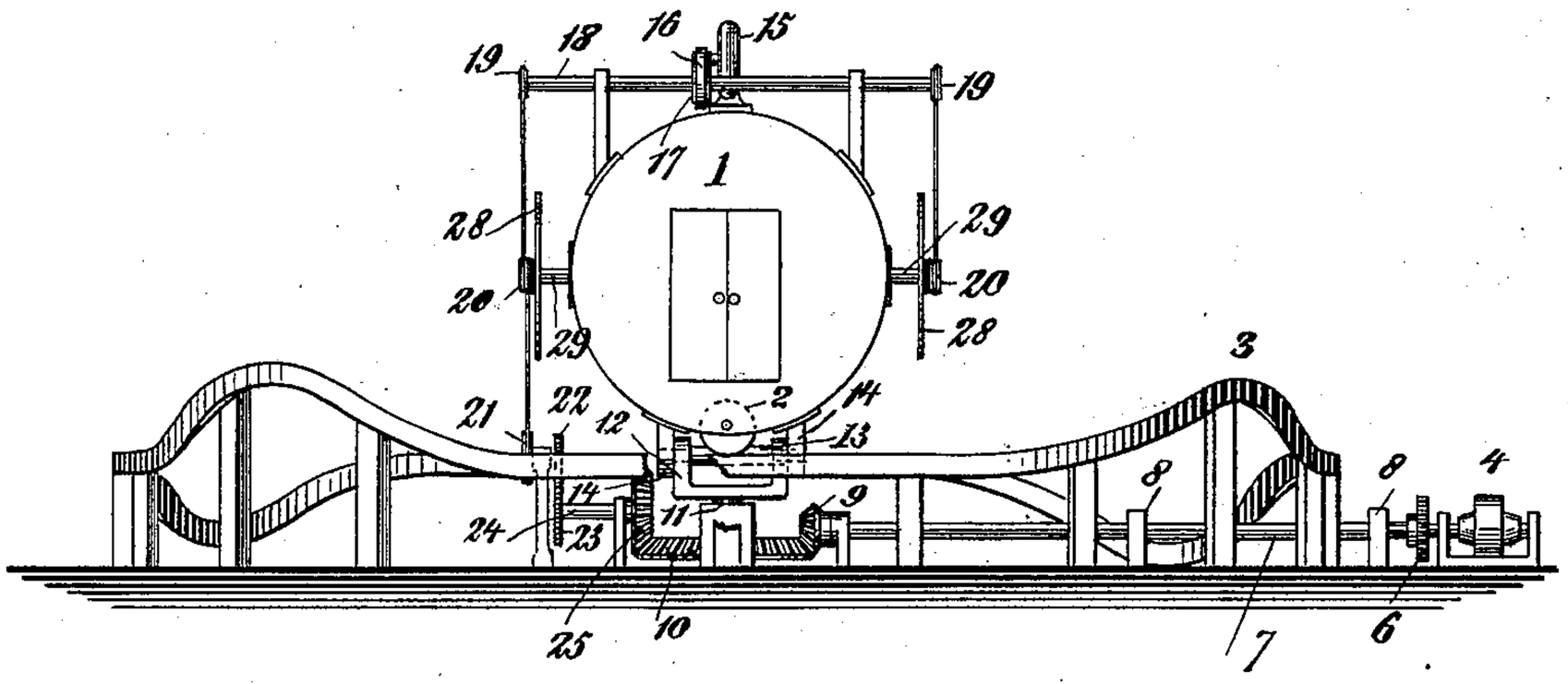
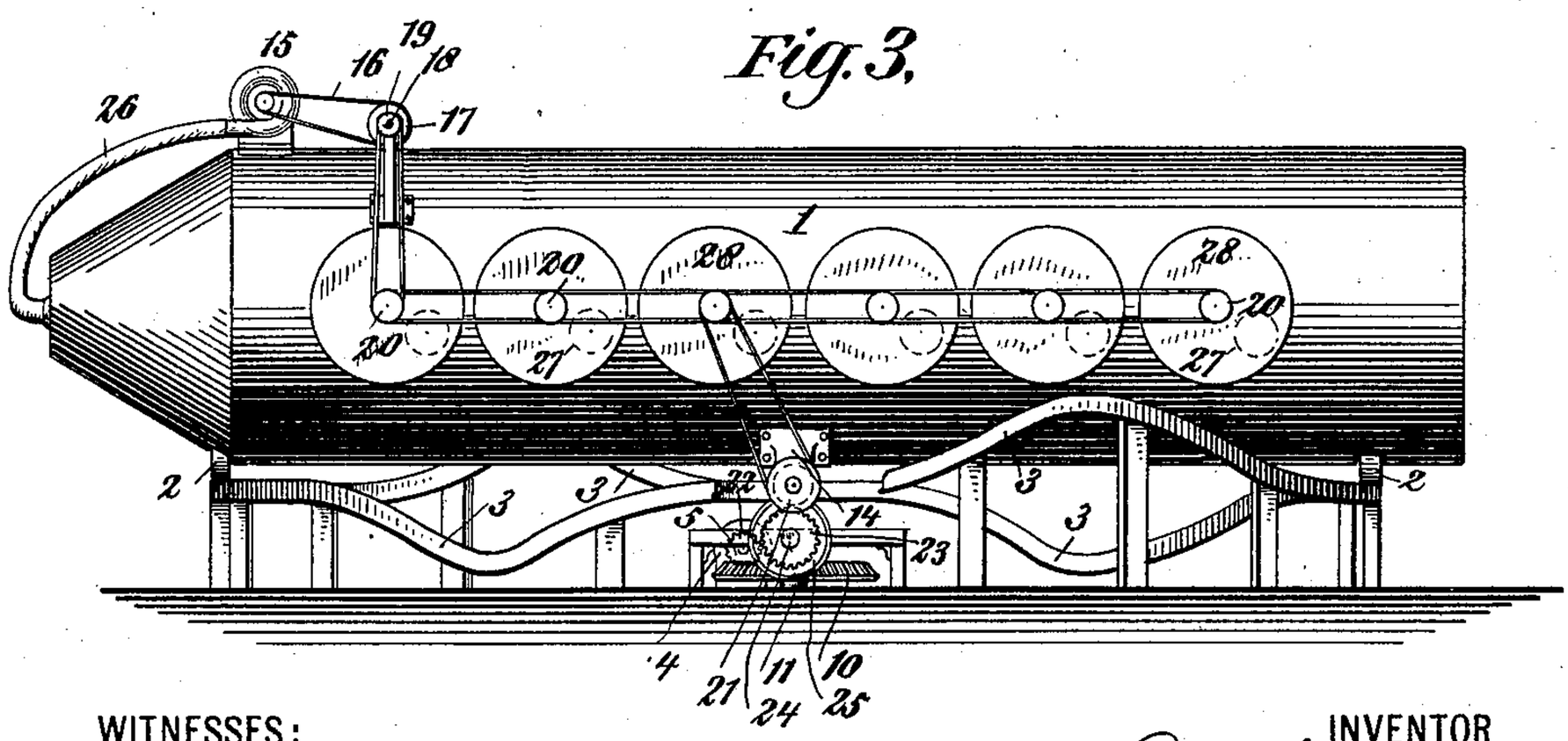


Fig. 3.



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UNITED STATES PATENT OFFICE.

PERCY G. WILLIAMS, OF BROOKLYN, NEW YORK.

AMUSEMENT APPARATUS.

SPECIFICATION forming part of Letters Patent No. 590,783, dated September 28, 1897.

Application filed June 15, 1896. Serial No. 595,543. (No model.)

To all whom it may concern:

Be it known that I, PERCY G. WILLIAMS, of Brooklyn, in the county of Kings and State of New York, have invented a certain new and useful Improvement in Amusement Apparatus, of which the following is a specification.

This invention relates to an apparatus for producing upon the senses of an individual the effects and impressions incident to a journey in a conveyance.

The apparatus embraced in the invention is designed to create the sensation of motion, the idea of a moving landscape, and like impressions in the mind of the passenger without traveling the actual distance of a journey.

I will describe the apparatus embodying my invention and then point out its novelty in claims.

In the accompanying drawings, Figure 1 is a plan view of the apparatus. Fig. 2 is a rear end view, and Fig. 3 is a side elevation.

Like figures of reference refer to like parts throughout the drawings.

Referring to the drawings in detail, 1 represents a car provided with conveniently-arranged seats or other means for accommodating the passengers. It is shown as cylindrical in form and is designed to have a variety of motions similar to the motions of a railway-car. The car is provided with wheels or rollers 2, one on each end of the car, said rollers resting on a circular track 3. This track 3 is provided with elevations and depressions in different parts, whereby the car is tilted at various angles to produce the sensation of going up or down grades on a railroad-track, which effect of travel is emphasized by the rollers 2 being made slightly eccentric, whereby a slight jarring or jogging of the car is produced similar to that of a railroad-car.

Motion is given to the car to cause it to revolve about its central vertical axis by means of a motor 4, which may be of any desired kind, on whose shaft is mounted a small gear-wheel 5, meshing with a large gear-wheel 6, carried on shaft 7, which is suitably mounted in journal-standards 8, and carries at its other end a beveled gear 9, meshing with a beveled gear 10, carried on a shaft 11, which shaft is provided with a yoke or trunnion 12, in which is journaled a shaft 13, carried on downwardly-projecting brackets 14, attached to the body of the car.

To further accentuate the sensation of travel and the feeling incident to motion at a high rate of speed, I provide a blower 15, which I have shown as mounted on the upper forward end of the car. This blower is driven by a belt 16, passing over pulley 17 on shaft 18, provided with pulleys 19 at each end, which are belted to one of the series of pulleys 20 and receive motion with the rest of said pulleys, as hereinafter described, from pulley 21 through intermediate gears 22 and 23, the gear 23 being mounted on shaft 24, which is revolved by means of a beveled gear 25, meshing with the central beveled gear 10. The outlet of the blower 15 is connected by a tube 26 to the forward end of the car, where it delivers a current of air into the interior of the car.

Suitably disposed at any desired intervals along the side of the car are windows or port-holes 27. Arranged on each side of the car are a series of disks 28, which are adapted to be rotated opposite the windows 27 to create the illusion of a rapid forward movement. These disks 28 are mounted on arms 29, attached to the body of the car, and are rotated by means of pulleys 20, being belted together and receiving motion from pulley 21, as hereinbefore described.

The disks 28 may have depicted on their surfaces representations of landscape or the side of a railroad-cut, a tunnel, &c., observable from the windows.

In Fig. 1 I have shown a representation of part of a cyclorama, which I designate as 31. I have also shown here a representation of two flights of stairs 32 and 33, 32 being intended to represent the entrance-approach, and 33 the exit.

The mode of operation of the apparatus will now be obvious. After a desired number of passengers have been admitted to the car the motor is set in operation to cause the car to be swung or rotated about shaft 11, the rollers 2, working on the track 3, following the undulations of said track and causing the car to be at different points of its travel perfectly level, at other points slightly inclined, and at still other points very much inclined to the horizontal. The rollers 2 being

slightly eccentric will transmit to the car a jarring or undulating motion which is incident to the rapid forward motion of a railroad-car, and at the same time the representation of the disks opposite the windows and the current of air delivered in the forward end of the car by the blower 15 give a very close approximation of the sensation incident to rapid travel in a railroad-car.

Suitably disposed at desired points along the track are representations of scenes of different character from different countries, &c., and when the car approaches one of such scenes it may be brought to a standstill and opportunity given for the passengers to view the scene. The car may then be started again until it is brought opposite another scene, where it is brought to rest again and passengers afforded an opportunity to view a scene which may be of an entirely different character and intended to represent a scene far distant from the one last observed. Thus the car may be completely revolved until the entrance is brought opposite exit 33, whereupon the passengers alight from the car. Thus, if desired, the different scenes may be disposed about the track so as to represent scenes along different routes, and the time which the journey takes may be any desired period according to the speed at which the car is rotating.

What I claim as new is—

1. In an apparatus of the character described, the combination with a car mounted upon a vertical axis, of means for moving the same about said axis, and a circular undulating track for tilting the car bodily, substantially as specified.

2. In an apparatus of the character described, the combination with a car, of means for moving the same about a vertical axis, and a circular track on which said car rests at its forward and rear ends, substantially as specified.

3. In an apparatus of the character described, the combination with a car, of means for moving the same about a vertical axis, of an undulating circular track upon which said car rests at its forward and rear ends, substantially as specified.

4. In an apparatus of the character described, the combination with a car movable about a vertical axis, of a circular undulating track, eccentric rollers supporting said car upon the track and means for rotating the car, substantially as specified.

5. In an apparatus of the character described, the combination with a car movable about a vertical axis, of a blower upon the car and operated in connection therewith, substantially as specified.

6. In an apparatus of the character described, the combination with a car movable about a vertical axis, of a blower upon the car and communicating with one end thereof, and operating means for said car and blower, substantially as specified.

7. An apparatus of the character described, comprising an elongated car arranged in a horizontal position and movable about a vertical axis, a circular undulating track for tilting the car bodily, one or more window-openings in the opposite sides of the car, and a moving part arranged outside of and in juxtaposition to said window opening or openings, substantially as specified.

8. An apparatus of the character described, comprising an elongated car movable about a vertical axis and provided with window-openings at its sides, rotatable disks in juxtaposition to said windows, a circular track, rollers thereon arranged to support said car, said rollers being eccentric for giving a jarring movement to the car, and means for rotating the car and said disks, substantially as specified.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

PERCY G. WILLIAMS.

Witnesses:
J. J. MALONEY,
W. H. GOLDEY.