No. 721,094. PATENTED FEB. 17, 1903.

F. ROBINSON.

AMUSEMENT APPARATUS.

APPLICATION FILED DEC. 12, 1902.

NO MODEL. 2 SHEETS—SHEET 1.

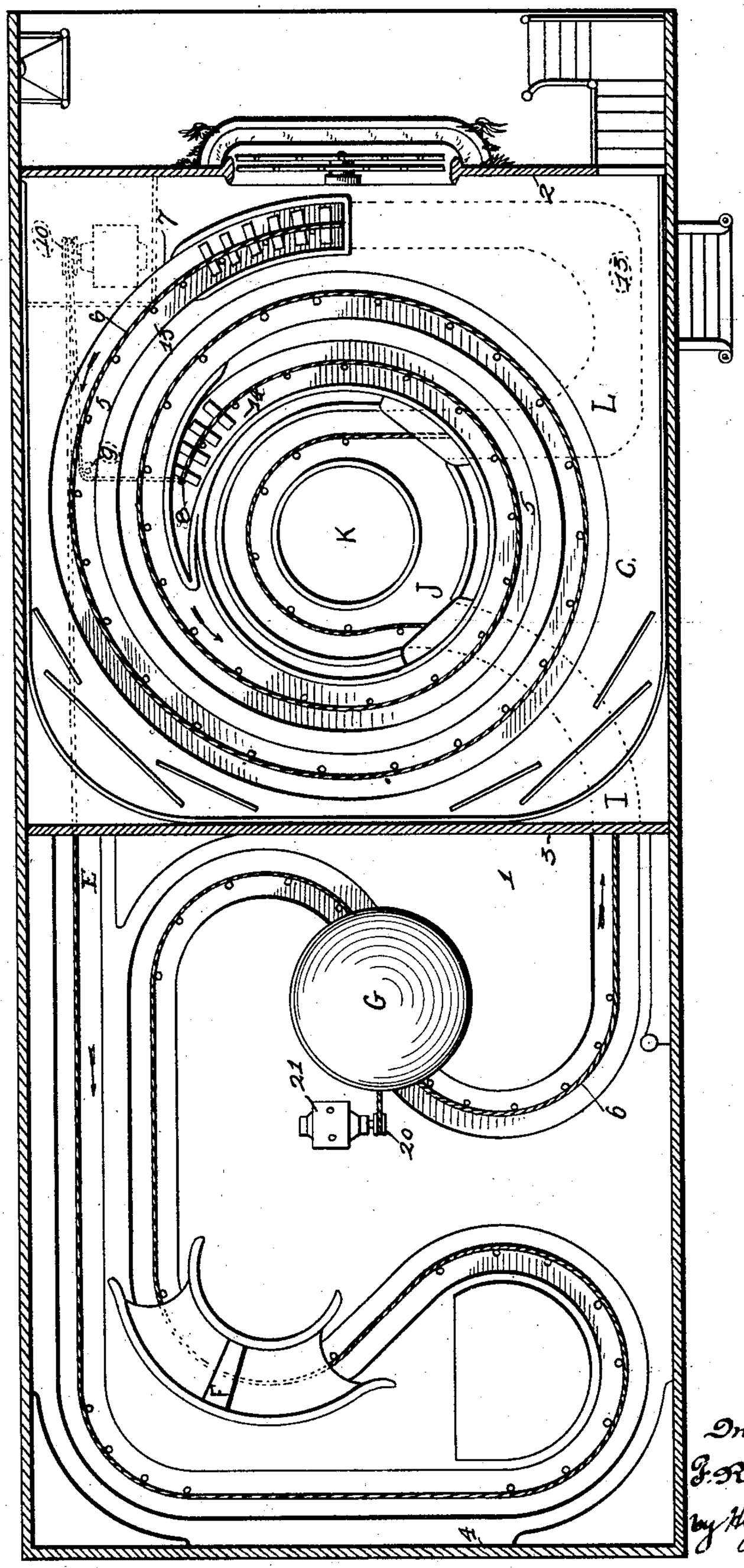

Fig. 1.

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NO MODEL. 2 SHEETS—SHEET 2.

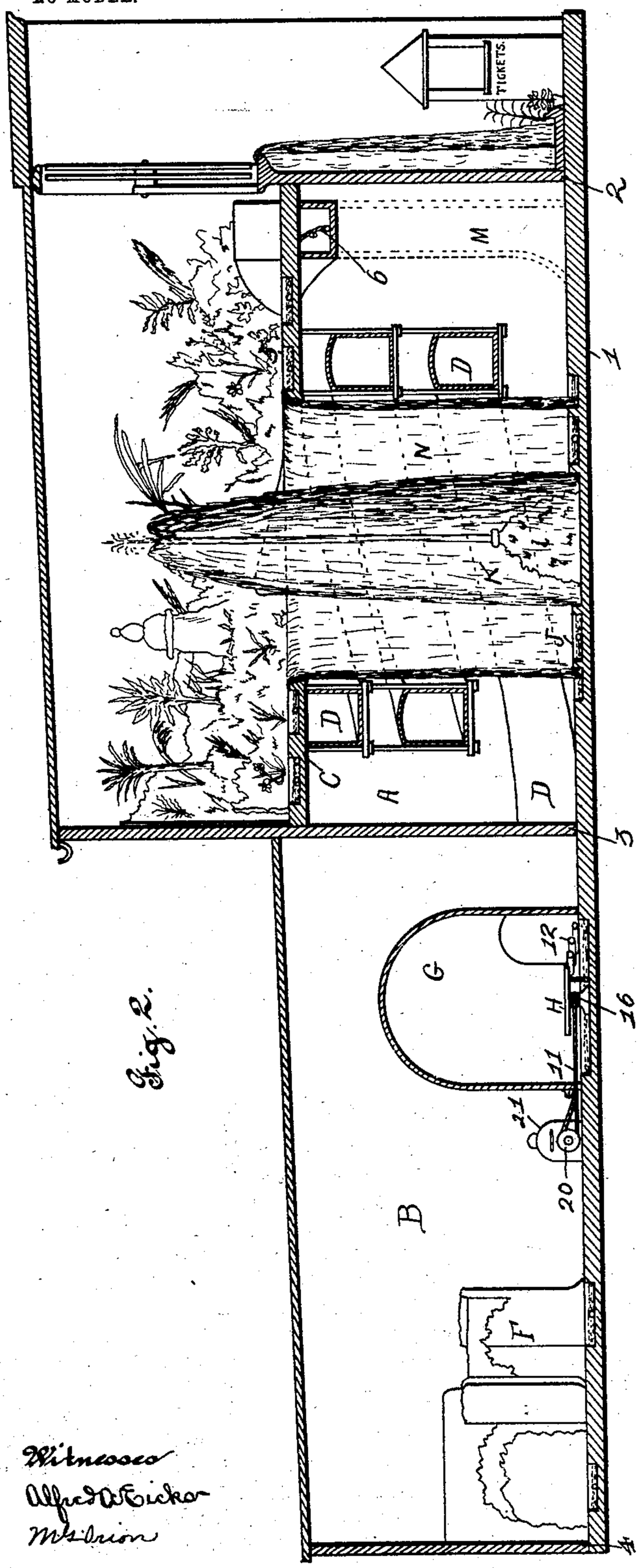

Fig. 2.

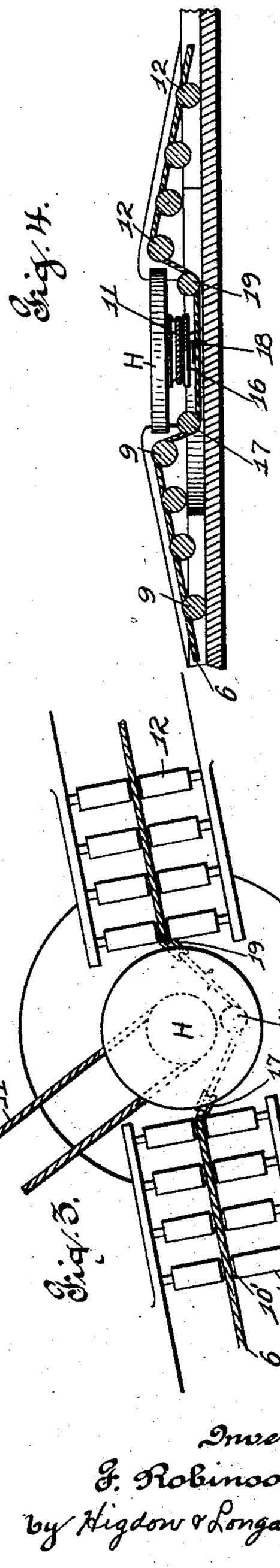

Fig. 4.

Fig. 3.

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UNITED STATES PATENT OFFICE.

FAWCETT ROBINSON, OF ST. LOUIS, MISSOURI, ASSIGNOR OF ONE-HALF TO EDWARD M. BAYLISS, OF ST. LOUIS, MISSOURI.

AMUSEMENT APPARATUS.

SPECIFICATION forming part of Letters Patent No. 721,094, dated February 17, 1903.

Application filed December 12, 1902. Serial No. 135,012. (No model.)

To all whom it may concern:

Be it known that I, FAWCETT ROBINSON, of the city of St. Louis, State of Missouri, have invented certain new and useful Improvements in Amusement Apparatus, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

My invention relates to improvements in amusement apparatus, and has for its object to provide a novel form of scenic railway.

In the accompanying drawings, which form a part of this specification, Figure 1 is a plan view of a device embodying my invention. Fig. 2 is a vertical longitudinal section of the same. Figs. 3 and 4 are details of construction.

My invention is adapted to be used in connection with any of the well-known forms of grip-car which are used in scenic railways and similar amusement apparatus.

My invention as embodied in the drawings consists of a platform 1, divided by the walls 2, 3, and 4 into the rooms A and B. Room A is provided with the balcony C, which contains the spiral channel 5, provided with the endless cable 6. The car being in position on the cable 6, it is boarded by its passengers at the point indicated by the numeral 7. The car being provided with passengers follows the course of the spiral channels to the point indicated by the numeral 8, where the channel drops beneath the level of the balcony C and is continued by the helical tunnel D. At the point indicated by the numeral 8 the cable is deflected and carried to the pulley 9, thence to the sheave 10, which is near the level of the platform 1. The tunnel D terminates at the wall 3. The descent of the car through the tunnel D from the point 8 is effected by means of gravity alone, and the car issuing into the channel E on the platform 1 is again connected to the cable 6, by which it is conducted beneath the bridge F into the circular chamber G. The channel E is widened so as to occupy the entire floor-space of the chamber G. Within the chamber G, I have provided the turn-table H, and in order to effect the passage of the car onto the table H, I have provided an inclined series of rollers 9′, provided midway their length with the grooves 10′, so that they will be revolved by the passage of the cable 6. On approaching the first of the rollers 9 the grip is released by the operator and the car is carried forward by its momentum upon the rollers 9 and by contact with the rollers 9 is carried still farther forward and dropped upon the table H, when the table H is put into operation by means of the cable 11. My object in providing the chamber G and revolving table H is to provide the passenger with the sensation of riding in a boat which is caught by a whirlpool, as the channel E is filled with water. When it is desired to continue the passage of the car, the table H is brought to rest by the operator with the front of the car and the grip over the uppermost of the series of rollers 12, which slope downwardly and which are grooved and operated by the cable 6 in the same manner as the rollers 9. The car is then carried onward and into the tunnel I (indicated by the dotted lines in Fig. 1) and running beneath tunnel D, the tunnel I terminating in the circular channel J, which surrounds the fountain K. The car is carried around by the cable, as shown in Fig. 1, into the discharge-passage L to the point 13, where the car is stopped and passengers discharged. The empty car is then drawn to the balcony C by means of the cable 6 up the incline M, (indicated by the dotted line in Fig. 2.) As shown in Fig. 2, I have provided a semicircular waterfall N, descending from the inner edge of the balcony C, so that the car passes between the waterfall N and the fountain K prior to its passage into the channel L. I have also provided the channel 5 with water, which is prevented from passing into the spiral tunnel D by means of a slight elevation of the bed of the channel 5 at the point indicated by 14, and the water is prevented from passing into the tunnel M by the bed of the channel 5 being slightly raised at the point 15. The revolving table H is provided on its lower side with the pulley 16, which is actuated by the cable 11.

The cable 6 is caused to pass beneath the

table H by means of the pulleys 17, 18, and 19. The cable 11 is revolved by means of the pulley 20, driven by the motor 21.

Having thus described my invention, what I claim as new, and desire to have secured to me by grant of Letters Patent, is—

1. In a device of the class named, a revoluble table seated in a pool of water, an inclined series of rollers leading to the table, and a similar series of rollers leading from the table, substantially as and for the purposes specified.

2. In a device of the class named, the combination of a spiral channel, a helical tunnel, a water-channel, a revoluble table, and means whereby a car may be conducted through the channels and tunnel and seated upon and revolved by the table and removed therefrom, substantially as and for the purposes specified.

3. An amusement device consisting of a chamber provided with a balcony, a helical tunnel beneath the balcony, a water-channel on the floor of the chamber, a revoluble table seated in the water-channel and a fountain located on the lower floor of the chamber and concentric with the balcony, substantially as and for the purposes specified.

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

FAWCETT ROBINSON.

Witnesses:

ALFRED A. EICKS,

M. G. IRION.