

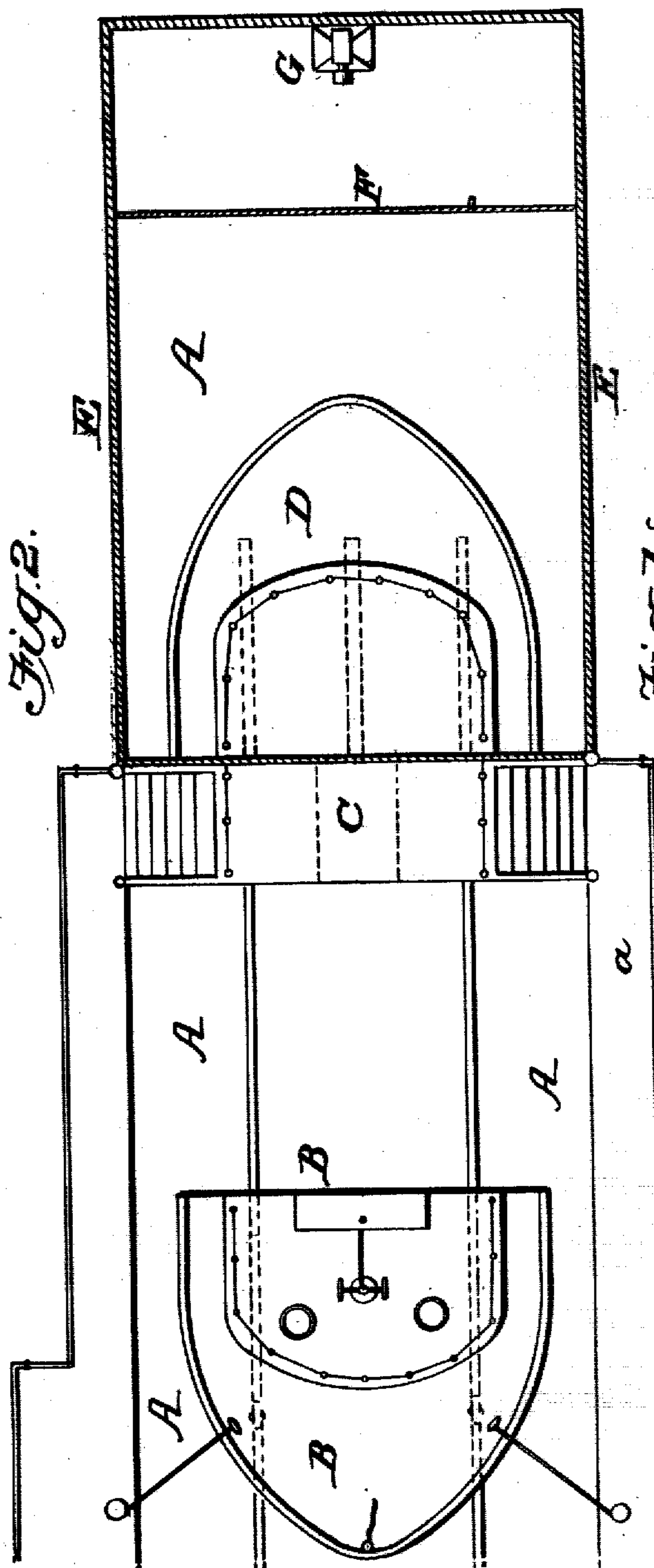
No. 828,791.

PATENTED AUG. 14, 1906.

F. M. WHITE.  
MARINE ILLUSION APPARATUS.

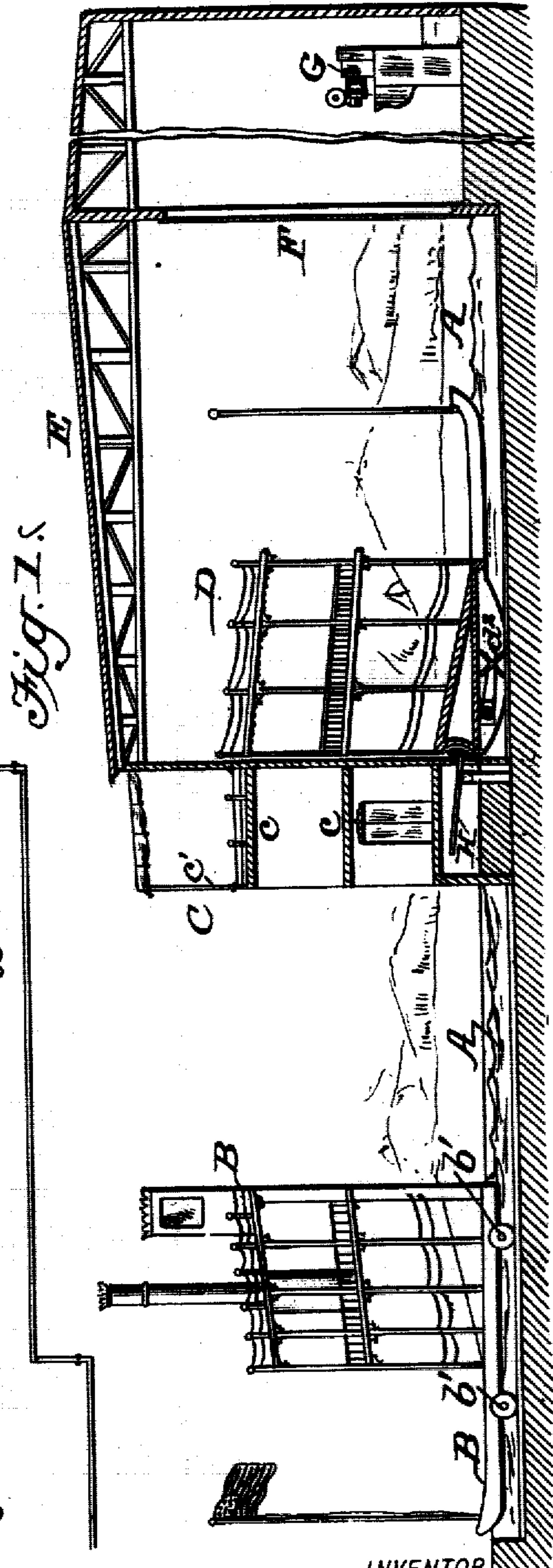
APPLICATION FILED JUNE 1, 1906.

4 SHEETS—SHEET 1.



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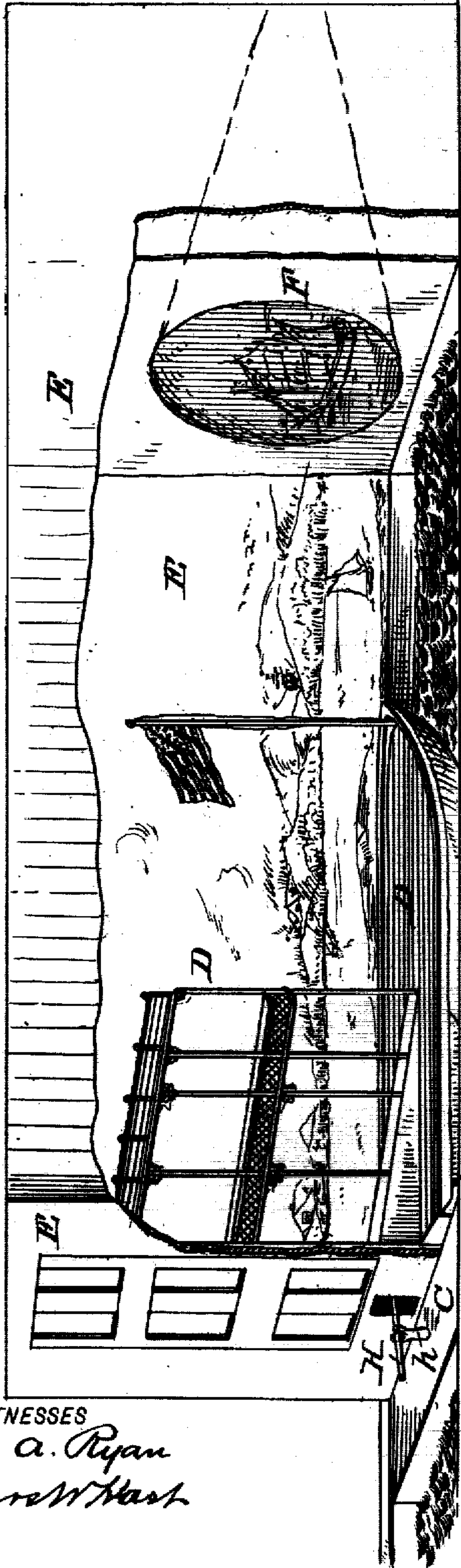
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Fig. 3.



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Fig. 5.

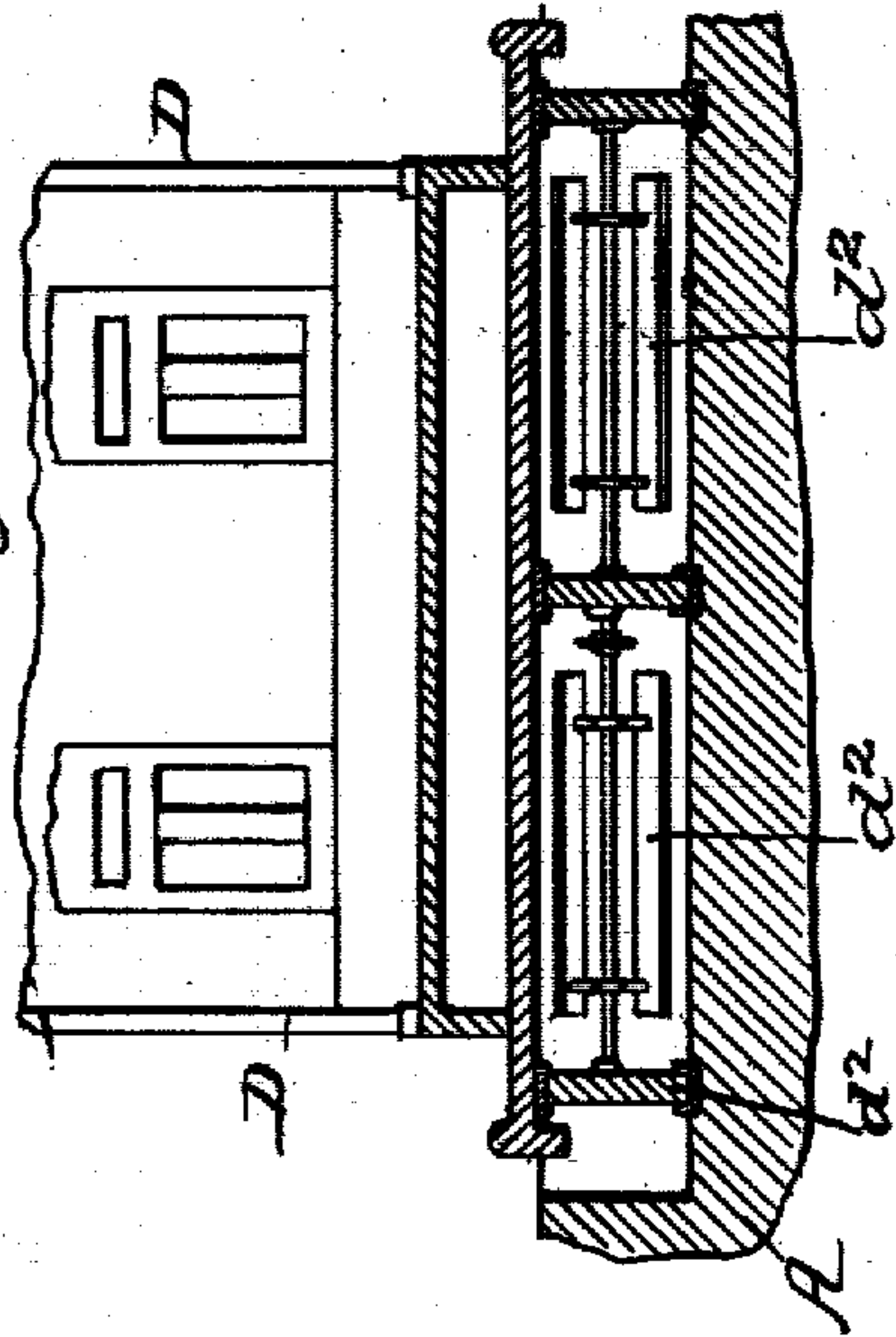
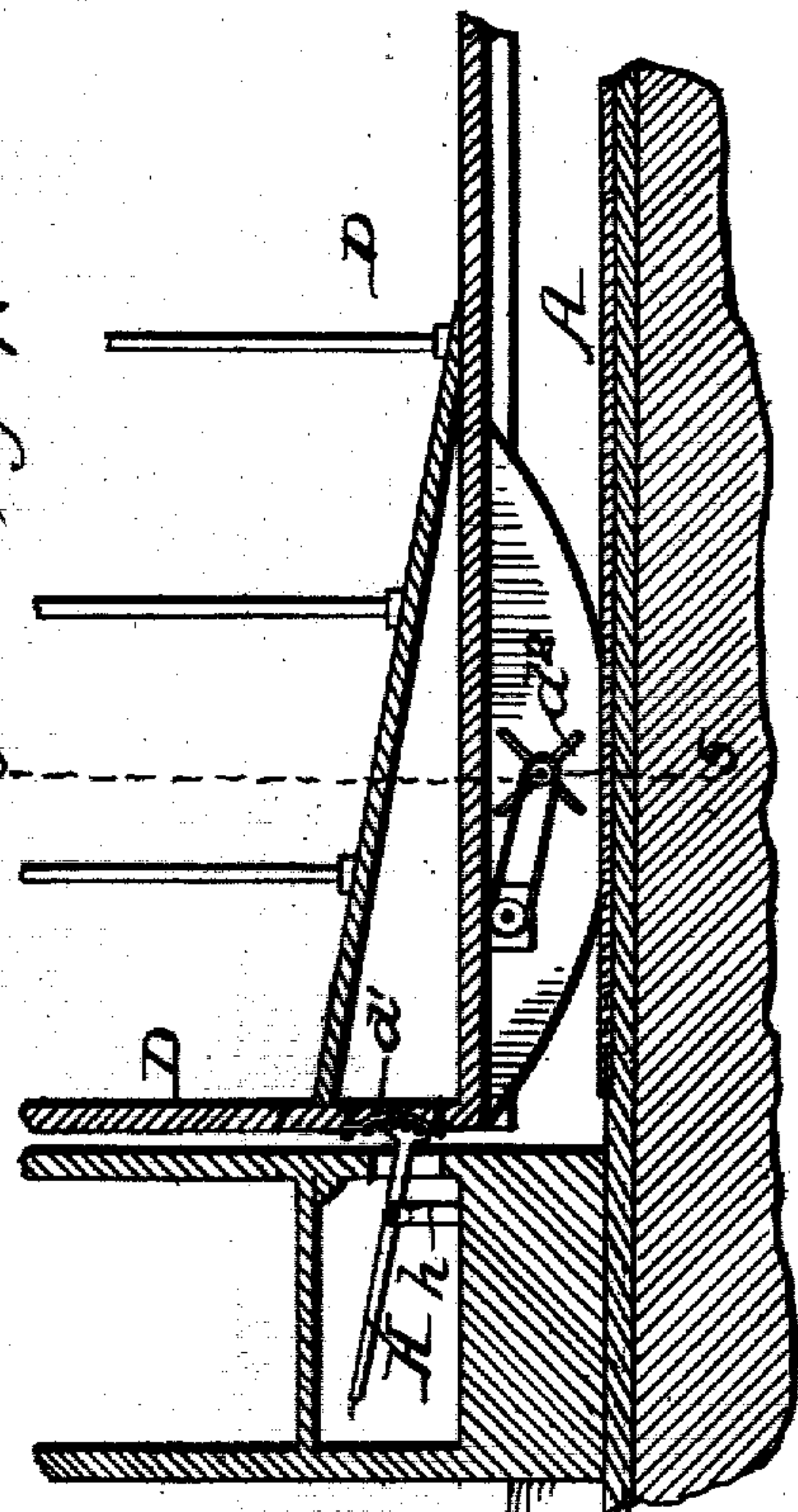


Fig. 4.



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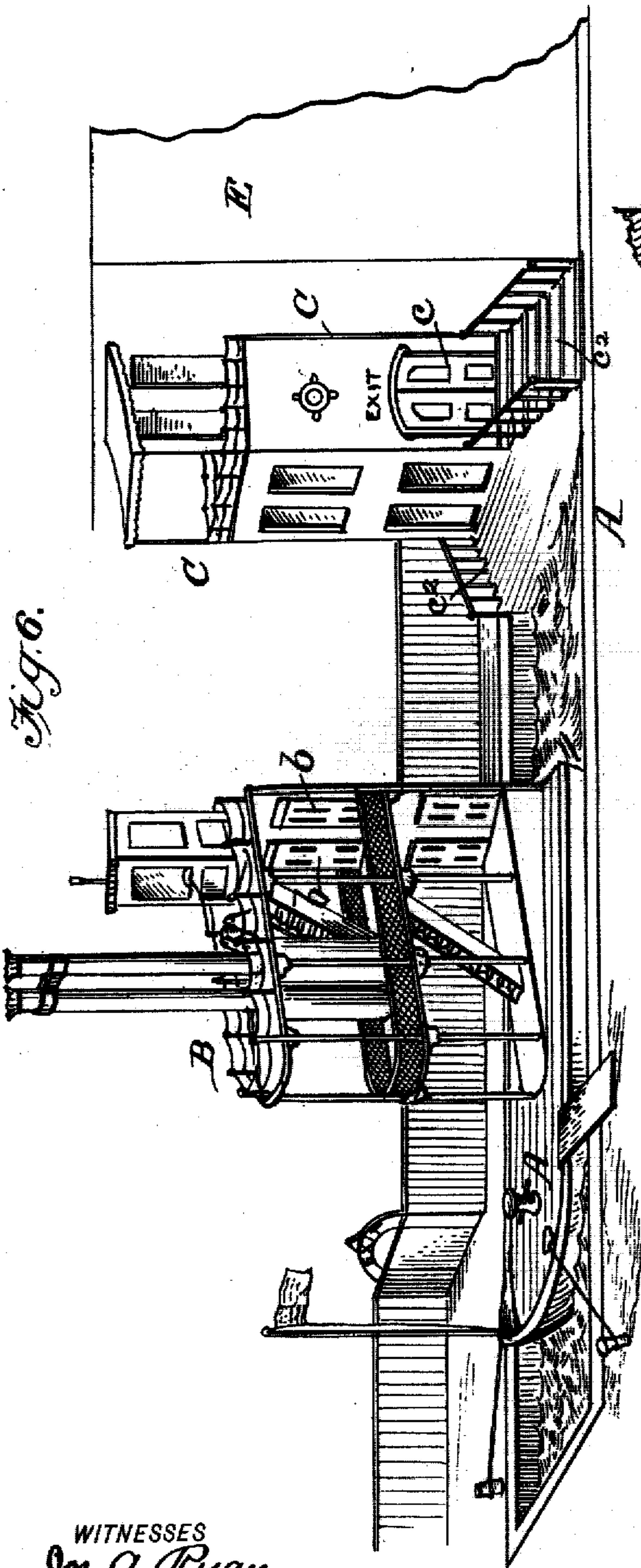
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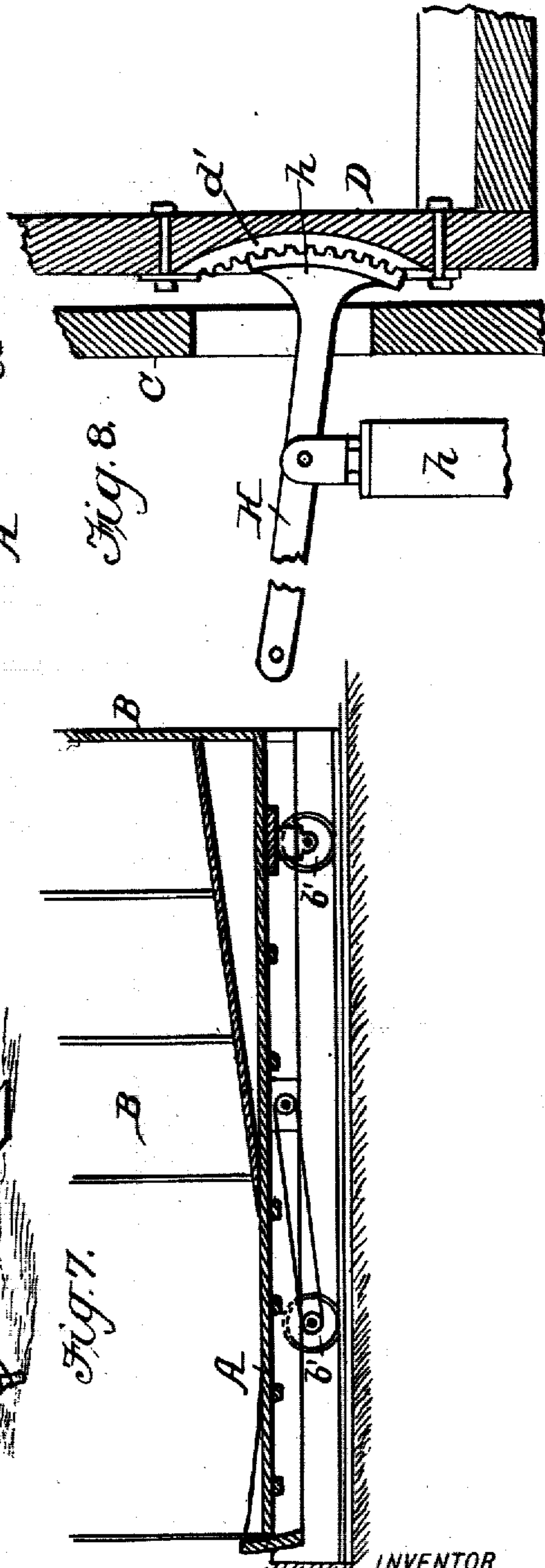
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4 SHEETS—SHEET 3.



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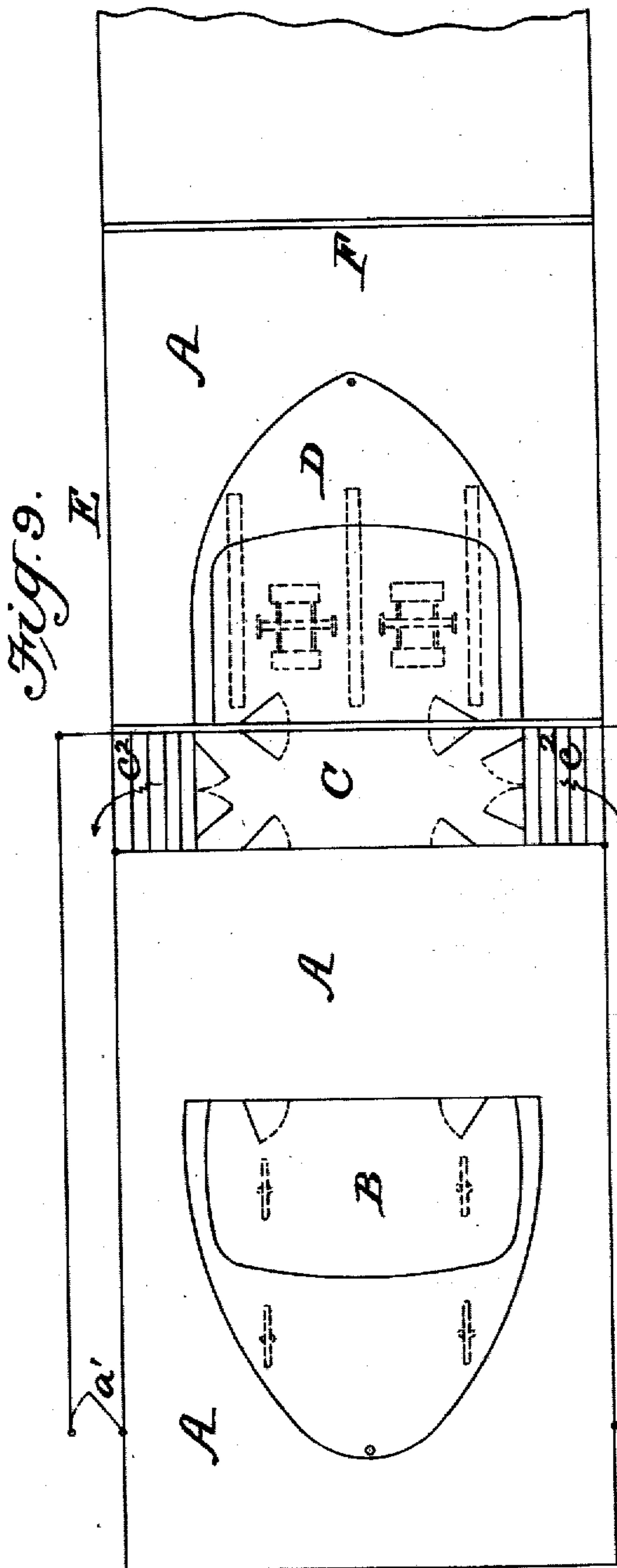
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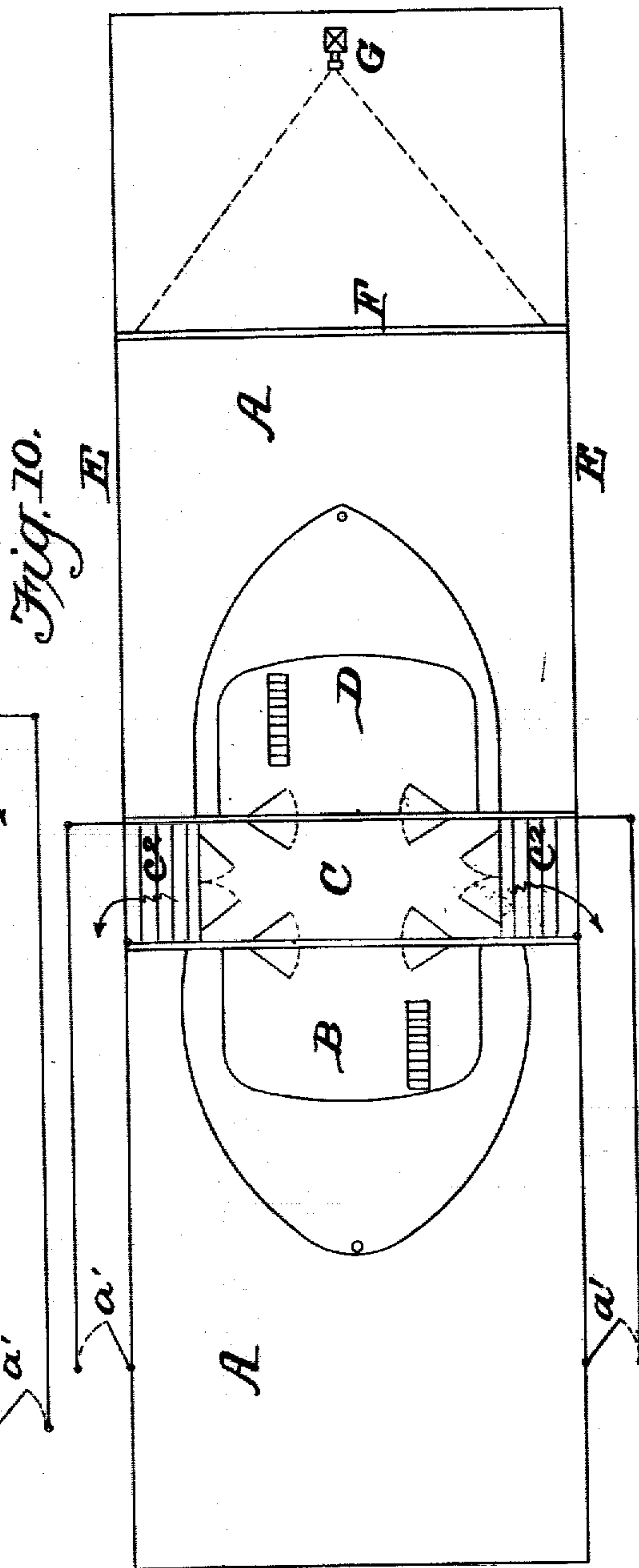
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4 SHEETS—SHEET 4.



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# UNITED STATES PATENT OFFICE.

FRANCIS MARION WHITE, OF FORT WORTH, TEXAS, ASSIGNOR OF ONE-HALF TO JAMES J. LANGEVER, OF FORT WORTH, TEXAS.

## MARINE ILLUSION APPARATUS.

No. 828,791.

Specification of Letters Patent.

Patented Aug. 14, 1906.

Application filed June 1, 1906. Serial No. 319,750.

*To all whom it may concern:*

Be it known that I, FRANCIS MARION WHITE, a citizen of the United States, and a resident of Fort Worth, in the county of Tarrant and State of Texas, have invented an Improved Marine Illusion Apparatus, of which the following is a specification.

In carrying out my invention I provide a waterway, two boats or portions of boats which apparently float therein, and a fixed structure spanning the waterway intermediate the two boats. The passengers are taken on board the first boat, which is tied to a wharf or dock and by which they are transported along the waterway for a short distance until the fixed structure is encountered, and through this the passengers pass onto the second boat, which is stationary as regards progressive motion along the waterway, but is capable of being rocked to simulate the motions of a boat in the waves and also provided with paddle-wheels that are revolved to produce a further illusion of propulsion through the water. The passengers suppose that they have passed through the bow to the stern of the boat instead of making the transfer, as stated. The second boat is moored within a building whose sides are ornamented with marine views and at the rear end of which a screen is erected, whereon moving and other pictures are thrown from a picture apparatus. By these means the illusion of a steamboat tour is produced with great realistic effect.

In the accompanying drawings, Figure 1 is mainly a sectional elevation of the parts composing my illusion apparatus, the movable boat being shown moored in position for taking passengers. Fig. 2 is in part a plan view and in part a horizontal section of the parts shown in Fig. 1. Fig. 3 is mainly a perspective view, portions being broken away, the same illustrating the stationary boat and the building in which it is located, together with a portion of the stationary structure spanning the waterway. Fig. 4 is a vertical section of a portion of the stationary boat and a portion of the fixed structure that spans the waterway. Fig. 5 is a transverse vertical section on the line 5 5 of Fig. 4. Fig. 6 is a perspective view illustrating the movable boat and the stationary structure, together with a portion of the adjacent building. Fig. 7 is a longitudinal section of the water-

way and the first or movable boat. Fig. 8 is a detail vertical section illustrating the means for rocking the second boat. Figs. 9 and 10 are diagrammatic plan views illustrating the relations of the main parts of the apparatus, the movable boat being shown in one case separate from the fixed structure and in the other in contact with it.

In the main views, A indicates a canal or waterway; B, the movable boat which appears to float therein; C, a narrow fixed structure that spans the waterway; D, the second boat, which has no progressive movement, but is adapted to be rocked and appears, like the first-named one, to float on the water; E, a building in which the second boat is contained; F, a screen at the rear end of the building, and G an apparatus by which pictures may be thrown on the screen for illusion purposes. The local relations of the several parts may be better understood by reference to Figs. 9 and 10. In Fig. 9 the first-named boat B is shown in position to receive passengers. This is also the case in Figs. 1, 2, and 6. In Fig. 10 the movable boat is shown close up to or in contact with the fixed structure C, as required for transferring the passengers to the boat D. As indicated in Fig. 6, the first-named boat B is moored or tied up at the dock or wharf, and the passengers who are to make the supposed water trip are taken on board the same and occupy the decks or platforms in the rear. The boat B is, in fact, but a section of a steamboat of the usual type, the rear wall of the same being vertical and provided with doors *b*. The bell being sounded and the lines cast off, the boat B moves along the waterway, it being supported upon wheels *b'*, (see Figs. 1 and 7,) said wheels running on rails laid in the bottom of the canal A. These are, however, concealed by the hull of the boat and the water and cannot be perceived by the passengers. The structure C has vertical sides and forms a projection of the front of the building E. It is provided with floors or platforms *c*, corresponding in vertical position with the platforms or decks of the boat B. The structure is provided with doors *c'* and *c''* in front and rear, respectively. When the boat B, with its load of passengers, reaches this structure, it is halted, and the doors *b* and *c'* of the respective parts are opened and the passengers are told to pass to the rear or stern of the boat. In



doing so they do not perceive that the structure C is separate from or independent of the boat B, but regard it as a portion thereof. They thus pass onto the decks or platforms of the boat D, being still under the delusion that the latter is constructed integral with the first-named boat B, and the structure C. The passengers being seated upon the decks or platforms of the boat D, the further illusion begins. The sides of the building E are ornamented by paintings illustrative of marine or other scenes, and upon the screen F moving pictures are thrown from the apparatus G, and at the same time a rocking motion is imparted to the boat B to simulate as nearly as practicable the natural movements of a boat on the water. The illusion thus created is very realistic. The boat D is supported upon rockers *d*, arranged longitudinally, and suitable means is employed for imparting oscillation to the boat. As shown in Figs. 1, 3, 4, and 8 a lever H, having a toothed segmental head *h*, is pivoted upon a post *h'*, arranged and supported in the fixed structure C, and the said head engaging an arc-rack *d'*, fixed to the rear wall of the boat D. By operating this lever either manually or by a motor the required oscillation is produced. It will be understood that there must be sufficient space between the rear wall of the boat D and the adjacent wall of the structure C to permit the required degree of oscillation. To further promote the illusion, the paddle-wheels *d''* are arranged between the rockers *d*. (See especially Figs. 4 and 5.) The shafts of the paddle-wheels *d''* are journaled in the rockers, and rotation is imparted thereto by an electric or other motor I, also arranged between the rockers and receiving electromotive power from a suitable source. In rotating, the paddles strike upon the water, and thus produce practically the same sound as paddle-wheels employed for propulsion in the usual way.

When the supposed steamboat trip has ended, the passengers pass backward through the stationary structure C and out through the side doors *c*, (see Figs. 1 and 6,) and thence down steps *c'* to a path or passageway *a*, (see Figs. 2, 6, 9, 10,) the same leading to a wicket *a'*, where the passengers pass out into the open. The central structure C thus serves as a means of transferring all the passengers from one boat to the other and from the rocking boat to the dock or wharf.

It is to be understood that I do not restrict myself to any specific means for propulsion of the boat B along the rails in the canal or waterway, since a motor connected with the wheels *b'* or any other suitable means may be employed for the purpose.

The apparatus above described is simple and comparatively inexpensive and furnishes an illusion of a steamboat tour which is highly realistic.

What I claim is—

1. A marine illusion apparatus comprising a waterway, a fixed structure spanning the same and provided with transverse passageways, a movable boat adapted to move in the waterway on one side of said structure and another boat arranged in the waterway on the opposite side of the structure, the two boats and the said structure being provided with doors which coincide when the three are juxtaposed so that passengers may pass from the first-named boat through the structure onto the second boat, means for rocking the second boat, and a screen and picture apparatus, and a building inclosing the second boat and the screen and picture apparatus, substantially as described.

2. A marine illusion apparatus comprising a waterway, a fixed structure arranged over the same and having transverse passageways, a movable boat and a second boat fixed as to progressive movement the two being arranged on opposite sides of the fixed structure, a building inclosing the second boat and having its front coincident with the fixed structure, means for rocking the second boat, and a screen and picture apparatus arranged in the said building, substantially as described.

3. A marine illusion apparatus, comprising a waterway and a structure fixed over the same, a boat arranged in the waterway and supported on wheels adapted to run therein, a second boat arranged in the waterway on the opposite side of the fixed structure, and having rockers which permit its oscillation, means for imparting such movement thereto, and picture-exhibiting apparatus, substantially as described.

4. A marine illusion apparatus comprising a waterway a building and a fixed structure arranged over one portion of the same, a boat, and means for rocking it arranged in the building, and a movable boat arranged on the other side of the fixed structure and adapted to move toward and from the other, substantially as described.

5. A marine illusion apparatus comprising a waterway, a boat adapted to move along the same, a second boat which is stationary therein as regards progressive motion, the two boats having their opposite walls provided with coincident doors so that passengers may pass from one to the other, a building inclosing the second boat, and picture-exhibiting apparatus, substantially as described.

6. A marine illusion apparatus comprising a waterway, a building covering a portion of the same and a boat arranged therein and mounted on rockers, means for rocking it to simulate the motion of a boat on the water, and a second boat which is movable in the waterway toward and from the fixed one, the two being provided with coincident doors



through which passengers may pass from one to the other, substantially as described.

7. A marine illusion apparatus comprising a waterway, a building over a portion of the same, a fixed structure spanning the waterway and forming the front of the building and provided with side exits, a boat arranged in the waterway within the building and adapted to rock, means for rocking the same, and a second boat movable in the waterway toward and from the said structure and having doors coincident with others therein, substantially as described.

8. In a marine illusion apparatus, a boat supported upon rockers, means for imparting oscillation thereto, paddle-wheels arranged beneath the deck in the waterway, and means for imparting rotation thereto for simulating the sound of paddle-wheels employed for propulsion, as described.

9. In a marine illusion apparatus, a waterway, a building inclosing a portion of the

same, a picture-exhibitor, and a boat arranged and adapted to oscillate in the waterway within the building, means for pivotally supporting the same, means for imparting oscillation thereto, and paddle-wheels, and means for rotating them for producing the illusion of propelling-wheels, substantially as described.

10. In a marine illusion apparatus, a waterway, a building covering a portion of same and a fixed structure forming its front end, a boat mounted on rockers in the waterway and within the building adjacent to the fixed structure, and provided with a toothed arc, and a segmental toothed lever pivoted in the fixed structure and engaging said arc whereby oscillation may be imparted to the boat, substantially as described.

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Witnesses:

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