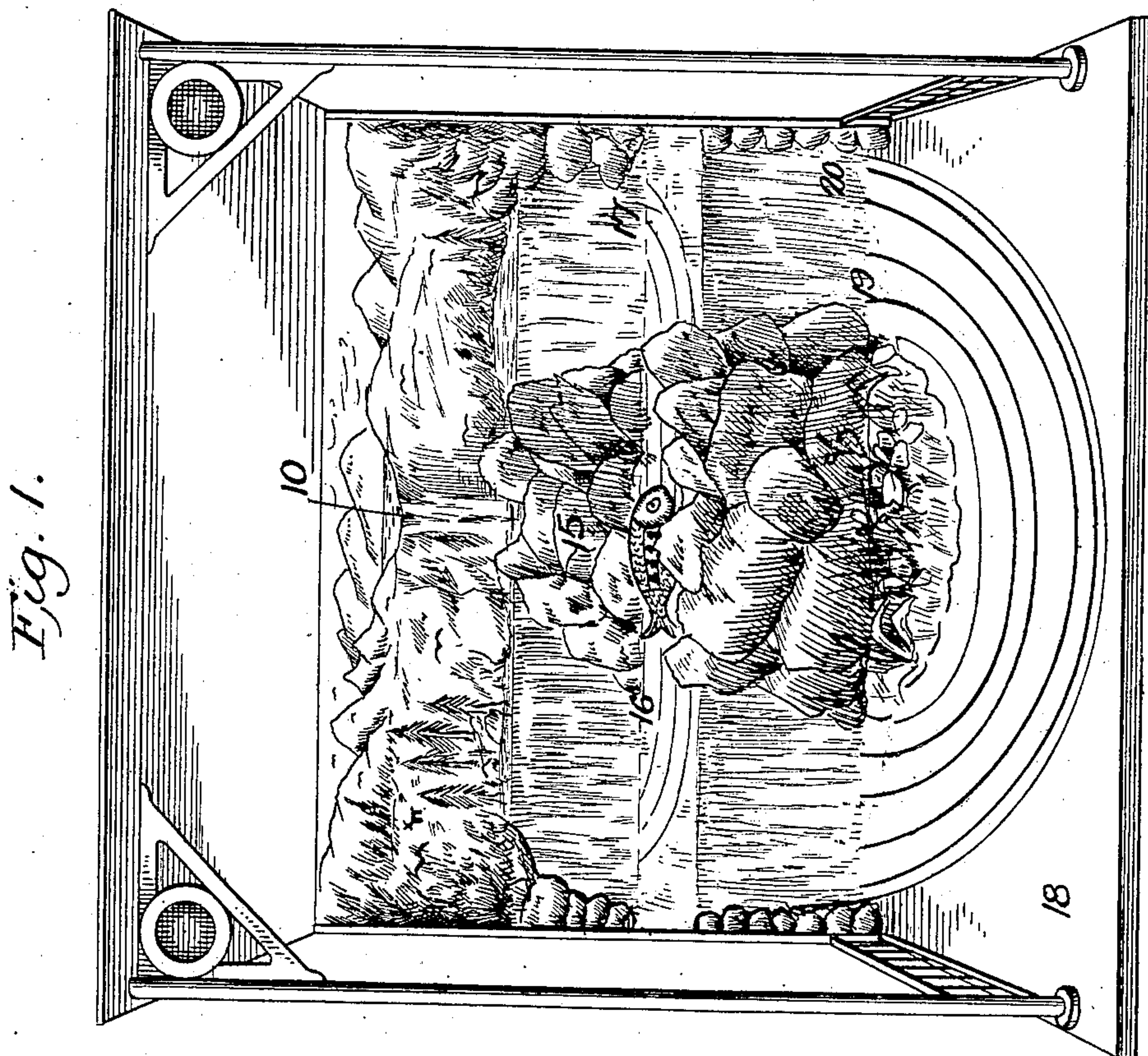
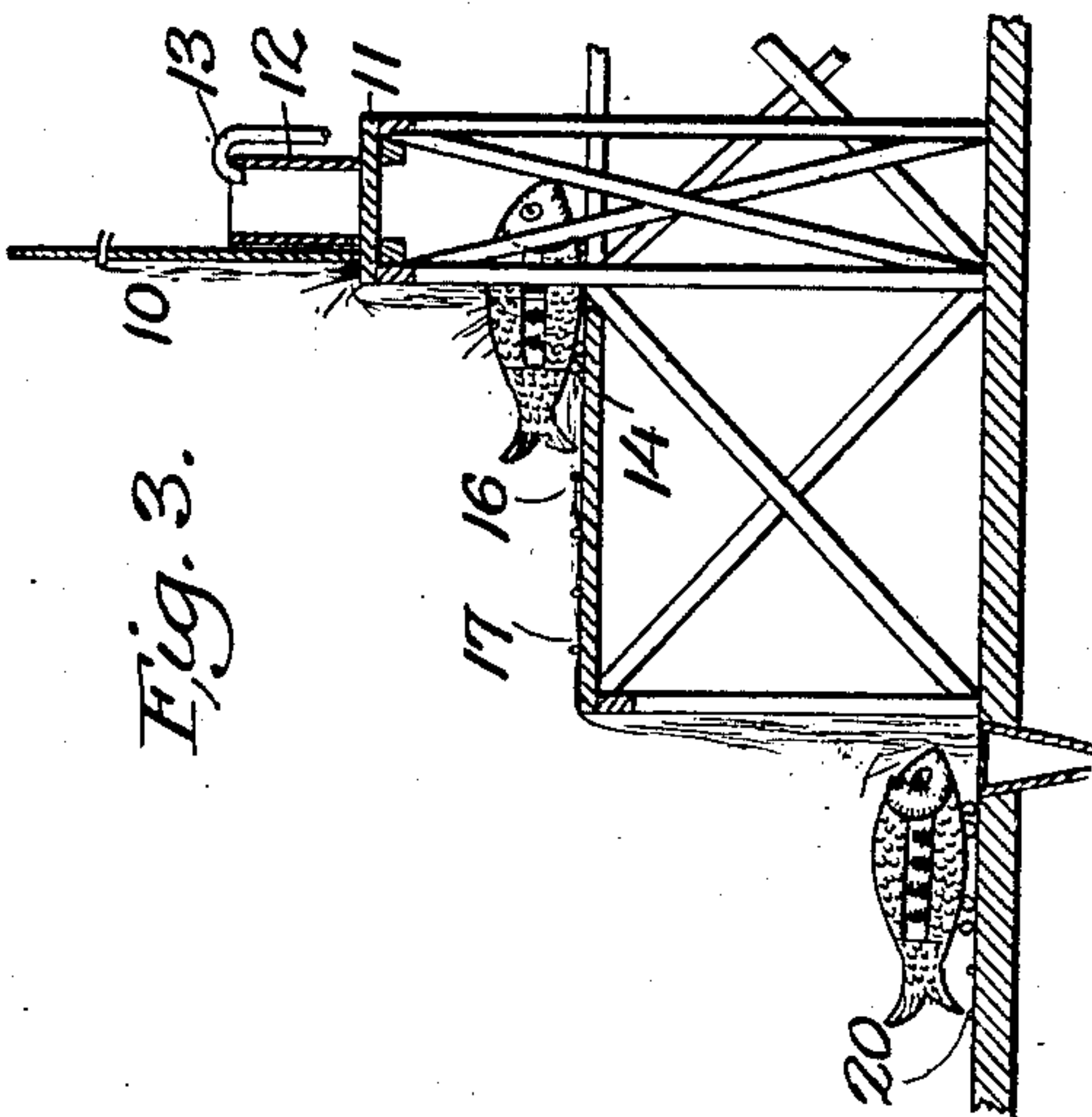
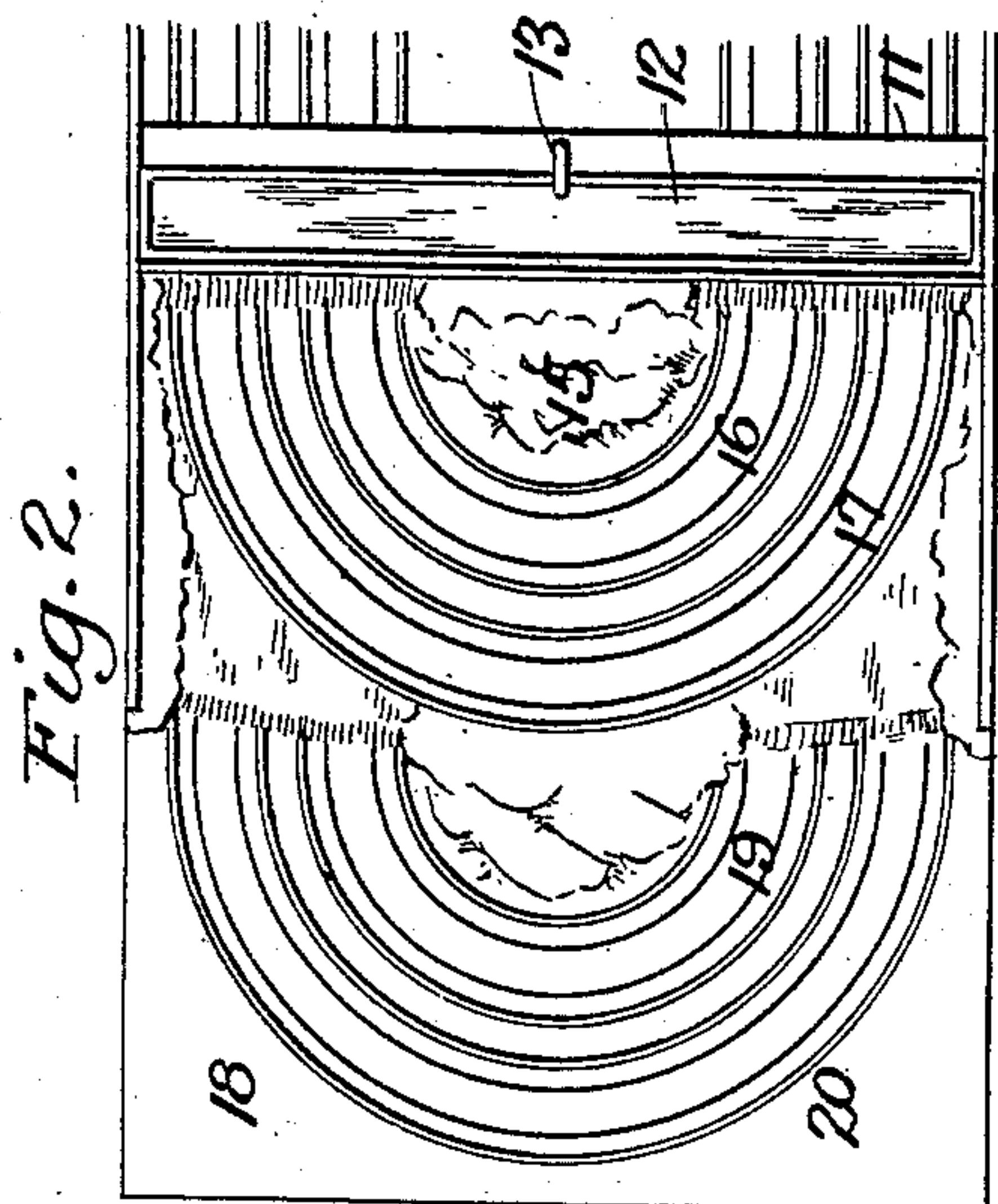


No. 879,615.

PATENTED FEB. 18, 1908.

C. I. ENOCHS.
AMUSEMENT DEVICE.
APPLICATION FILED MAY 5, 1906.

3 SHEETS—SHEET 1.



WITNESSES
James F. Duhamel
W. Allen

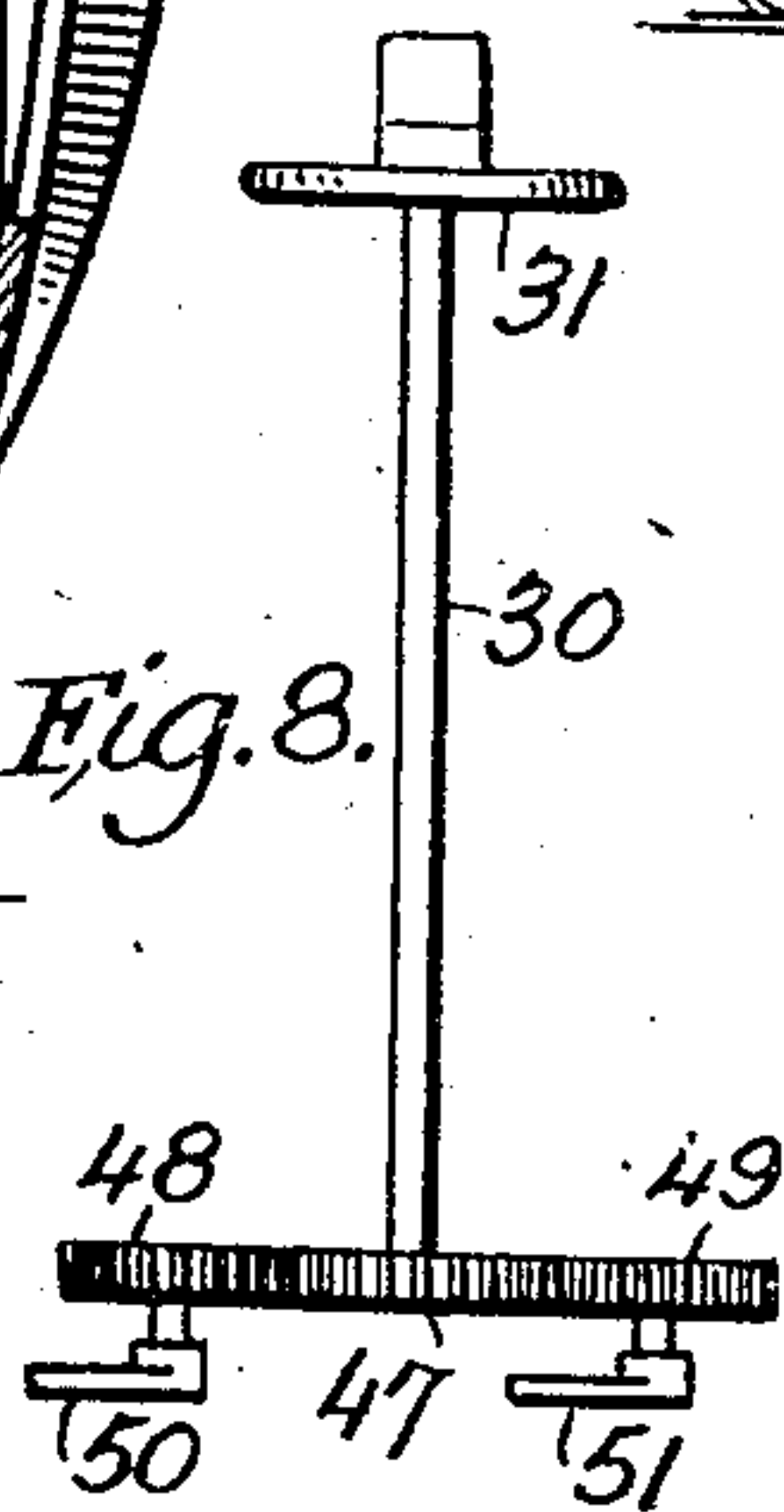
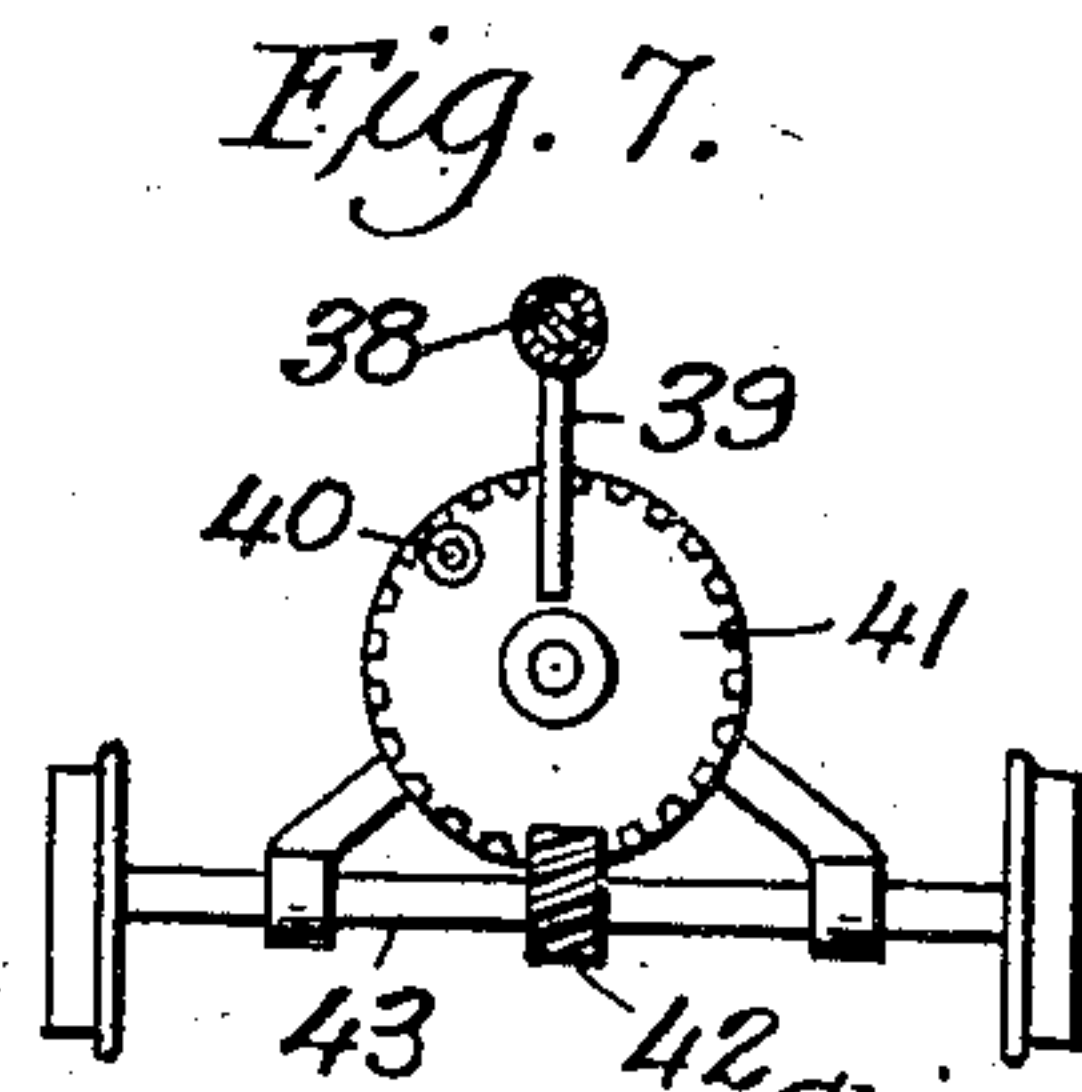
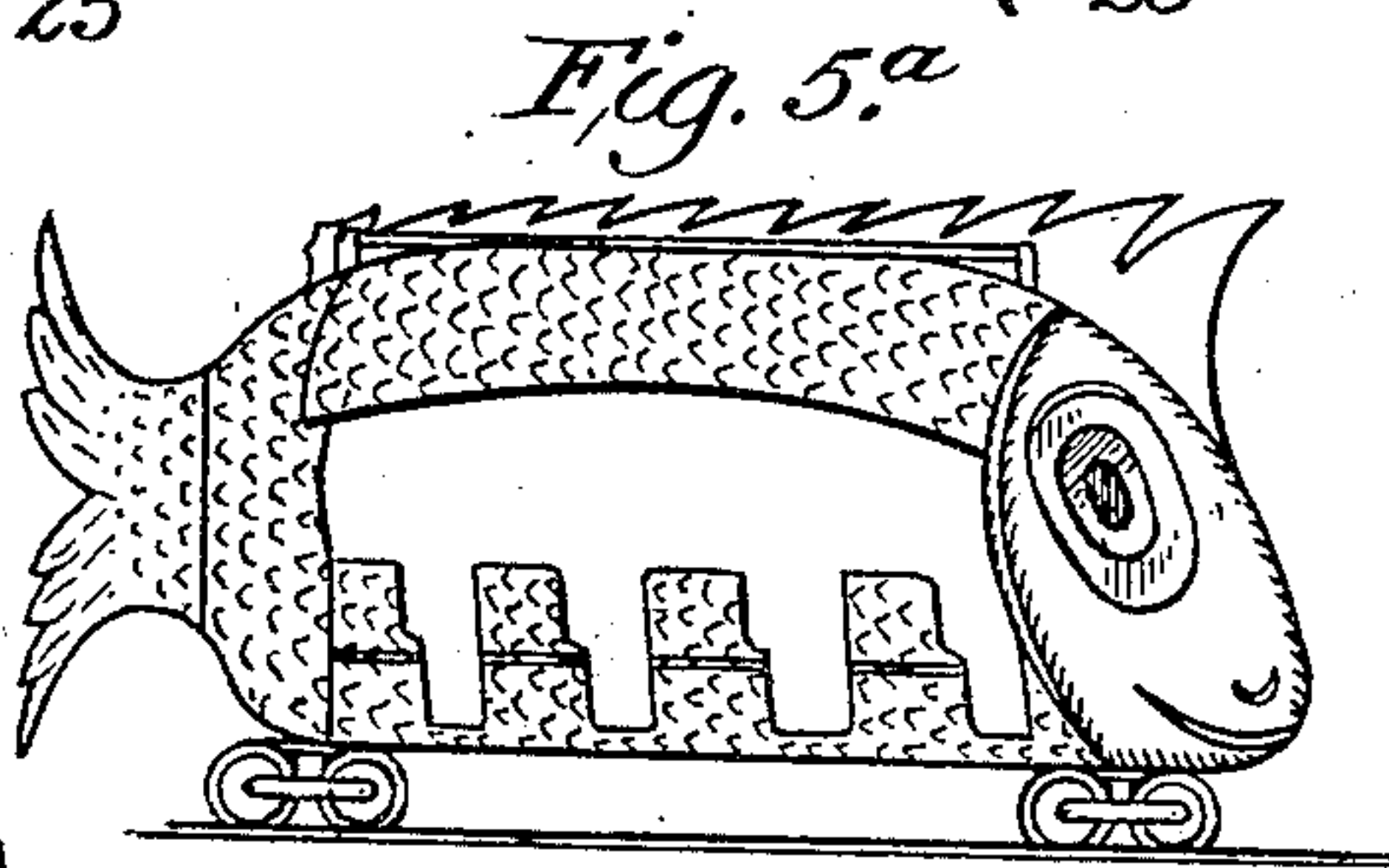
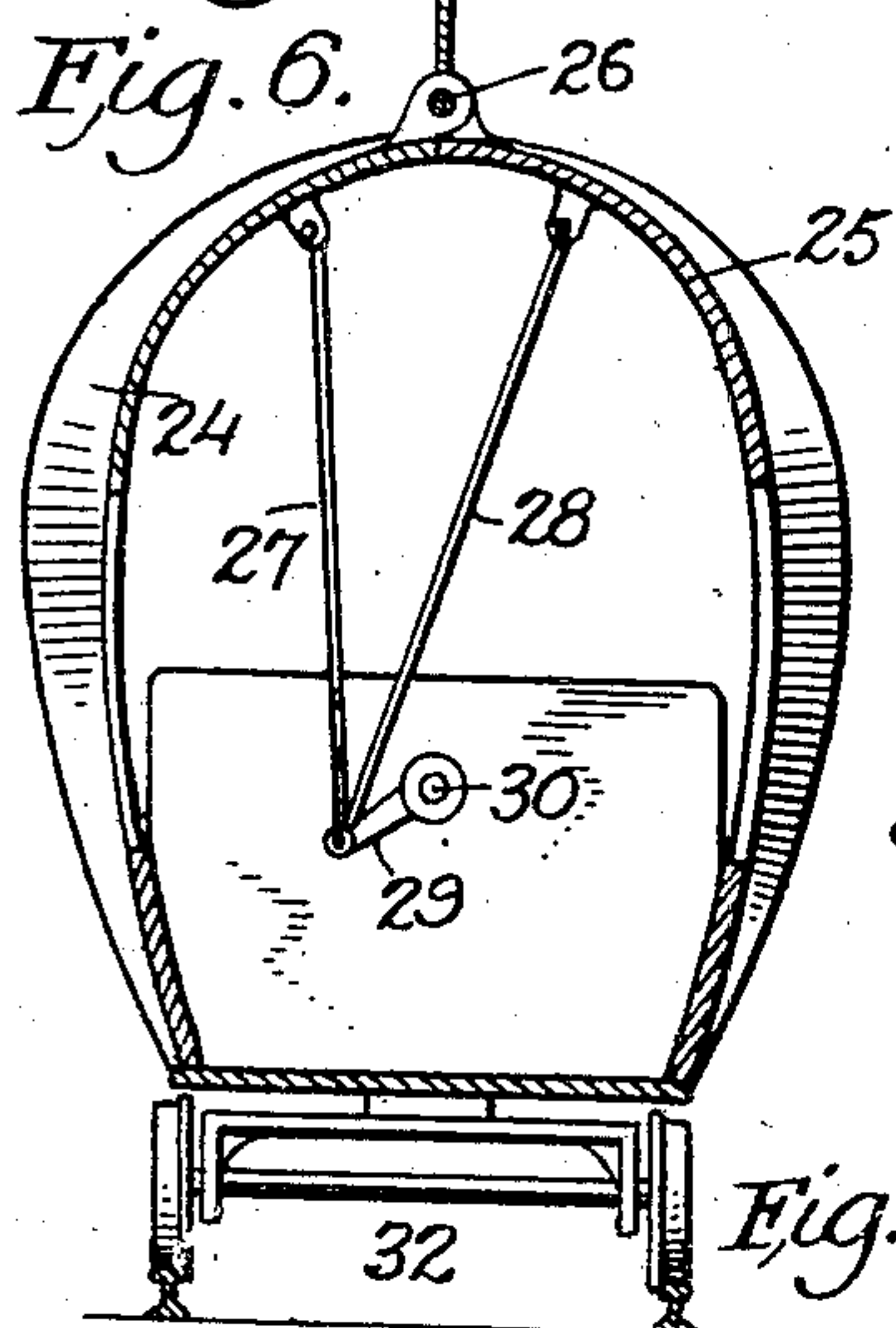
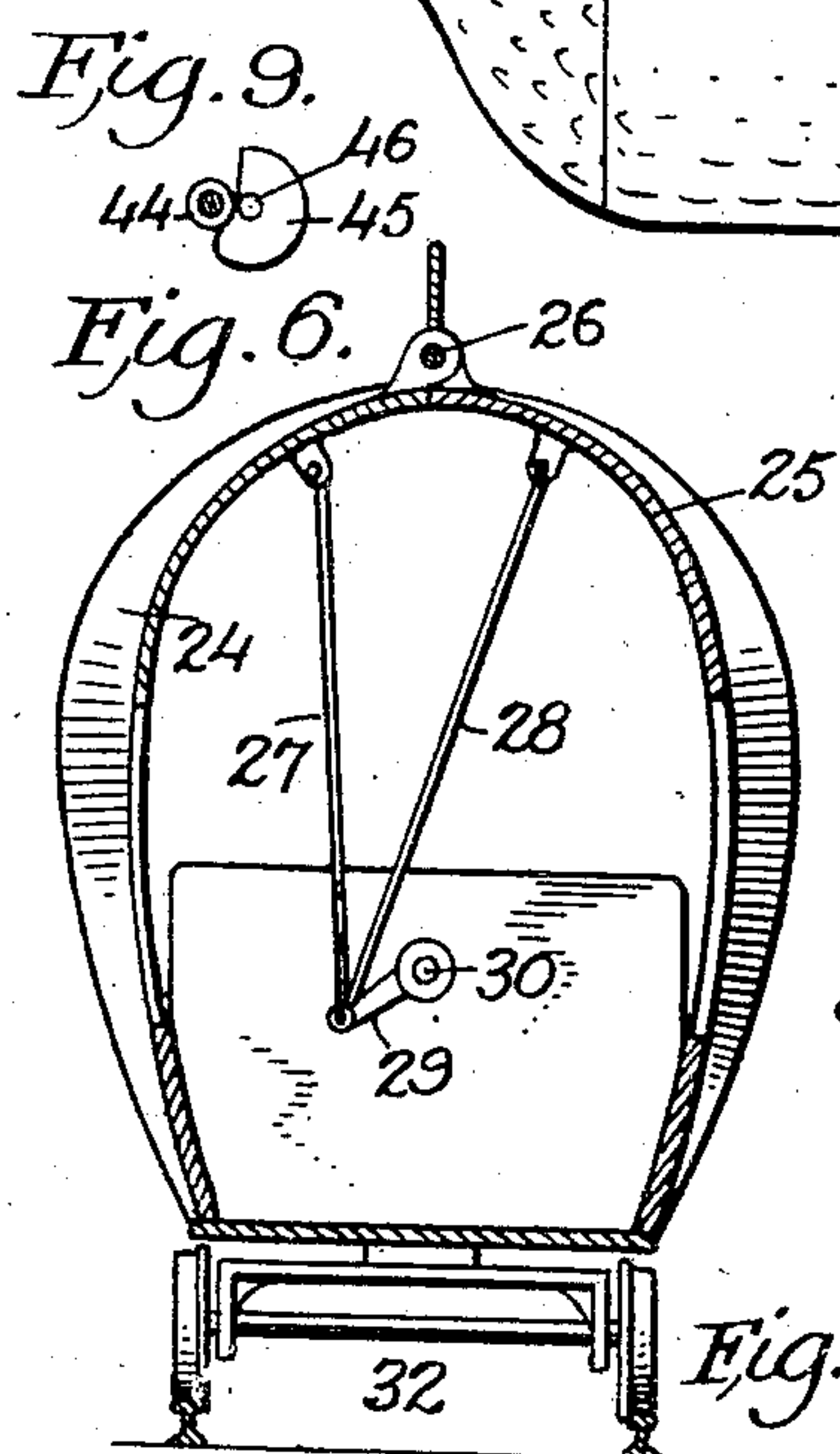
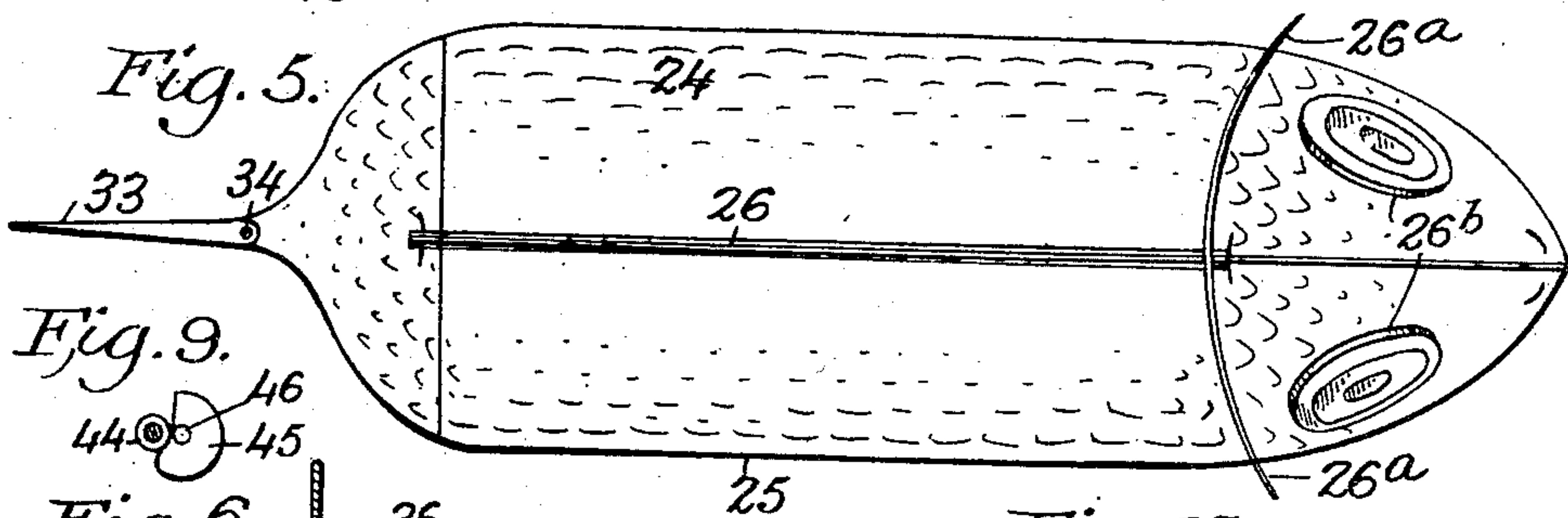
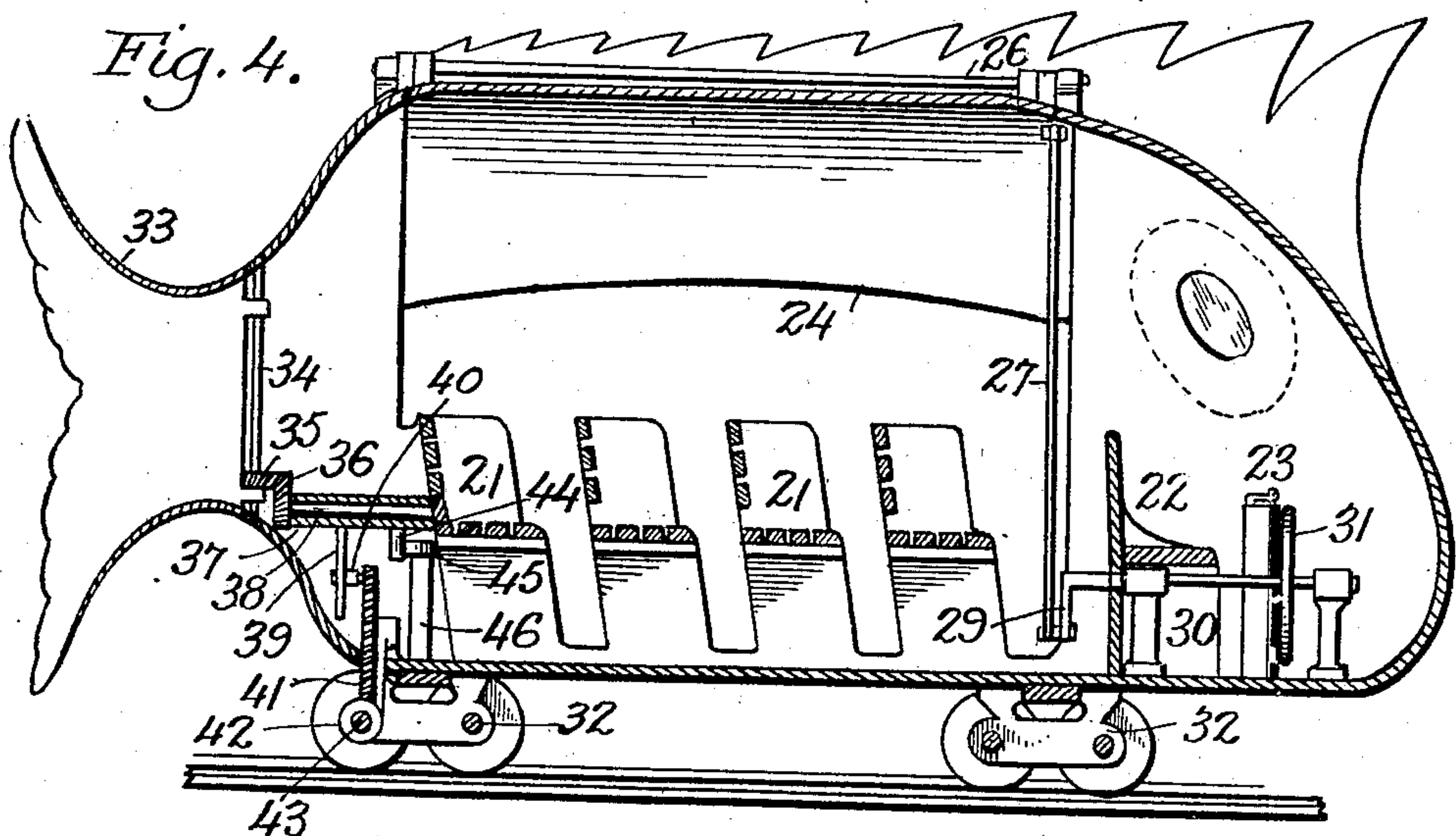
INVENTOR
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ATTORNEY

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3 SHEETS—SHEET 2.



WITNESSES
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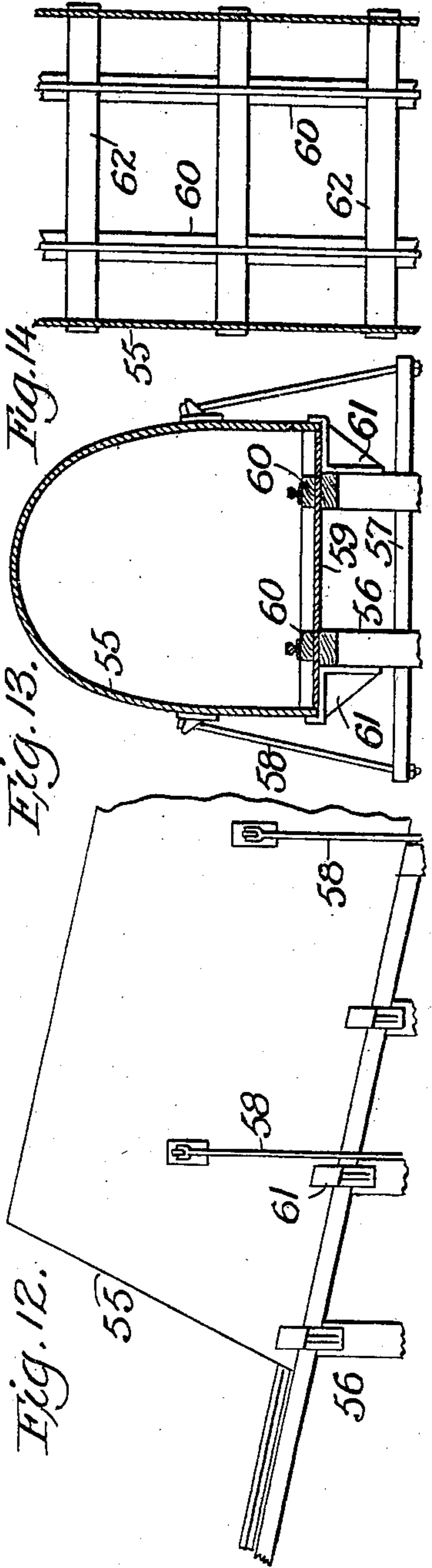
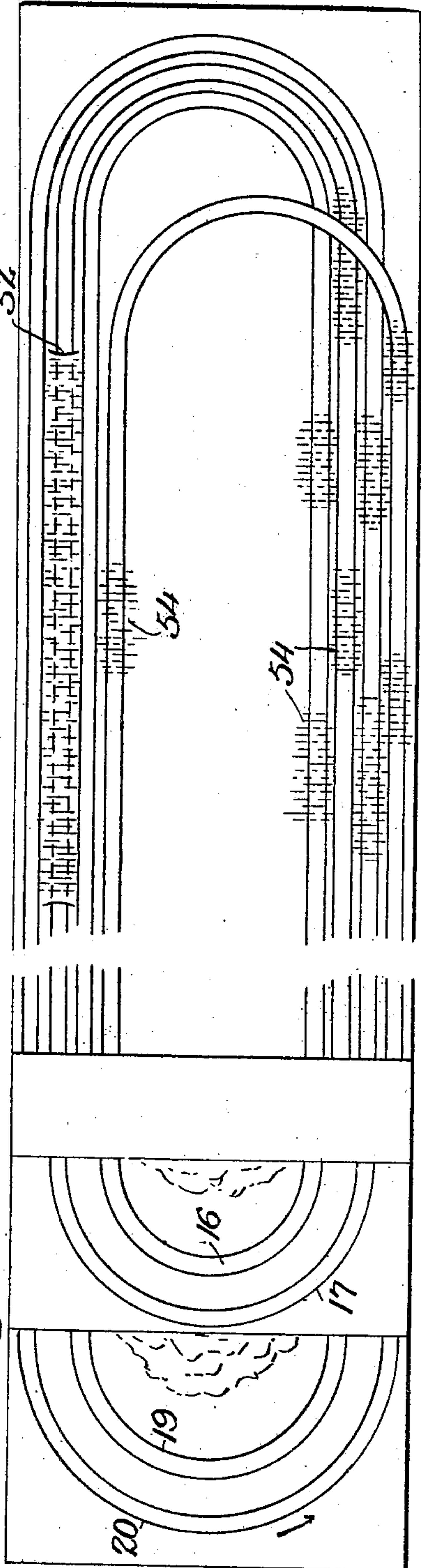
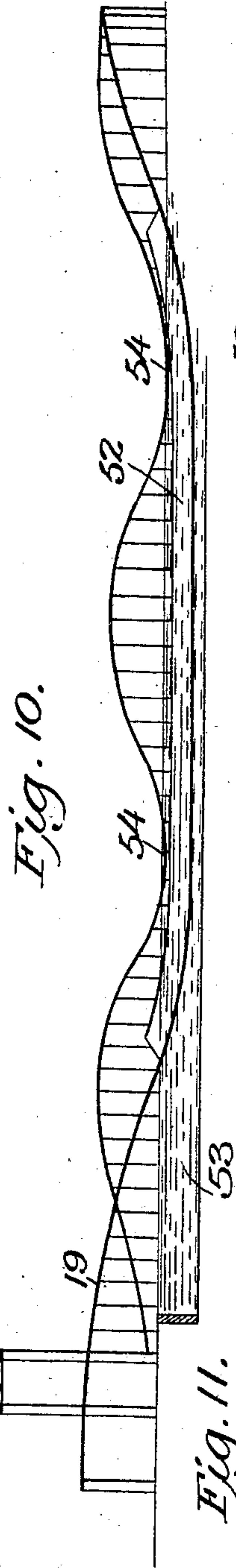
INVENTOR,
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3 SHEETS—SHEET 3.



WITNESSES
James F. Duhamel
W. C. Allen

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UNITED STATES PATENT OFFICE.

CLIFFORD I. ENOCHS, OF BROOKLYN, NEW YORK.

AMUSEMENT DEVICE.

No. 879,615.

Specification of Letters Patent.

Patented Feb. 18, 1908.

Application filed May 5, 1906. Serial No. 315,390.

To all whom it may concern:

Be it known that I, CLIFFORD I. ENOCHS, a citizen of the United States, residing at Brooklyn, in the county of Kings and State of New York, have invented new and useful Improvements in Amusement Devices, of which the following is a specification.

My invention relates to amusement devices and more particularly to that class in which is employed a car to carry passengers and move over a track or series of tracks where scenery is exposed and various novel sensations are afforded.

These and other objects and details of my invention are more fully described in the following specifications and pointed out in the appended claims.

In the drawings accompanying this application and forming a part thereof, like reference characters are used to designate the same parts in the various figures.

Figure 1 represents a perspective view of the front of my device. Fig. 2 is a fragmental plan view on a reduced scale. Fig. 3 is a vertical section of the front part of the device. Fig. 4 is a longitudinal vertical sectional view of the car. Fig. 5 is a plan view of the same. Fig. 5^a is a view in side elevation of the car. Fig. 6 is a vertical cross section of the car. Fig. 7 is a detail view referred to hereinafter. Fig. 8 shows a modified means for elevating the roof of the car. Fig. 9 is a detail view. Fig. 10 is a diagrammatic side elevation. Fig. 11 is a plan view of the device and the tracks. Fig. 12 is a detail view of the entrance to a tunnel. Fig. 13 is a cross section of the tunnel. Fig. 14 is a horizontal section of same.

The front part of this device is intended to represent mountain or similar scenery with any desired amount of foliage and animal life depicted thereupon. From about the center of the upper scenery may issue a small stream of water and cascade 10, falling down upon a platform 11 which carries a tank 12 for additional increase in volume of water, running the whole width of the scene and supplied through a pipe 13 with water from any convenient or desired point. The bottom of this tank 12 at points where water flows over cascade edge, is provided with a narrow slot which allows the water to escape therefrom in a smooth sheet on to the front edge of the platform 11, whence it falls to a second platform 14. About the center of the falls consequent from this issue

of water, may be arranged a group of rocks 15 or similar representation which form the center of this semi-circular platform. The above described scenery is simply the front end of a structure through which is adapted to run a series of tracks 16 and 17, the outer ends of which are seen on platform 14 and in running toward the front of the building and around this platform, they pass under one side of these falls, out into the open air, and after making the turn, again enter the falls and pass beyond same at the right hand side. These tracks are at some points, partly submerged in water so that the car which will be hereafter described, travels through water at points directly in front of cascades and may be arranged to switch from one to the other of these tracks as it moves over platform 14 of this building. In Fig. 2 where I have illustrated the front end of this building and shown the curves of the tracks and falls at that point, it is obvious that the further end of the building is provided with similar turns and that connections may be made between the several tracks to form them into one continuous line. After running over the platform 14, the water drops over its outer edge and falls upon the ground flooring of the building 18 and on to a second series of tracks 19 and 20 running about same. These tracks also pass through the falls of water, the supply of which is secured from the water of the falls which drops on to the upper platform 14 from the platform 11 and source tank 12, these tracks also run to the rear end of the building where they turn and again come to the front and inclined grades may be made by which the cars may be carried from one floor or platform to the other, so that the ride may be lengthened considerably and more novelty afforded to the passengers in the cars, by this continuous railway effect.

Along the sides of the falls, there may be arranged an edge of rock-work or foliage in order to afford a symmetrical and artistic termination to the sides of the falls. The front of the building as here represented, may be roofed over in any suitable manner and the walls and ceiling decorated to make it attractive and correspond with the scenery above described. The car which is adapted to run over the tracks above referred to, is best shown in Figs. 4, 5 and 6, where it will be seen that it may be constructed on the lines of a fish or marine monster and is

adapted to contain seats 21 of any desired number and shape and running across the car from side to side. In the front end of the car is a seat 22 for the motorman and a controller 23 for electric or other motive power is arranged in this end of the car. The roof of the car is made in two sections, 24 and 25, which are hinged upon a rod 26 running the length of same at the highest point of the roof. These sections of the roof are connected by means of links 27 and 28 with a crank arm 29 on a shaft 30, journaled in the front end of the car and provided with the end wheel 31 or similar means for operation by the motorman. These sectional roofs are intended to be elevated when the car receives its complement of passengers and by simply turning the shaft 30 to the right, the links elevate the roof sections 24 and 25 so that more room is allowed for the entrance of passengers, as the roof of the car is only a little more than the height of an average person, and when the sections are lowered, it affords protection to the passengers against the fall of water upon the car, without obstructing the view and also does away with unnecessary bulky proportion. It is obvious that I need not elevate both of these roof sides with one operation as it may be desirable to take the passengers on at one side of the car only. In this case, one of the links 27 or 28 might be dispensed with and the operation confined to one of the roof sections only.

The car is mounted on trucks 32, of any suitable construction and any desired number of wheels placed in any desirable position will be carried thereon. Electrical connections may also be made at suitable points and motors also provided which I do not consider necessary to show or describe as that is a detail I do not claim as my invention.

The tail 33 of the fish which the car represents, is pivoted on a vertical rod 34 which is adapted to swing in the body of the car as shown in Fig. 4 and the lower end of this shaft has a cogged sector 35 meshing with a similar sector 36 which is carried by a hollow shaft 37 journaled on a stationary shaft 38 and the shaft 37 is provided with a depending arm 39 which is struck and oscillated every few seconds as the car travels, by a pin 40 on a worm reducing wheel 41 journaled by support attached to motor box bearings at rear axle of rear truck. Motion is given to this wheel 41 by the worm 42 carried by the rear axle 43. In order to provide for shifting the tail extension of the fish as the car turns sharp corners, the hollow shaft 37 carries a stud 44 which is operated on by a cam 45 shown in plan view in Fig. 9. This cam is carried on the pivot 46 of the rear truck, and as the truck swings, it will be seen that the cam strikes the stud and shifts 37—39 in one direction in this case, operating the

sectors 35 and 36 and moving the tail accordingly.

In Fig. 8 I show a modified form of the means for elevating the roof sections 24 and 25 in which a gear wheel 47 is carried by the outer end of the shaft 30 and meshes with the corresponding wheels 48 and 49, whose shafts carry crank arms 50 and 51 which perform the function of the single crank arm 29 but are adapted to provide each of the links 27 and 28 with independent actuating means.

Various other minor modifications may be adopted to take the place of the parts shown and described without materially departing from the features described and claimed.

The arrangement of the tracks over which the above described cars are desired to run, is best shown in Fig. 11 where it will be seen that with the front turn of track 20 as a starting point, the road runs through the rear of the building then turns towards the front end of the building and into the curve 16 which it will be seen after traversing to rear and forward, again joins the curve 19 from which the track again passes through the length of the building then to the rear of same and making a turn at the far end, passes into a tunnel 52 which is submerged beneath a lake or body of water 53 and after the track passes from the tunnel, it reaches the upper platform 14 through the curve 17 from whence it passes through the building and returns to the starting point on the curve 20. This permits of a very lengthy ride, and in Fig. 10 it will be seen that a series of elevations and drops are used to vary the excitement of the ride and at its certain points 54 the track passes beneath the surface of the lake 53 and the car is given the appearance of diving down into the water while it actually skims along the surface and its wheels remain on the tracks which are submerged only to a depth such as not to float the car.

The tunnel is constructed as shown in Figs. 12, 13, and 14 where it will be seen that it comprises a shell of sheet metal or similar material 55 carried by the trestle-work 56 and braced by appropriate cross beams 57 and guide rods 58. The uprights of the trestle-work are coped by planking which is the direct support of the flooring 59 and the longitudinal beams 60 which carry the tracks. Brackets 61 are arranged at the top of the uprights and hold the tunnel against lateral movement. The longitudinal timbers are held against movement by the ties 62 which effectually brace the whole interior of this tunnel and by this arrangement prevents tracks from creeping down the grading in the tunnel without necessarily bolting same through to the metal flooring.

Having thus described the invention what I claim as new is:—

1. In an amusement device, the combination with a water supply, of platforms ar-

ranged to permit a fall of water from one to another, tracks running under and through the fall of water and cars adapted to travel on the tracks and run in and out of the water falls.

2. In an amusement device, the combination with one or more platforms carrying tracks, of means for providing for the fall of water from one platform to another and cars adapted to travel on the tracks and run in and out of the water falls.

3. In an amusement device, the combination with a series of platforms provided with a supply of water to fall therefrom, of rails adapted to pass through the water as it falls from one platform to the other and cars or vehicles adapted to shed the water as they pass through the falls.

4. In an amusement device, the combination with scenery, of a series of platforms, means for supplying water to the platforms so it falls from one to the other, tracks on the platforms, cars representing lifelike objects adapted to move on the tracks and means for actuating certain parts of the cars to resemble the motions of the living objects.

5. In an amusement device, the combination with scenery, of a series of platforms, canals or tanks on the platforms, rails within the canals, a water supply adapted to flow over the edges of the platforms to represent water falls and cars adapted to move on the tracks through and under the water falls.

6. In an amusement device, the combination with elevated platforms, of a water supply adapted to fall from the platforms, tracks adapted to run over the platforms and through the falls and lakes in the course of the tracks, one or more tunnels for the tracks beneath the surface of the lake and cars

adapted to run over the tracks through the falls, the lake and tunnel.

7. In an amusement device, the combination with platforms having a water supply falling upon and from same, of a track adapted to travel through a series of inclines to and from the various platforms, a lake in the water supply, one or more tunnels in the course of the tracks and beneath the lake and cars adapted to travel on the tracks through the falls and tunnels.

8. In an amusement device, the combination with a series of platforms provided with a water supply falling upon and from same, of a railroad track comprising a series of depressions and elevations running over the platforms and through the water supply, one or more tunnels in the course of the tracks and beneath the surface of the water supply and cars adapted to travel over the platforms through the falling water in the depressions in the tracks and through the tunnels.

9. An amusement device comprising falling water, and a car adapted to travel there- through.

10. An amusement device comprising a water falls, and a car adapted to travel therethrough.

11. The combination with a car arranged for travel, of means for delivering a stream of water across the path of travel of the car said car being adapted to travel through the water.

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

CLIFFORD I. ENOCHS.

Witnesses:

JAMES F. DUHAMEL,
HARRY C. HEBIG.