

S. LIEBLING & G. P. SCHMIDT.  
AMUSEMENT DEVICE.

APPLICATION FILED AUG. 31, 1908.

933,788.

Patented Sept. 14, 1909.

2 SHEETS—SHEET 1.

Fig. 1

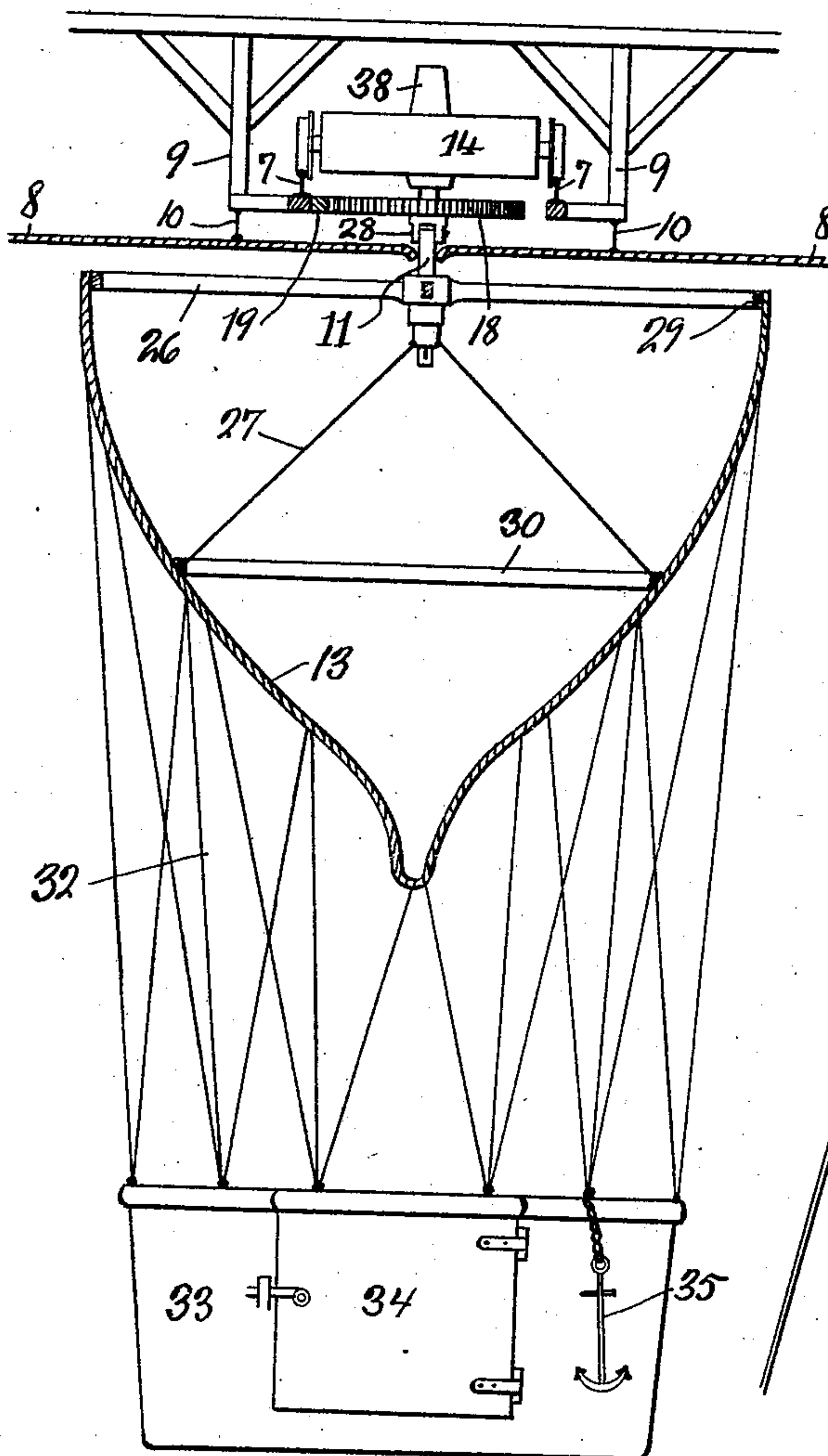


Fig. 2

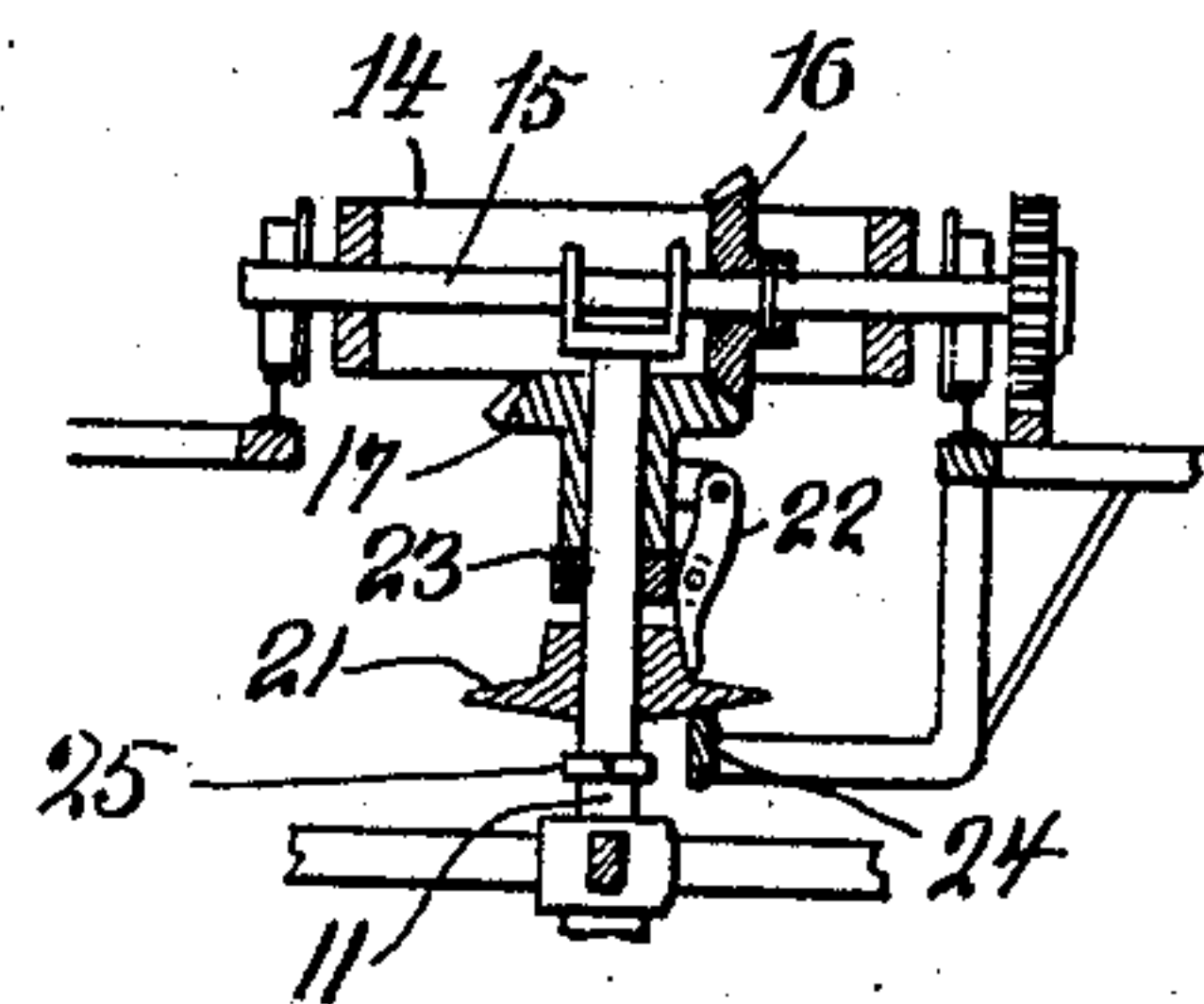


Fig. 3

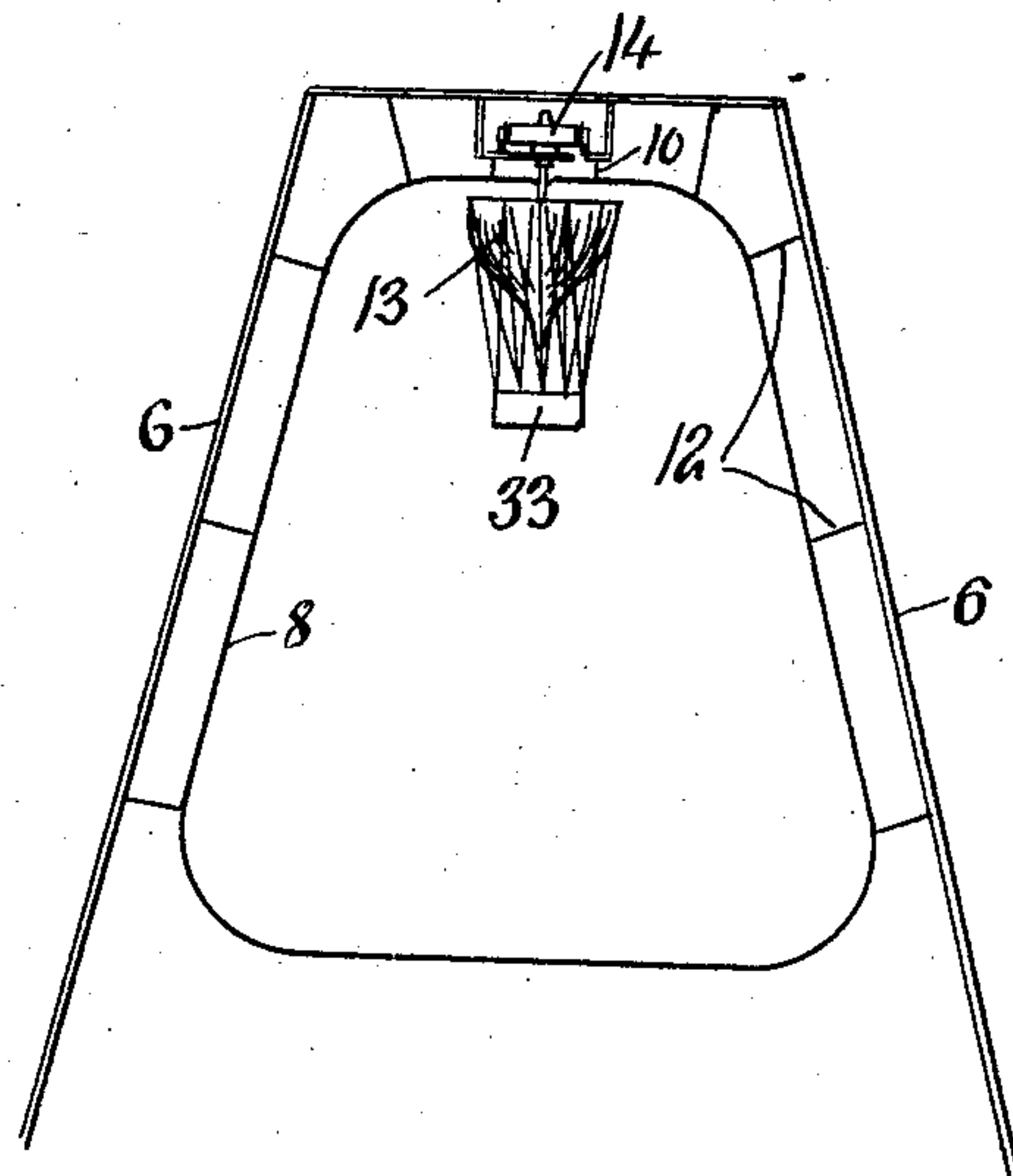
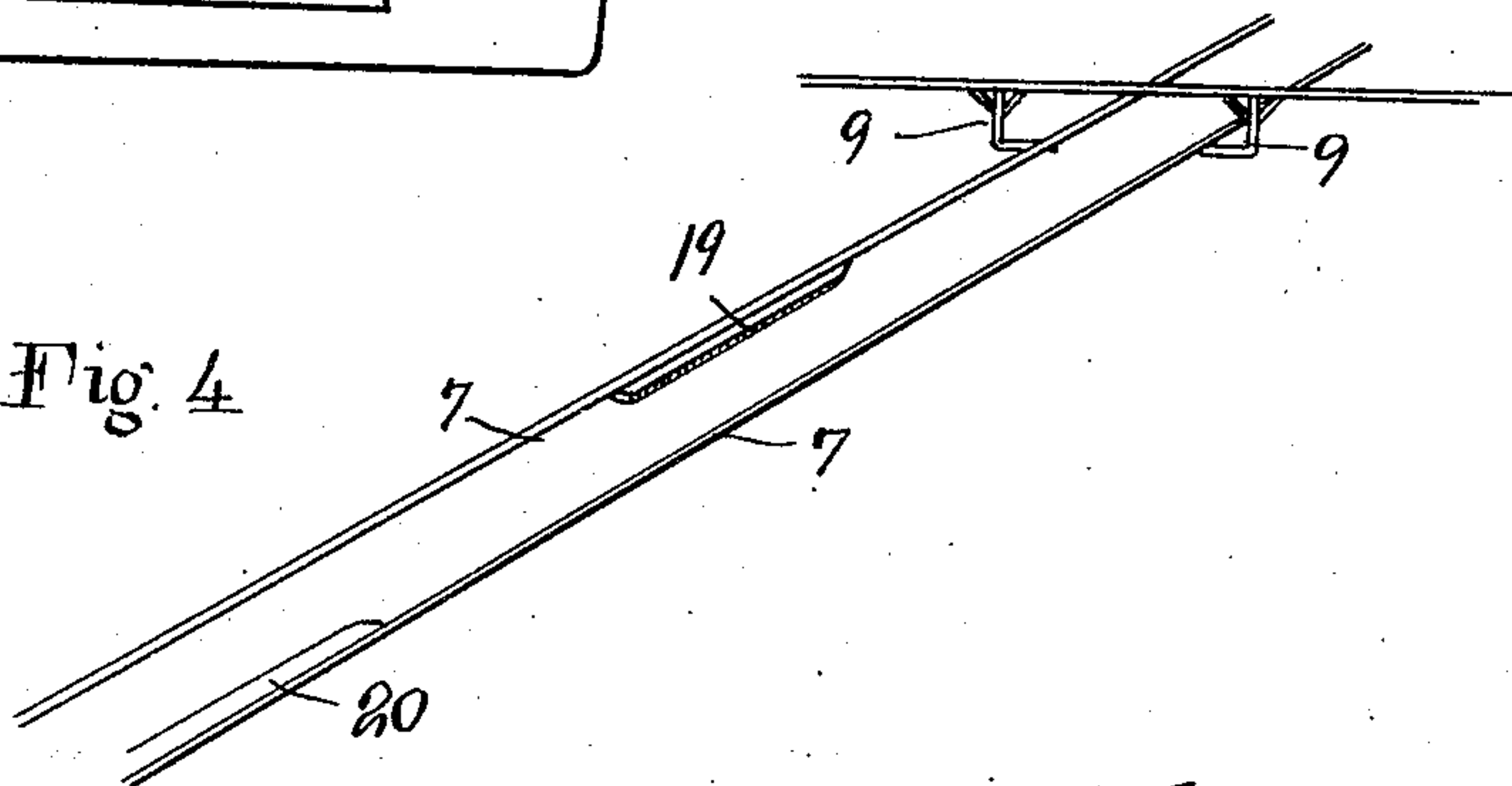


Fig. 4



Witnesses  
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AMUSEMENT DEVICE.

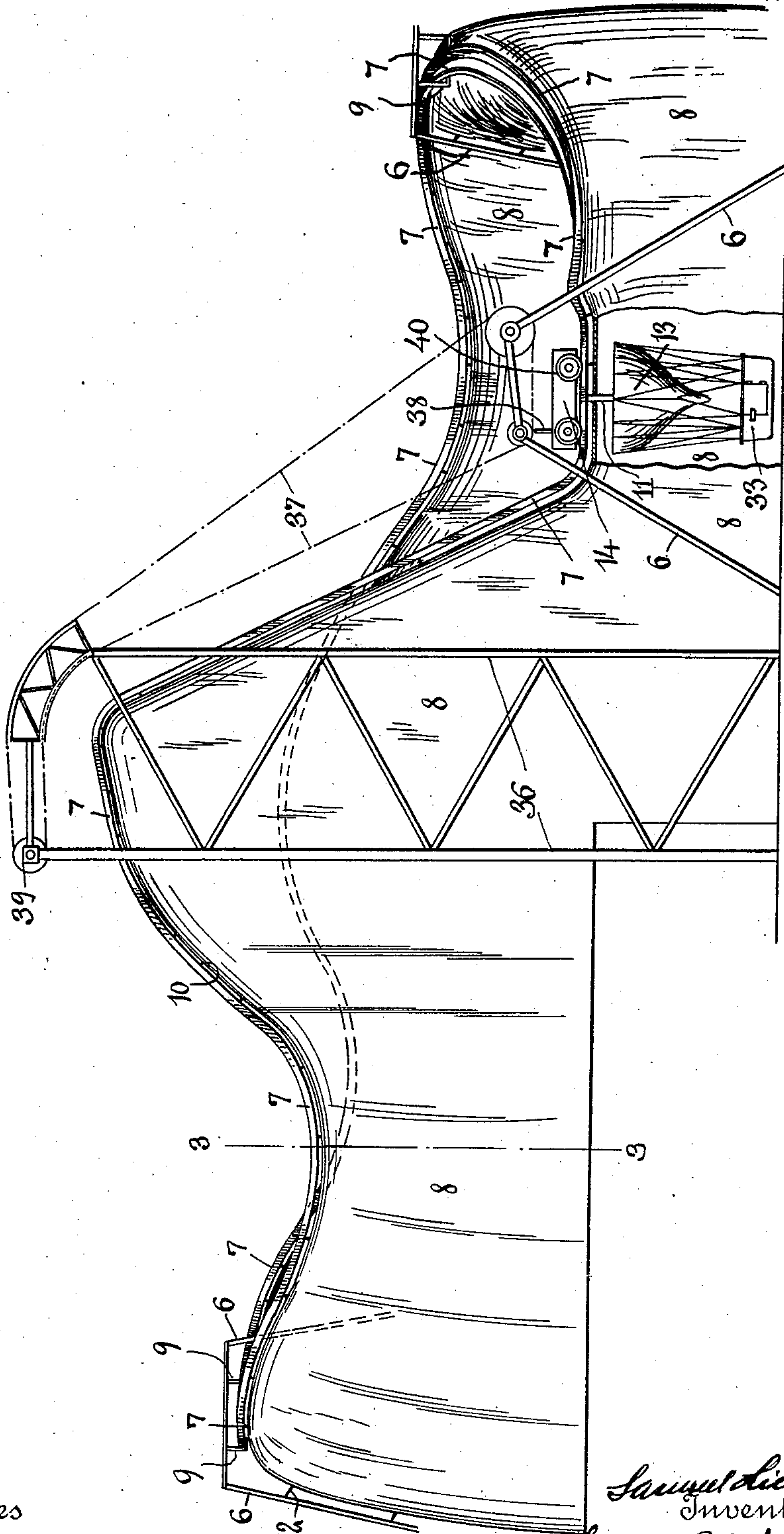
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2 SHEETS—SHEET 2.

Fig. 5



Witnesses  
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# UNITED STATES PATENT OFFICE.

SAMUEL LIEBLING AND GODFREY P. SCHMIDT, OF NEW YORK, N. Y.

AMUSEMENT DEVICE.

933,788.

Specification of Letters Patent. Patented Sept. 14, 1909.

Application filed August 31, 1908. Serial No. 451,133.

*To all whom it may concern:*

Be it known that we, SAMUEL LIEBLING, residing at New York city, county of New York, and GODFREY P. SCHMIDT, residing at New York city, county of Westchester, State of New York, citizens of the United States, have invented certain new and useful Improvements in Amusement Devices, of which the following is a specification, reference being had therein to the accompanying drawing.

Our invention relates to improvements in amusement devices and consists of a run-way which may be somewhat similar to the run-way of a roller-coaster. The space between the tracks of the run-way is preferably left open and a carriage having the appearance of a balloon may be suspended from a suitable car on the roller-coaster through the opening between the tracks so that the occupants experience the sensation of traveling through the air in a balloon while the car above the balloon may also carry passengers who experience all the sensations of a regular roller-coaster.

Referring to the accompanying drawings, Figure 1 shows a cross section of the run-way with the car and suspended balloon. Fig. 2 is a detail sectional view of a modified operating mechanism between the carriage and the balloon frame. Fig. 3 is a cross sectional view on line 3—3 of Fig. 5. Fig. 4 is a detail perspective view of the run-way and parts thereon. Fig. 5 is a general elevation of an amusement device embodying our invention with parts in section.

6 are the usual uprights of such a structure except that they are preferably of wider span to allow for the passage of the balloon beneath, 7 are the tracks of the run-way supported by the uprights in the usual way and 8 is canvas or tin painted as scenery to represent mountains, rivers, cities etc., along the line of the run-way as usual in such devices. The tracks may be held to the uprights by the brackets 9 to which may also be attached the scenery 8 as shown at 10 in Fig. 1 leaving only a small opening for the shaft 11 of the balloon to be hereinafter described. The scenery may also be suitably fastened along the insides of the uprights as shown at 12 in Fig. 3 so that the occupants of the balloon only see the lower portion of the large bag 13 above them and the landscape on all sides of them.

The car 14 may be of usual construction except that the axle 15 may be provided with a bevel pinion 16 suitably fastened thereto and meshing with the bevel pinion 17 fastened upon the shaft 11 which may also be provided with a fixed gear 18 adapted to engage and be rotated by the side racks 19 and 20 upon the tracks 7 when the car is in motion. As a modification, however, the flanged sleeve 21 may be loosely mounted upon the shaft 11 instead of the fixed gear 18 and the lever 22 upon the collar 23 fastened to the shaft 11 may be locked into engagement with the pinion 17 when the flanged collar 21 is thrown up by the cam projection 24 fastened at intervals along the tracks in place of the racks 19 and 20. Thus during the progress of the car the shaft 11 will be rotated first rightwardly and then leftwardly imparting the same effect to the suspended balloon. The collar 25 may also be fastened to the shaft 11 to keep the flanged collar 21 in proper position for the cam bracket 24.

26 and 27 are arms provided with a universal bearing 28 fastened to the shaft 11 and also having rim frames 29 and 30 to which may be attached the bag 13 and ropes 32 supporting the bracket 33 which may also be provided with a suitable door such as 34 and an anchor such as 35 and any other proper attachments to add to the appearance of the balloon.

Referring now to Fig. 5 it will be observed that there is an additional frame work 36 suitable for carrying a sprocket chain 37 or other suitable device such as commonly used for elevating roller coaster cars. This may be operated in the usual manner so as to engage the post 38 of the car 14 when everything is ready for a start. After the power has been applied to the chain 37 the same engages the post 38 elevating the car and the balloon until it gets to the top of the run-way where the chain returns around the wheel 39 disengaging the post 38 and leaving the car and its balloon attachment free to travel the entire run-way under the influence of gravity. The wheels can be provided with rubber tires such as so as to reduce the noise and mechanical vibration imparted to the occupants of the balloon and various other modifications can be made without departing from the spirit of the invention.



Having described our invention, what we claim as new, and desire to secure by Letters Patent is:

1. In an amusement device, a runway and  
5 an apparatus adapted to travel said runway, a carriage depending from said apparatus, means for operating said apparatus and said carriage adapted to operate at intervals at an angle to the line of travel of  
10 said apparatus.
2. In an amusement device, a runway and an apparatus adapted to travel said runway, a carriage depending from said apparatus, an inclosure through which said carriage  
15 is adapted to travel, said apparatus being adapted to travel clear of said inclosure and means for operating said carriage at predetermined intervals at an angle to the line of travel of said car.
- 20 3. In an amusement device, a run-way and an apparatus adapted to travel said runway, a carriage depending from said apparatus,

an inclosure through which said carriage is adapted to travel and means for operating said carriage at predetermined points independently of the line of travel. 25

4. In an amusement device, a railway and a car adapted to ride upon said railway, said car provided with a depending carriage in the outward form of a balloon, said balloon adapted to travel through an inclosure representing scenery, said car and said balloon being adapted to carry passengers and means for operating said balloon at predetermined intervals at an angle to the line  
30 of travel of said car. 35

In testimony whereof we affix our signatures in presence of two witnesses.

SAMUEL LIEBLING.  
GODFREY P. SCHMIDT.

Witnesses:

LOUISE ENDERLE,  
THOMAS A. HILL.