

(No Model.)

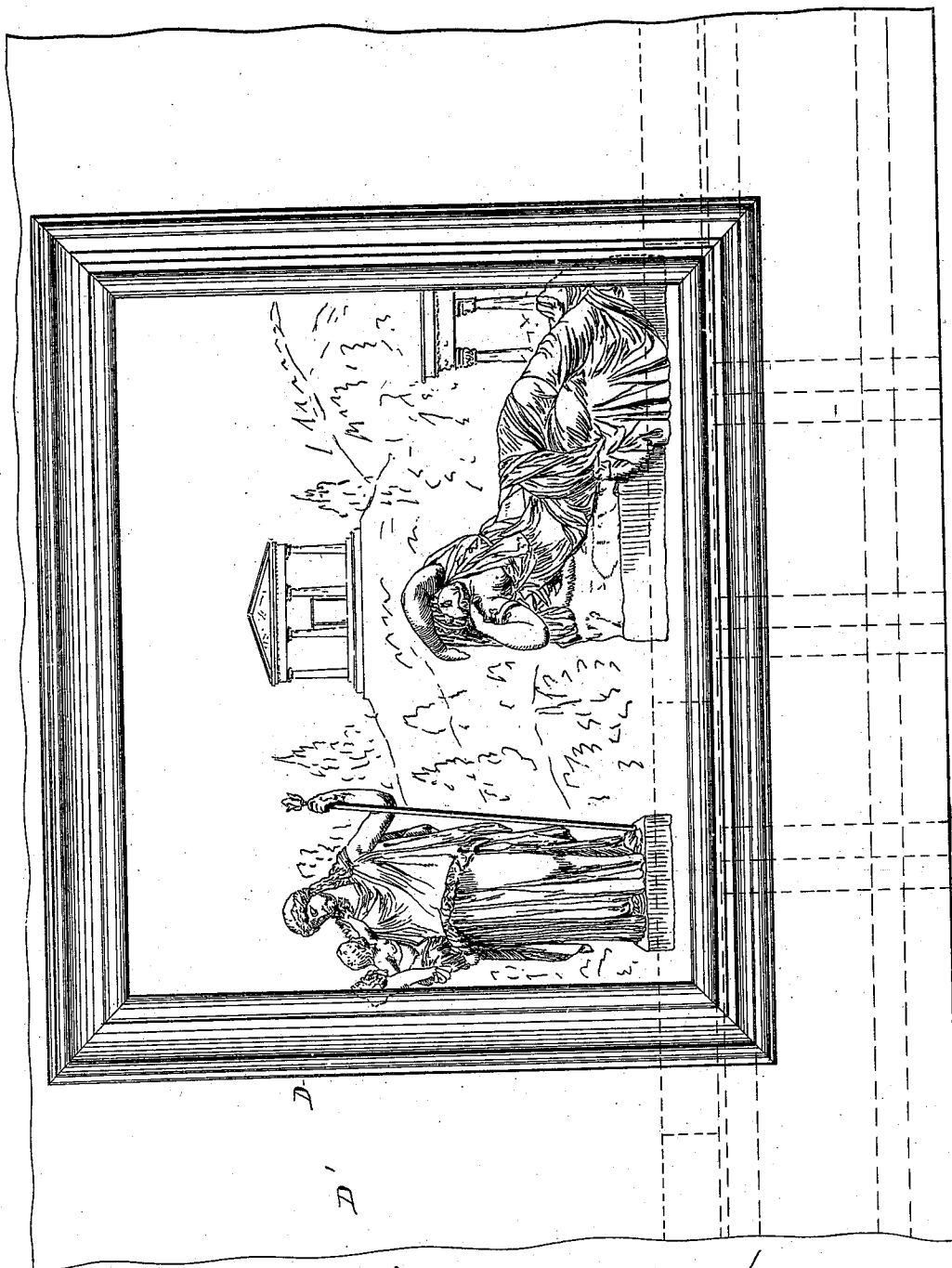
3 Sheets—Sheet 1.

E. VON KILANYI.

APPARATUS FOR EXHIBITING TABLEAUX VIVANTS.

No. 548,279.

Patented Oct. 22, 1895.



Witnesses
D. P. Palmer
E. J. Ginter

Fig. 1.

E. von Kilanyi Inventor
By his Attorney Oscar F. Gump

(No Model.)

E. VON KILÁNYI.

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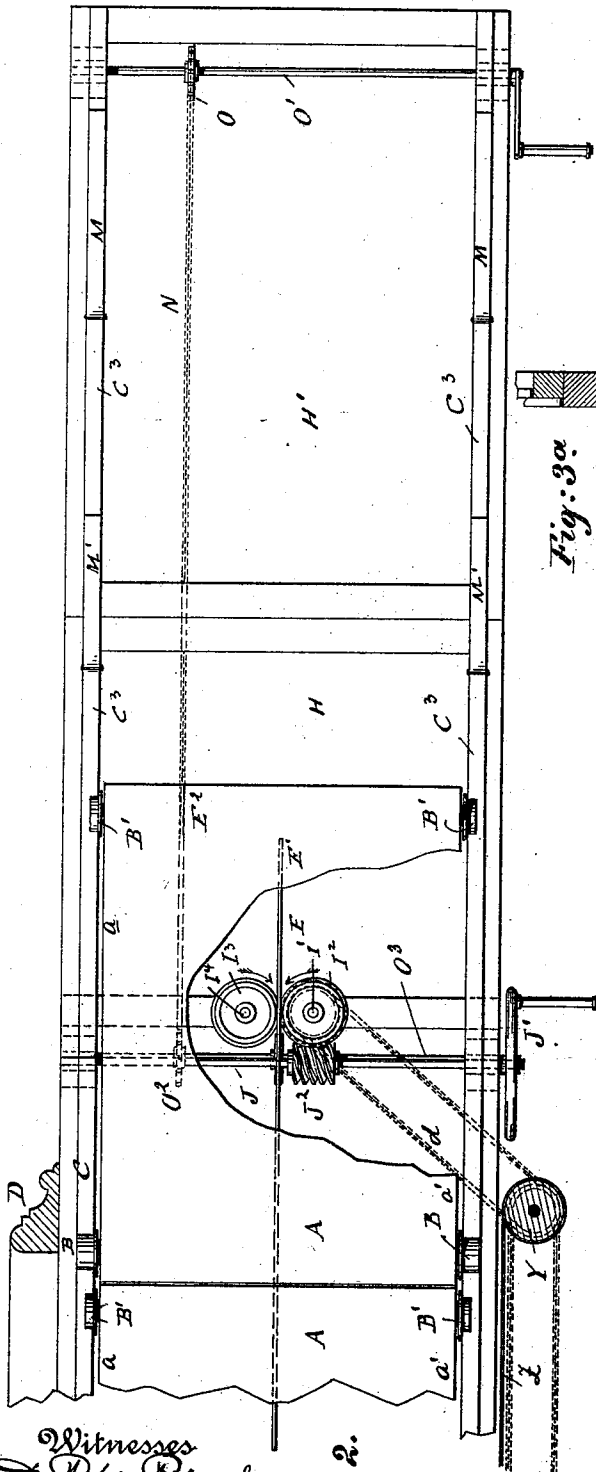


Fig. 2.

Witnesses
D. P. K. Palmer.
E. J. Gint.

Fig. 3a

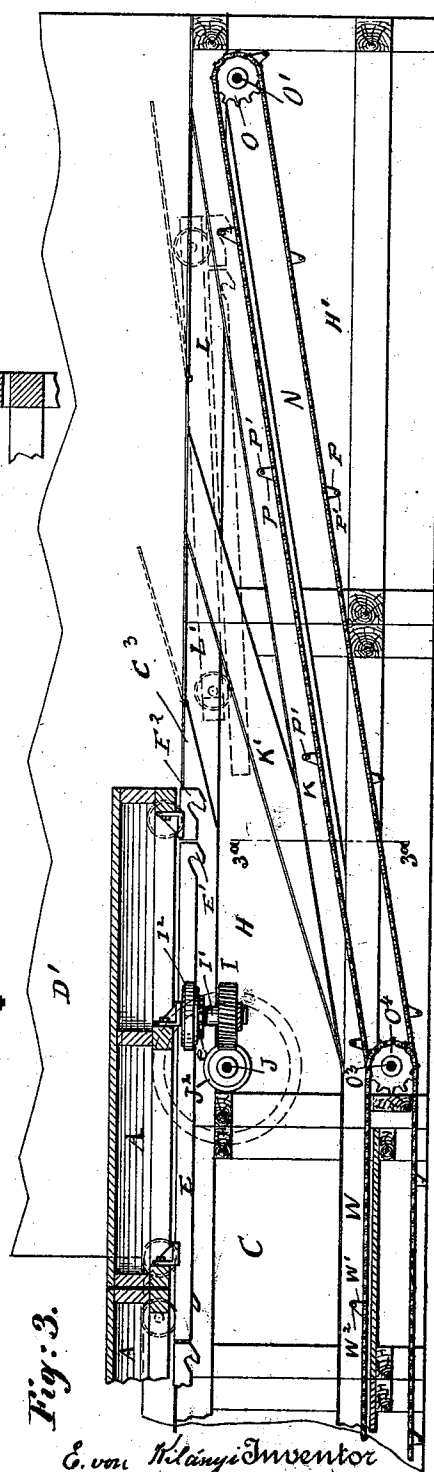


Fig. 3.

E. von Kilányi Inventor

By his Attorney

Oscar F. Emz.

(No Model.)

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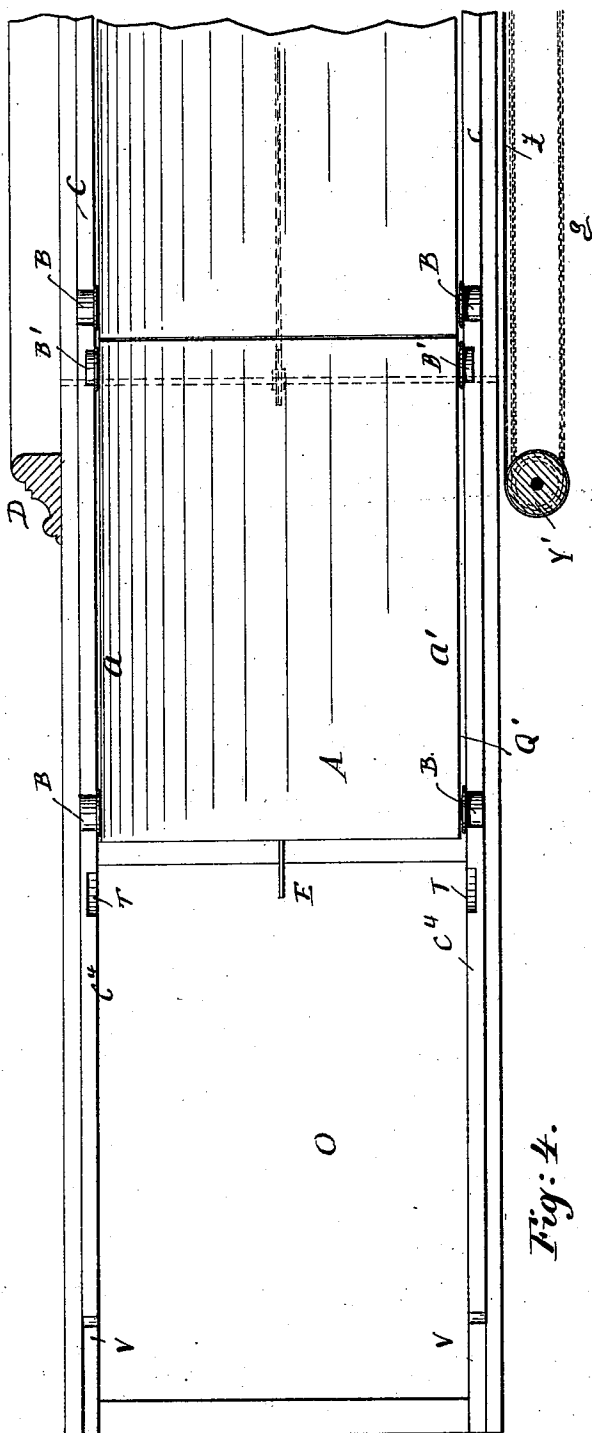


Fig. 4.

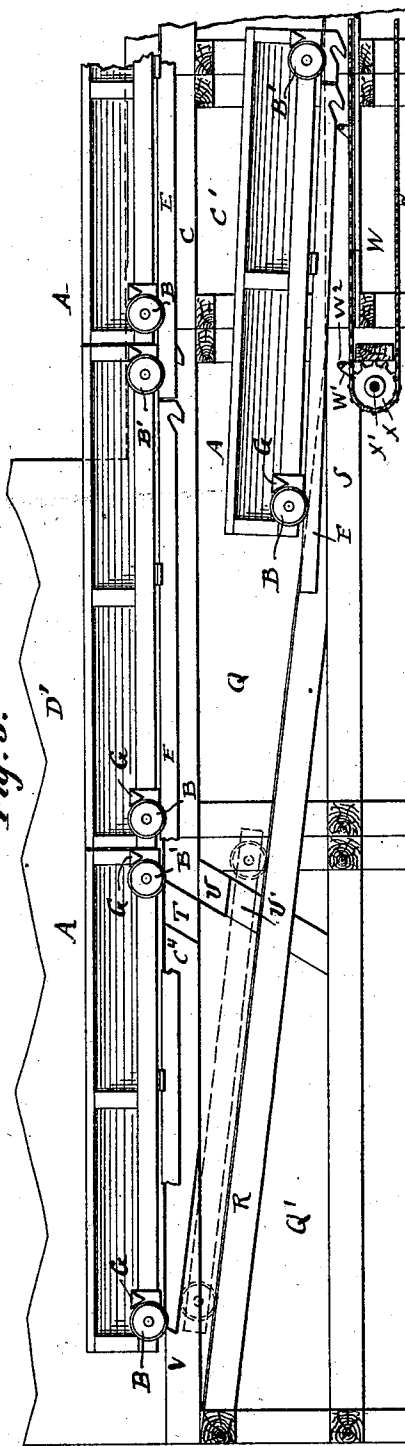


Fig. 5.

Witnesses
D. Peki-Palmedy
E. Ginter

E. von Kilányi Inventor
By his Attorney Oscar F. Tunn.

UNITED STATES PATENT OFFICE.

EDUARD VON KILÁNYI, OF NEW YORK, N. Y., ASSIGNOR OF ONE-HALF TO
ALBERT BIAL, OF SAME PLACE.

APPARATUS FOR EXHIBITING TABLEAUX VIVANTS.

SPECIFICATION forming part of Letters Patent No. 548,279, dated October 22, 1895.

Application filed April 3, 1895. Serial No. 544,248. (No model.)

To all whom it may concern:

Be it known that I, EDUARD VON KILÁNYI, a citizen of Austria-Hungary, and a resident of the city of New York, in the county of New York and State of New York, have invented certain new and useful Improvements in an Apparatus for Exhibiting Tableaux Vivants, of which the following is a specification.

This invention relates to a new and improved apparatus for displaying and exhibiting tableaux vivants, or living pictures.

The object of my invention is to provide a new and improved apparatus of this kind, which is so constructed that the persons or groups of persons and the necessary stage properties forming the tableaux or pictures can be moved at a greater or less speed across the frame-opening in the proscenium or curtain through which the audience views the pictures, and which apparatus is so constructed that it can be built up for use or taken apart for transportation or storage very readily and rapidly, and when not in use can be stored in a comparatively small space, and which apparatus can readily be used for large or small framed openings in the proscenium or curtain.

In the accompanying drawings, forming a part of this specification, and in which like letters of reference indicate like parts in all the views, Figure 1 is a front view of the frame in the proscenium or curtain-opening and a tableaux vivant in said frame, parts of the apparatus being shown in dotted lines. Fig. 2 is a plan view of one end part of my improved apparatus for displaying tableaux vivant, parts being in horizontal section and others broken out. Fig. 3 is a vertical longitudinal sectional view of the parts shown in Fig. 2. Fig. 3^a is a detail sectional view on the line 3^a 3^a, Fig. 3. Fig. 4 is a plan view of the other end of the apparatus, parts being also in horizontal section. Fig. 5 is a rear elevation of the parts shown in Fig. 4, parts being in section.

The several persons or groups of persons and stage properties forming the tableaux vivant are arranged and grouped on a series of flat cars A, the floors of which gently incline upward from the front edge *a* to the rear edge *a'* for the purpose of producing the

necessary perspective effect. Each car is provided at one end with a wide-rim flanged wheel B at each side and at the other end with a narrow-rim flanged wheel B', the flanges of the wheels being on the inner faces and the flanges of the wide and narrow rim wheels being in the same longitudinal planes, as shown, so that the flanges of the wide-rim wheels, as well as those of the narrow rim-wheels, run along the inner edges of the track-rails C and S, on which the wheels run. The top track-rails C are supported on a series of rectangular frames C', which are suitably braced and stiffened and are placed in line, one next to the other, directly behind the frame D, placed in the proscenium of the stage or a greater distance back from the proscenium, suitable scenery D' or curtains extending from the sides of said frame to the wings in the usual and well-known manner. A greater or less number of supporting-frames C' are used, according to the size of the opening of the frame D.

A blade E projects longitudinally and centrally from the under side of each car A and has one end a short distance back from one end of the car to which it is attached and the other end projecting a short distance beyond the other end of the car, as shown in Fig. 3. At that end of said blade E, a short distance inward or back from the end of the car, a notch is provided in the bottom edge of the blade to form a hook E', for a purpose that will appear hereinafter. A hook E² projects downward from the under side of each car a greater or less distance to one side of the longitudinal central line and slightly in advance of the hook E', as shown in Fig. 3.

A beveled guide-block G is arranged adjacent to each wheel of each car, as shown in Figs. 4 and 5, for a purpose that will be set forth hereinafter.

At the starting end of the apparatus two frames H and H' are placed end to end, the frame H resting against one of the end supporting-frames C', as shown in Figs. 3 and 4.

At the top of the frame H and inner end of the same the transverse driving-shaft J is mounted, which is provided with the crank driving-wheel J' at one end, and which shaft carries the worm J², engaging the worm-wheel

I on the lower end of short shaft I', mounted in the frame H and carrying at its upper end the horizontal friction-disk I², having its rim covered with leather or rubber and in contact with a second friction-wheel I³, mounted on a shaft I⁴, also mounted in the frame H.

The blades E of the cars pass between the two friction-disks, and when said disks are turned they move the blade E and the car to which it is attached lengthwise evenly and smoothly and without any jars or shocks that might disturb the persons posing as pictures, statuary, &c., on the cars.

Inclined track-rails K, of sufficient width to receive the narrow-rim wheels B' of the cars only, extend from the lower inner corner of the frame H to the upper outer corner of the frame H', and track-rails K', adapted to receive the wide-rim wheels B, extend from the lower inner corner of the frame H to the upper inner corner of the frame H', as shown, the track-rails K' being arranged outside of the track-rails K, as shown in the detail sectional view, Fig. 3^a.

At the upper ends of the track-rails K and K' recesses L and L' are formed in the track-rails C³, and upwardly-swinging switch-tongues M and M', as shown in Figs. 2 and 3, are pivoted to the track-rails C³, so as to cover the recesses L and L' when said switch-tongues M and M' are in lowered position, as shown in full lines in Fig. 3.

An endless chain N passes over a sprocket-wheel O on a crank-shaft O', mounted in the upper outer corner of the frame H', and over a sprocket-wheel O² on a transverse shaft O³, mounted in the lower inner corner of the frame H, as shown in Fig. 3, and said chain N is provided with a series of lugs P, from which pins P' project laterally, which pins can engage the hooks E², projecting from the under side of the cars A. At the opposite end of the apparatus two frames Q and Q' are arranged end to end and adjacent to the end supporting-frame C', as shown in Figs. 4 and 5. Inclined track-rails R are provided in said frames Q and Q', and are inclined from the lower inner corner of frame Q to the upper outer corner of the frame Q' and lead to the bottom longitudinal track-rails S on the supporting-frames C. The top rails C⁴ of the frame Q are provided at their inner ends and inner edges with recesses T, extending through the entire thickness of said rails, but only of such depth that the narrow-rim wheels B' can pass through them, but not the wide-rim wheels B. Inclined guide-bars U, having recesses U' at their lower ends, extend from the recesses T to the inclined track-rails R.

The top track-rails C⁴ of the frame Q' are provided at their ends with the recesses V, through which the wide-rim wheels B can pass upon the upper ends of the inclined track-rails R in the frames Q and Q'.

An endless chain W, having lugs W' with laterally-projecting pins W², is passed over the sprocket-wheel O⁴ on the shaft O³ and

over the sprocket-wheel X on the shaft X', mounted in the bottom part of the frame Q.

A curtain Z, on which the background is painted, is attached to two vertical rollers Y and Y', behind the frames C' of which the roller Y is driven by the chain *d* from the sprocket-wheel *e* on the shaft I' and the roller Y' driven from the roller Y by means of the endless chain *d*.

The operation is as follows: The first of the series of groups or persons for the tableaux vivant are properly posed and placed on a car resting on the frames H and H', and said car is then pushed forward until its blade E is between the friction-disks I², so that said car will be moved in the direction of its length when the disks are turned. The successive groups or persons are then successively posed and arranged on the following cars, which are pushed forward at the proper time, so that the several groups or persons constituting the tableaux successively appear in and slowly move across the opening in the frame D, the background Z being unwound with the same speed from one roller Y and wound on the other roller Y'. For example, the first persons or groups may represent works of Grecian art, as shown, then follow groups representing subjects of the early Christian era, then groups representing art of the middle ages, then of the Renaissance period, then of the Rococo period, then the art in the early part of the present century, then the schools of the various nations, and, finally, groups representing the art of the present day, &c. In a like manner groups may be slowly passed across the opening in the frame D representing scenes from a popular novel—for example, "Trilby"—or scenes from the life of celebrated men—for example, George Washington, Abraham Lincoln, Napoleon I. The movements of the cars should be so as to be hardly perceptible, but nevertheless the cars must be constantly in motion. When the cars arrive at the frame Q', the persons on the same instantly dismount and the cars drop upon the inclined track R, the narrow rear wheel B' passing through the recesses T and the wider front wheels B, which passed over the recesses T, passing through the recesses V. To prevent the cars from bumping too much and descending too rapidly, the guide-blocks G have been provided, which slide off the inclined sides of the recesses T and V and on the inclined guides U. The cars run down the inclined tracks R upon the bottom-tracks S of the frames C' and their hooks E' are engaged by the pins W² on the lugs W of the endless chain W, and thereby the cars are drawn back to the frames H and H', where their hooks E² are engaged by the pins P' of the endless chain N and the cars are pulled up the inclined tracks K and K', the wheels B' running up the tracks K and the wheels B on the tracks K'. The ends of the ascending car lift the switch-tongues M and M' and the cars then run upon the tracks C³ of the frame H' and are ready for receiving

persons or groups and to be again moved across the opening in the frame D, and so on.

A limited number of cars thus suffices for exhibiting a number of persons or groups successively, as each car is automatically returned to the initial position to be used again.

The entire apparatus can be built up for use and taken down in a very short time and can easily be transported.

10 Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The combination with a frame of a set of tracks on the top of the same, a second set
15 of tracks directly below the top tracks and parallel therewith, and inclined tracks extending upward and outward from the bottom tracks to the top tracks at both ends of the tracks, substantially as herein shown and de-
20 scribed.

2. The combination with a supporting frame, having top and bottom tracks, of cars mounted to run on said tracks, inclined tracks at the end of said frame for guiding the cars
25 to and from said upper tracks and switch tongues at the upper ends of the inclined tracks, at one end of the frame, substantially as herein shown and described.

3. The combination with a supporting frame having top and bottom tracks, of cars
30 mounted to run on said tracks and having wide rim wheels at one end and narrow rim wheels at the opposite end and of inclined tracks at the ends of the frame for guiding the cars to and from the upper tracks, sub-
35 stantially as herein shown and described.

4. The combination with a frame having parallel top and bottom tracks, of cars mounted to run on the same, inclined tracks at the ends of said frame for guiding the cars to and
40 from the upper tracks, a longitudinal blade on the under side of each car, which blade has a hook on its end, friction wheels mounted in the frame for moving said blades and the cars to which they are attached, lengthwise and a
45 sprocket chain having lugs for engaging the hooks on the blades, substantially as herein shown and described.

In testimony that I claim the foregoing as my invention I have signed my name, in pres-
50 ence of two witnesses, this 16th day of March, 1895.

EDUARD VON KILÁNYI.

Witnesses:

OSCAR A. GUNZ,
D. PETRI-PALMEDO.