

Sept. 28, 1926.

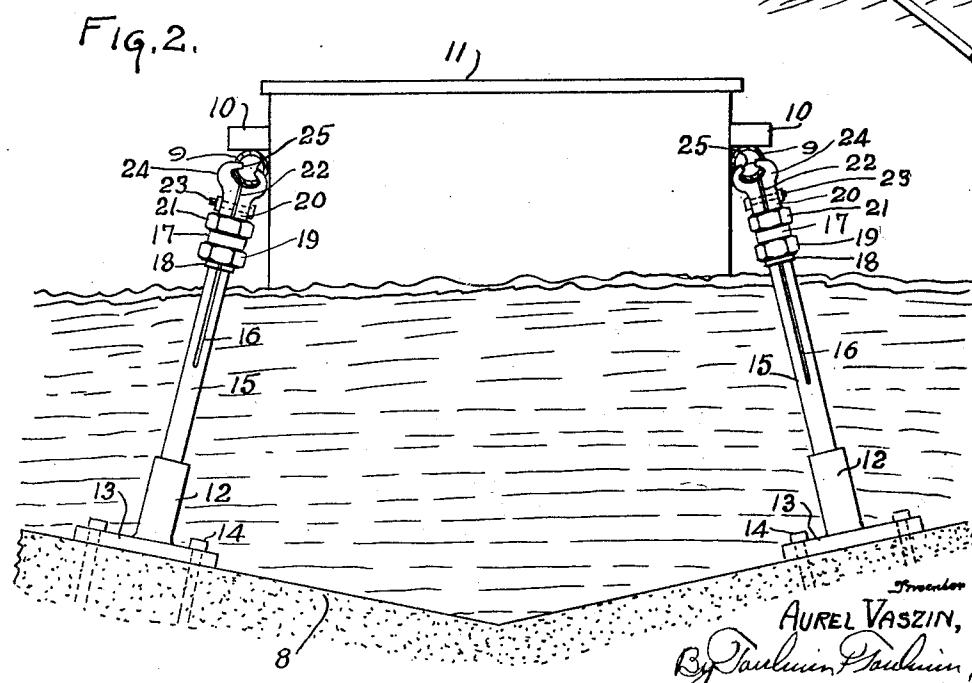
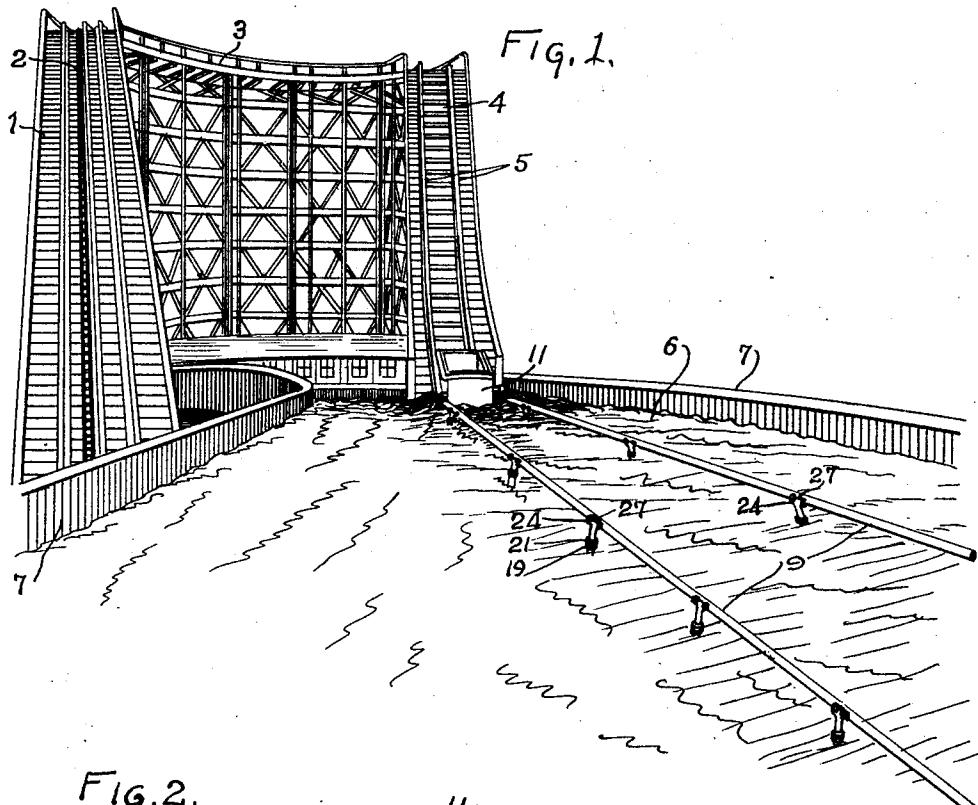
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A. VASZIN

AMUSEMENT APPARATUS

Filed March 20, 1926

3 Sheets-Sheet 1



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AMUSEMENT APPARATUS

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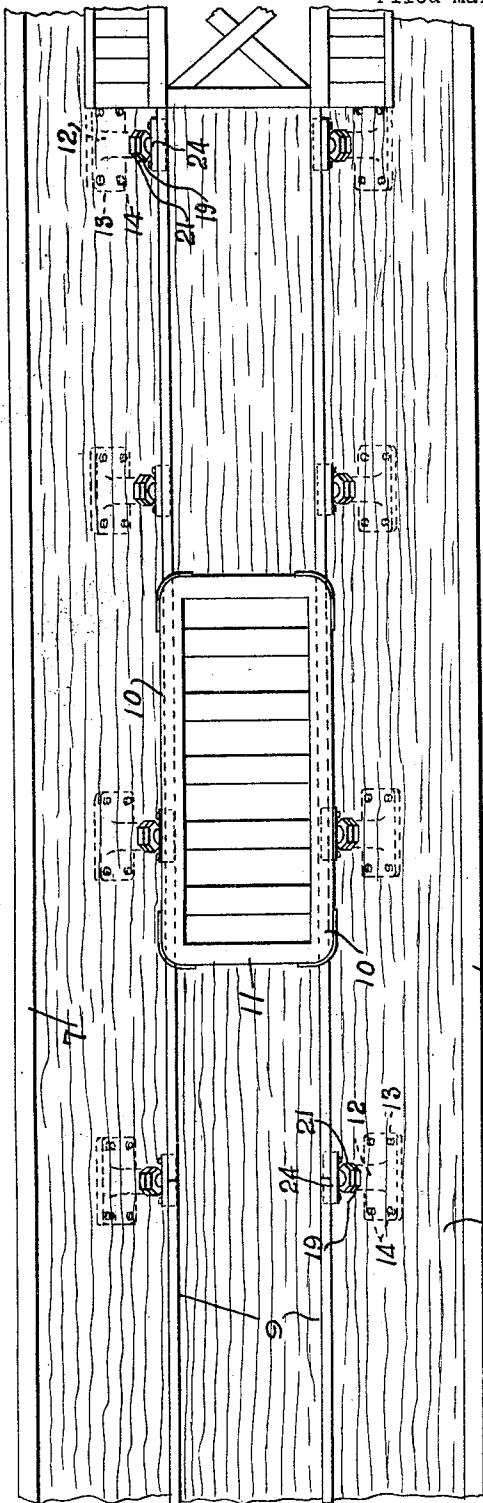
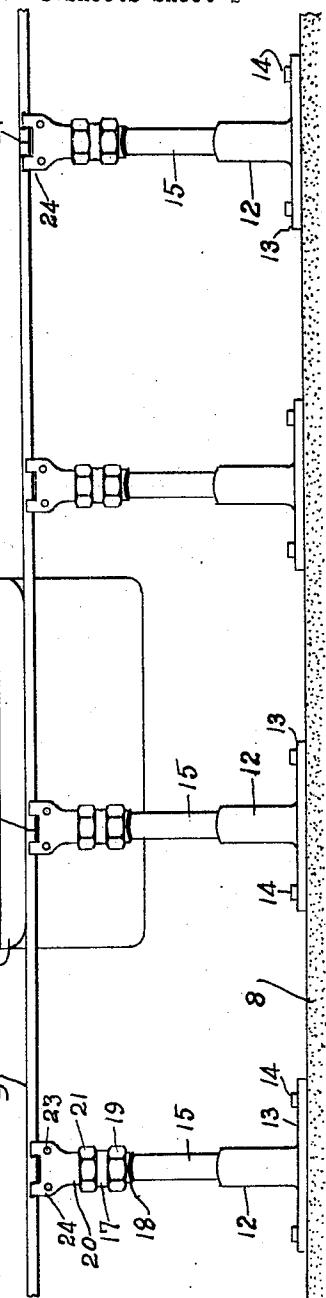
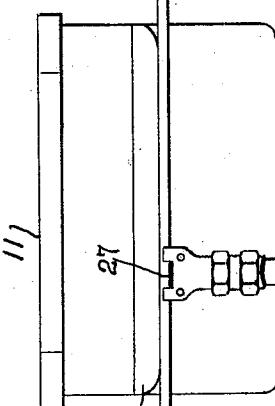


Fig. 3.

Fig. 4.



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3 Sheets-Sheet 5

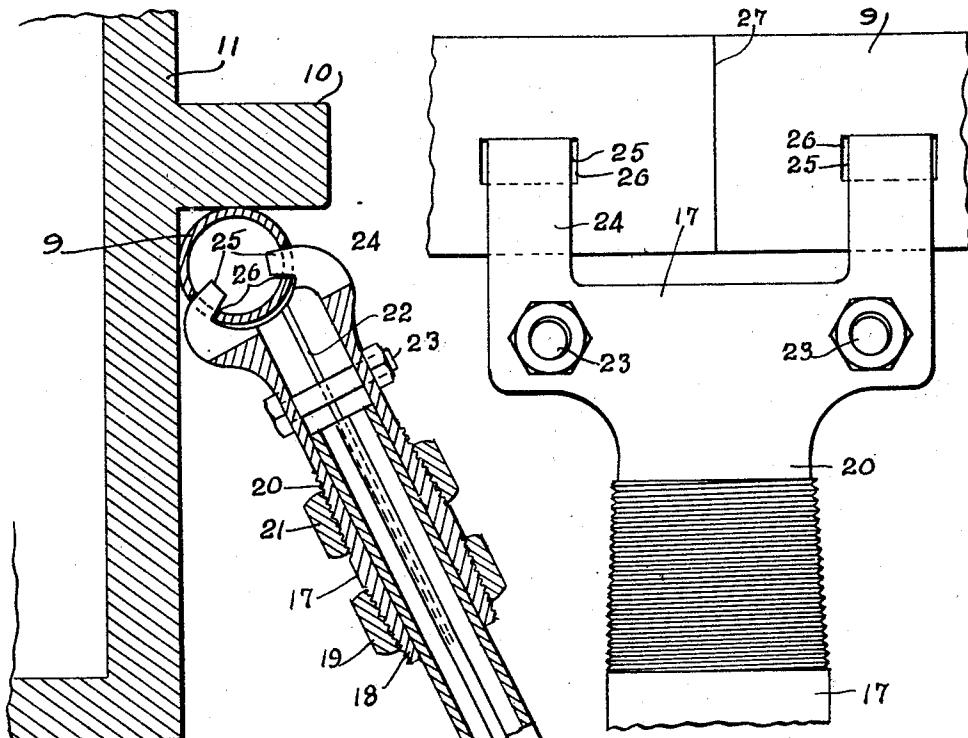
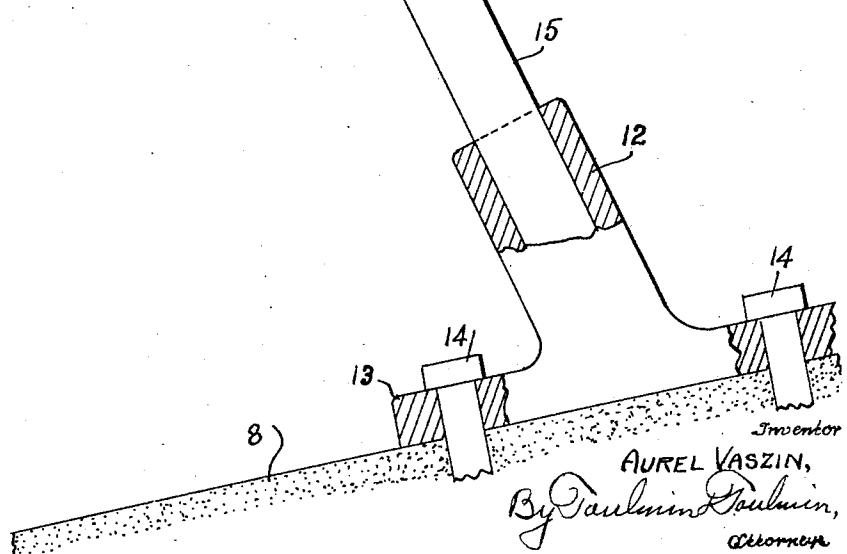


FIG. 5.

FIG. 6.



UNITED STATES PATENT OFFICE.

AUREL WASZIN, OF DAYTON, OHIO, ASSIGNOR TO THE DAYTON FUN HOUSE & RIDING DEVICE MANUFACTURING COMPANY, OF DAYTON, OHIO, A CORPORATION OF OHIO.

AMUSEMENT APPARATUS.

Application filed March 20, 1926. Serial No. 96,141.

My invention relates to an amusement apparatus.

It is the object of my invention to provide an amusement apparatus and in particular a support for cars which descend from chutes into a tank of water. It is my object to prevent the water splashing on the occupants due to the water which is displaced by the car rebounding from the supports for the car.

It is a further object to provide supports which will not injure the car, which can be easily adjusted, replaced and repaired, and which present a continuous smooth surface 15 to the portions of the car engaging with them.

Referring to the drawings:

Figure 1 is a perspective of the complete amusement apparatus with the car just entering the water.

Figure 2 is a section across the supporting track showing an end elevation of the car.

Figure 3 is a top plan view of the track and car.

Figure 4 is a side elevation of the track and car.

Figure 5 is a detailed section through one of the supports, a portion of the car and the continuous track.

Figure 6 is a side elevation showing in detail the supporting track and the method of engagement with it of engaging, supporting fingers.

Referring to the drawings in detail, 1 is a track on which the cars are elevated by the chain 2 to the platform 3 whence the cars descend by a chute 4 between the chute rails 5. This chute terminates in a tank of water 6 having side wall 7, the bottom of the tank 40 having preferably a cement lining 8. Joined with the ends of the chute rails 5 are the water rails 9.

These water rails are continuous pipes without joints and therefore present a perfectly smooth, rounded surface to the supporting ledges 10 on the boat or car 11, so that the car is not injured by its engagement with these continuous water rails. Heretofore these water rails have been made of 50 jointed members and have been supported with closely adjacent supports which prevented the water being displaced by the car from making its exit laterally. The water which was confined would splash over the

occupants of the car making the ride un- 55 pleasant and disagreeable.

To obviate this great difficulty with water cars, I have provided the following means of supporting at widely-spaced intervals these continuous pipes and have provided 60 means of joining the sections of the pipe together so that rough joints will be eliminated. For this purpose I mount on the cement bottom which is preferably V-shaped, as shown in Figure 2, supporting sockets 12 65 on base plates 13 held into the cement by the bolts 14. These base plates have relatively broad bearing surfaces which provide a firm foundation for the supporting rod or tube 15 which is mounted therein, the 70 upper end of which is split as at 16. Mounted on the upper end of the rod 15 is a sleeve 17 having a lower tapered externally threaded end 18 on which is mounted a clamp nut 19 for clamping the sleeve 17 to the collapsible end of the tube or rod 15.

The upper end of this sleeve 17 is provided with an adjacent second tapered externally threaded portion 20 on which is mounted a clamp nut 21, which has for its 80 purpose to collapse the upper end of the tubular member 17 which is split at 22. Through the bifurcated ends of the member 17 is placed a clamp bolt 23, so that the jaws 24 on the end of the member 17 which 85 have inwardly projecting heads 25 may be held in engagement with the tubular support or water rail 9 by being projected through the openings 26 in the side thereof.

The upper ends of these bifurcated ends 90 of the member 17 are preferably provided with a pair of spaced members 24 on either side of the center line of the support so that if the pipe sections come together as at 27 they may do so between these members 24 and thereby be held together with their ends abutting to prevent any need for other means of joining these pipe sections together.

It will be understood that I desire to 100 comprehend within my invention such modifications as may be necessary to adapt it to varying conditions of use.

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

1. In combination, a car, means thereon to rest on supports, supporting means and

spaced supports for the supporting means adapted to allow water to pass therebetween, said supports consisting of continuous pipe members, means for the supports 5 to hold adjacent sections of the supports together.

2. In combination, a car, extensions on the sides of said car, water rails to support the car, supports for said rails and means 10 to adjustably engage said supports and said rails, said extensions adapted to slide on said rails.

3. In combination, a water rail, oppositely disposed clamping jaws having bifurcated ends adapted to be inserted into opposite sides of said rail, means to clamp said jaws into said rail and means to support said clamping jaws.

4. In combination, a water rail, oppositely disposed clamping jaws having bifurcated ends adapted to be inserted into opposite sides of said rail, means to clamp said jaws into said rail and means to support said clamping jaws adjustably.

25 5. In combination, a pair of abutting tubular water rails having apertures on either side of the ends thereof, bifurcated jaws adapted to engage with the pair of aper-

tures adjacent to one another on either side of said rails, clamping members spaced 30 from one another carried by said bifurcated members below said apertures and means for mounting said jaws upon a support, and a support.

6. In combination, a tubular water rail 35 having apertures in the side thereof, bifurcated clamping jaws adapted to have their heads projected into said rail through said apertures, means to clamp said jaws on said rail, means to adjustably clamp said jaws 40 on a support, a support, and a foundation for said support consisting of a base-plate and a support socket.

7. In combination, a tubular water rail 45 having apertures in the side thereof, bifurcated clamping jaws adapted to have their heads projected into said rail through said apertures, means to clamp said jaws on said rail, means to adjustably clamp said jaws on a support, and a support, a foundation 50 having said support consisting of a base-plate and a support socket, the upper end of said support having a split end.

In testimony whereof, I affix my signature.

AUREL VASZIN.