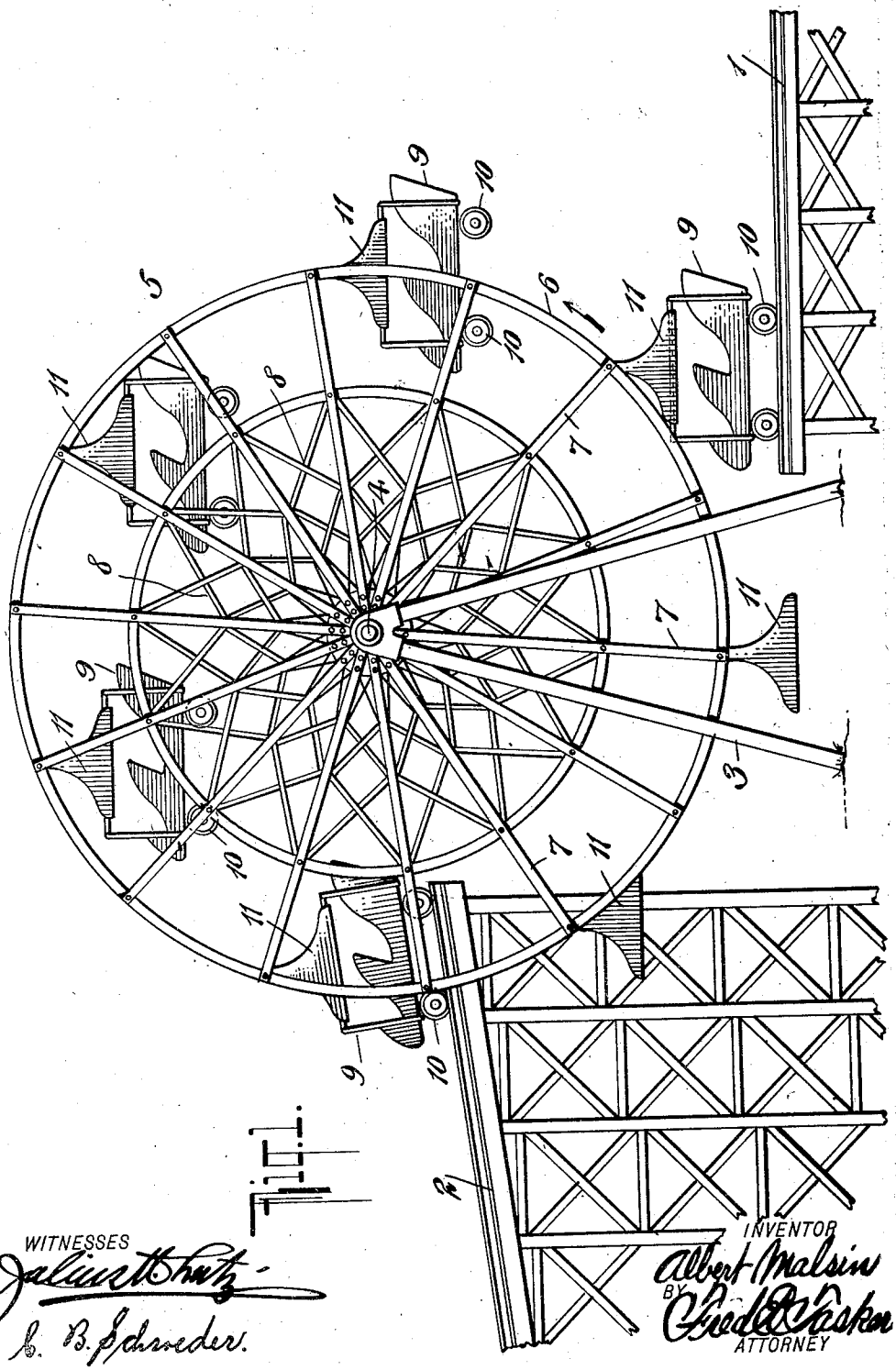
No. 889,472. PATENTED JUNE 2, 1908.

A. MALSIN.

AMUSEMENT APPARATUS.

APPLICATION FILED SEPT. 17, 1907.

2 SHEETS—SHEET 1.



WITNESSES

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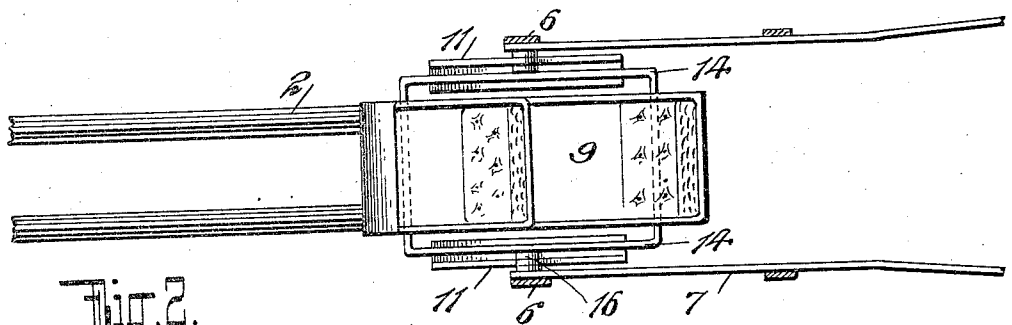

Fig. 2.

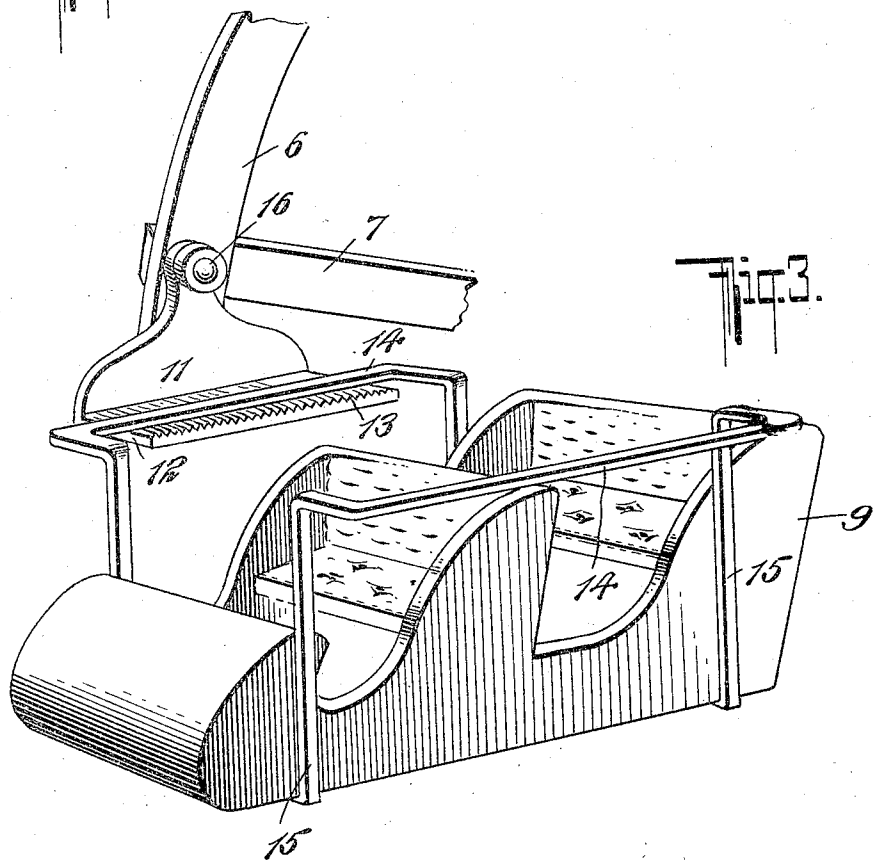

Fig. 3.

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ALBERT MALSIN, OF NEW YORK, N. Y.

AMUSEMENT APPARATUS.

No. 889,472. Specification of Letters Patent. Patented June 2, 1908.

Application filed September 17, 1907. Serial No. 393,347.

To all whom it may concern:

Be it known that I, ALBERT MALSIN, a citizen of the United States of America, and a resident of New York city, county of New York, and State of New York, have invented certain new and useful Improvements in Amusement Apparatus, of which the following is a specification.

This invention relates to an amusement apparatus and more especially to that class wherein a railway and cars movable thereover, or a water-way with boats are employed.

It consists essentially in means for transferring the cars or boats from a depressed or lower level section of a railway or waterway to an elevated or higher level portion thereof, said means comprising a revolving wheel of the Ferris or some similar type.

The invention may also be said to comprise various details and peculiarities of the construction, combination and arrangement of parts all substantially as will be hereinafter described and claimed.

In the accompanying drawing illustrating my invention, Figure 1 is a side elevation of my improved amusement apparatus. Fig. 2 is a plan view of a portion of the same, certain parts being shown in section. Fig. 3 is an enlarged perspective view of one of the cars, and shows the way in which it is supported by the Ferris wheel.

Similar characters of reference designate like parts throughout the different figures of the drawing.

In carrying my invention into effect, I intend its application to any kind of an amusement railway, like a scenic railway, for instance, to which it may be found applicable, and the design of the invention is to combine a scenic railway with a Ferris wheel. Not only may any kind of a railway suitable for the purpose be utilized in carrying the invention into practical operation, but also any kind of a wheel like a Ferris wheel or some similar good-sized revolving structure. Therefore the details in the construction of the railway, as also the details in the construction of the Ferris wheel, are unimportant, and may vary within exceedingly wide limits. In the specific example of the invention illustrated in the drawings and described herein, 1 denotes a depressed or low level portion of a scenic railway, and 2 an elevated or higher level portion thereof. These two sections may run in any direction with any desired length, and of course may be the two ends of some circuitous railway broken apart at this point to allow the intervention between the parts of the Ferris wheel which in its revolutions lifts the cars from the lower portion of the railway 1 to the upper portion 2. 5 denotes an example of Ferris wheel mounted revolubly in the upright 3 on a shaft 4, and having encircling rings 6 with radial spokes or rods 7 and a central bracing structure 8, the illustration of the Ferris wheel here presented being offered merely by way of example, and with no intention of my being restricted to the details.

9 denotes a specimen of car adapted to run by gravity on the railway 1 and 2. This car is built in the proper way for safety and for the accommodation of a suitable number of passengers, and is provided with customary trucks 10 which operate on the rails in the usual way. Preferably the lower portion 1 of the railway is inclined towards the Ferris wheel, so that the cars will gravitate down the incline until they reach the wheel, and also the elevated part 2 of the railway is inclined away from the Ferris wheel, as indicated in Fig. 1, so that when the car is placed on the elevated portion 2 it will automatically travel away from the wheel. The cars 9 are provided with lateral horizontal rails 14, projecting slightly beyond the sides of the car, as illustrated in Fig. 3. Said lateral rails are preferably made integral with the upright pieces 15 which may, if desired, pass around underneath the car 9, so that in this way the rails together and the parts 15 form a sort of cage that holds the car. The outer rims or peripheries 6 of the Ferris wheel 5 are provided at equi-distant intervals with depending plates 11 formed with the plates 12 at right-angles thereto, so as to thus provide hooking devices or supports which are pivotally connected to the wheel 5 by means of the pivots 16. These hooking supports have their inwardly projecting portions 12 so situated and proportioned that when the car 9 meets the wheel 5 by rolling down the track it will be in such a position that in the revolution of the wheel these hooking devices will take under the lateral rails 14, one on each side, as shown in Fig. 2, so that in the continued revolution of the wheel the car will be lifted and carried around with the wheel until the elevated track is reached on which it will be automatically deposited. The hooking devices 11, being pivoted to the wheel.

remain pendent at all times, and the parts 12 thereof remain horizontal or level at all times, even during a complete revolution of the wheel, so that the car is always preserved in a horizontal position while being transferred from the lower to the upper track. If desired, in order to keep the car rails 14 from any possibility of slipping off the hook devices 11, the part 12 are roughened or serrated at 13, so that the grip of the hooks upon the car rails is more secure.

Instead of a railway-vehicle like that shown, there may be a boat or water-vehicle, and the purpose of the Ferris wheel will then be to lift the boat to the top of an incline or chute down which it may slide.

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

1. In an amusement apparatus, the combination with a way designed for a moving vehicle, of a revolving wheel having pivoted hooking devices for transferring the vehicle from one part of the way to another part thereof.

2. In an amusement apparatus, the combination with a railway having a lower section and an upper section, of a revolving wheel, and means consisting of pivoted hooking devices on the latter for engaging and lifting a car from the lower section to the upper section of the railway.

3. In an amusement apparatus, the combination of the lower track, the upper track, the cars, a revolving wheel, and means on the latter for engaging the cars and lifting them from the lower track to the upper track.

4. In an amusement apparatus, the combination with a railway, of cars movable thereon, and a revolving wheel, having pivoted pendent hooking devices for automatically engaging the cars.

5. The combination in an amusement apparatus, of a railway and its cars, and a revolving wheel having pivoted hooking devices adapted to automatically engage parts of the car.

6. The combination of the railway having a lower and an upper section, cars movable thereover and having side rails, and a revolving wheel having pivoted hooks adapted to engage the side rails of the cars.

7. In an amusement apparatus, a revolving wheel, having pivoted pendent hooking devices for automatically engaging objects to be lifted.

8. In an amusement apparatus, a revolving wheel, having pivoted hooks, and passenger carriers having side rails adapted to be engaged by the hooks.

Signed at New York city, this 13th day of September, 1907.

ALBERT MALSIN.

Witnesses:

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