

Nov. 13, 1923.

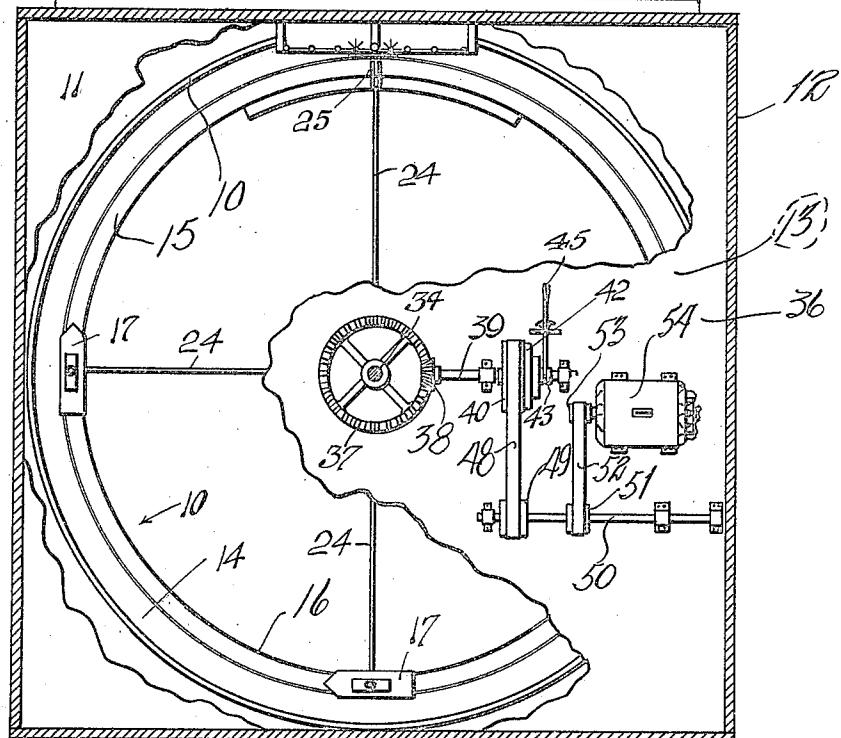
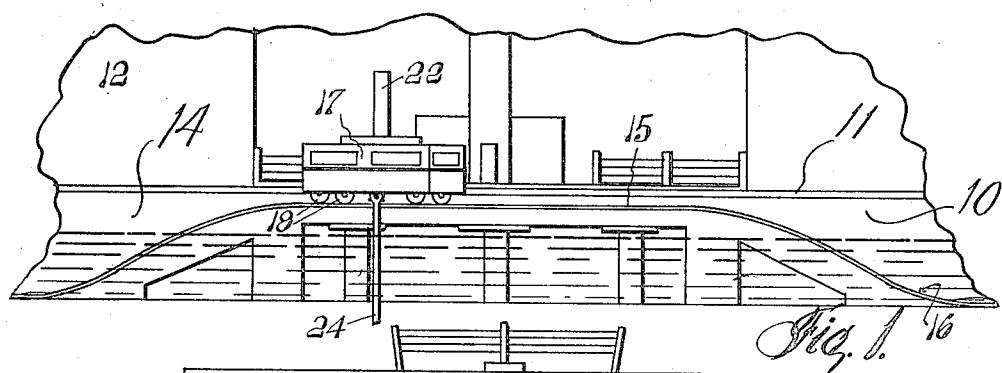
1,473,914

A. W. MARMON

AMUSEMENT DEVICE

Filed Aug. 28, 1922

3 Sheets-Sheet 1



Inventor

A. W. Marmon

By

Jack A. Shley

Attorney

Nov. 13, 1923.

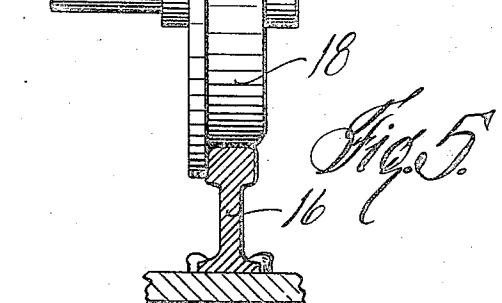
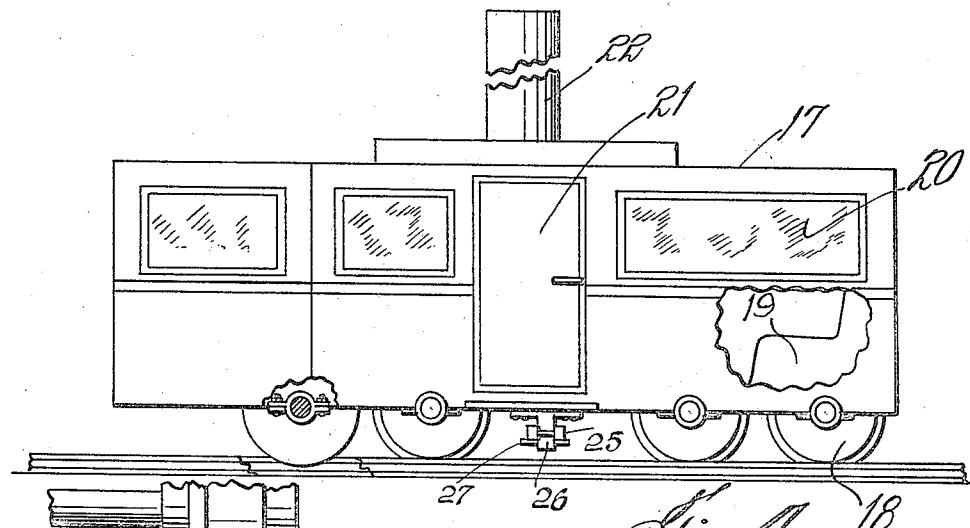
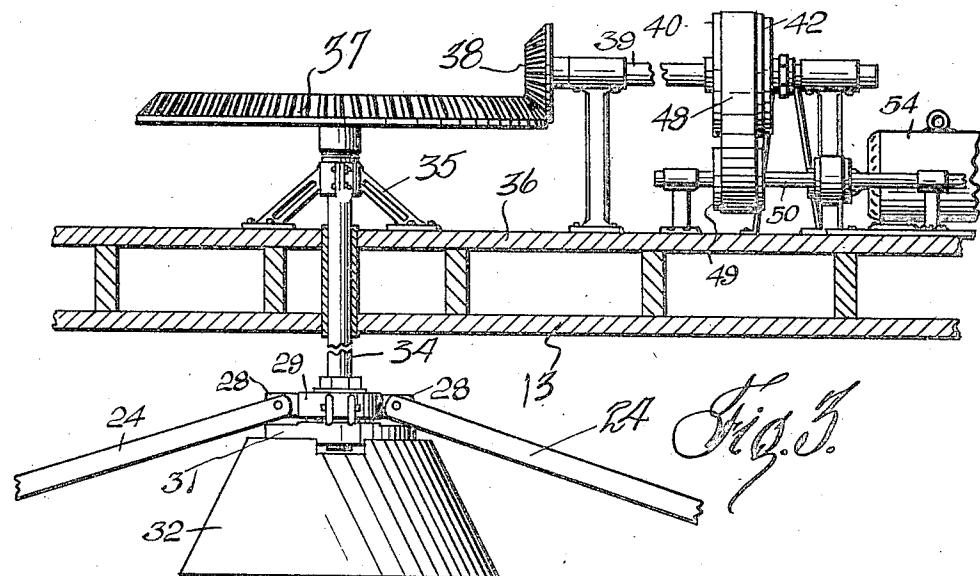
1,473,914

A. W. MARMON

AMUSEMENT DEVICE

Filed Aug. 28, 1922

3 Sheets-Sheet 2



Inventor
A. W. Marmon
Attorney
Jack S. Dally

334

Attorney

Nov. 13, 1923.

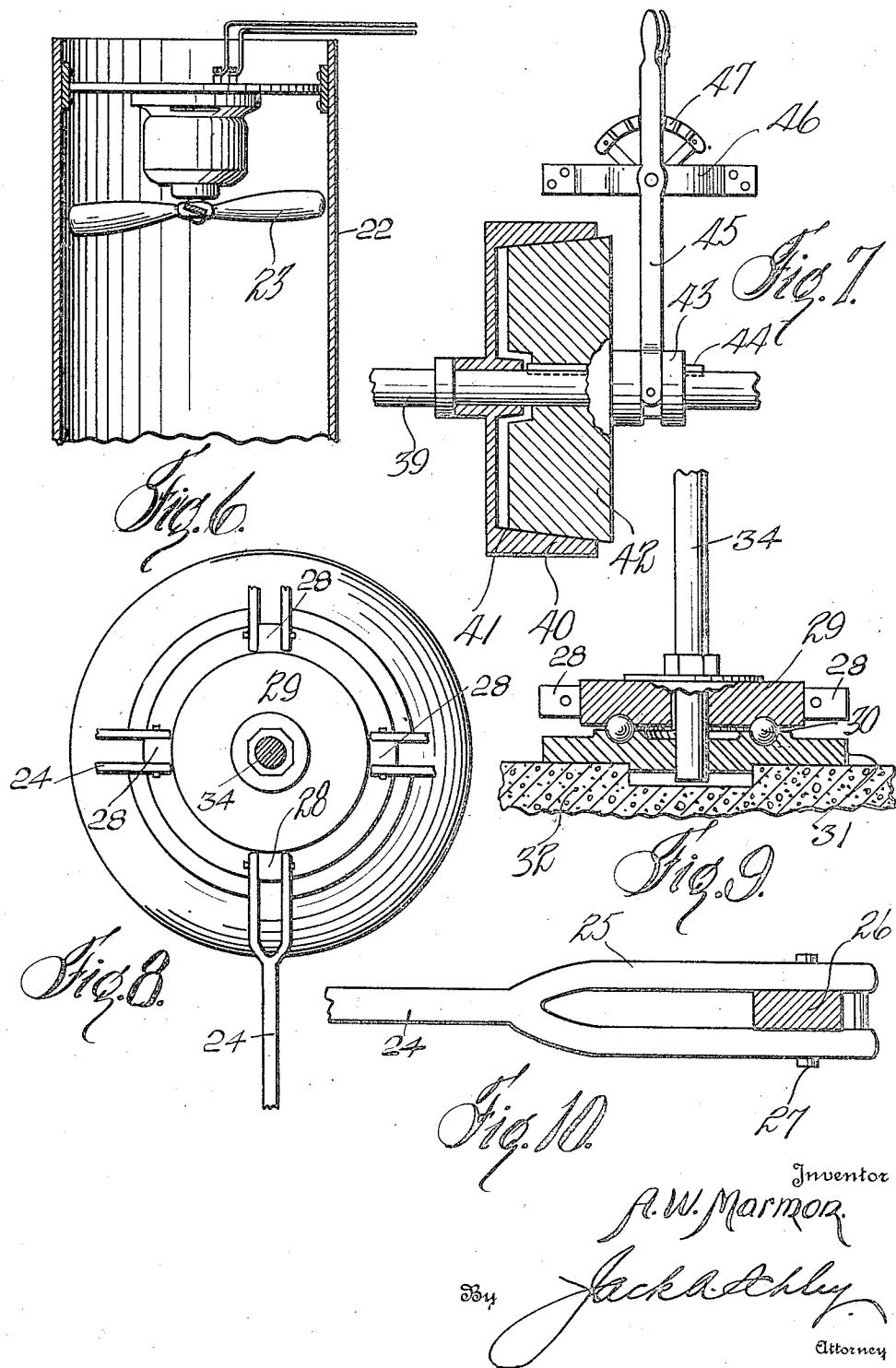
1,473,914

A. W. MARMON

AMUSEMENT DEVICE

Filed Aug. 28, 1922

3 Sheets-Sheet 3



UNITED STATES PATENT OFFICE.

ALBERT W. MARMON, OF DALLAS, TEXAS, ASSIGNOR, BY DIRECT AND MESNE ASSIGNMENTS, OF ONE-HALF TO DELMAR HAGGARD, OF DALLAS COUNTY, TEXAS, AND ONE-HALF TO JILES J. HUTCHENS, OF DALLAS, TEXAS.

AMUSEMENT DEVICE.

Application filed August 28, 1922. Serial No. 584,610.

To all whom it may concern:

Be it known that I, ALBERT W. MARMON, a citizen of the United States, residing at Dallas, in the county of Dallas and State of 5 Texas, have invented certain new and useful Improvements in Amusement Devices, of which the following is a specification.

This invention relates to new and useful improvements in amusement devices and 10 particularly to that type known as car- rousels.

The principal object of the invention is to provide an amusement simulating a submarine and employing a vehicle arranged to 15 be carried along a submerged track which is elevated above the water at the loading and unloading point.

A particular object of the invention is to provide in such a device a closed carriage or 20 vehicle which may be conveniently entered from one side and which when submerged will afford a view thru suitable windows so that scenery which may be displayed may 25 be easily observed.

Another object is to provide a carriage of 30 unique construction which may be provided with a flue or stack equipped with means for admitting fresh air to the carriage when the latter is submerged. Another feature 35 resides in the provision of operating means for the device which is concealed above the water and being of a simple nature.

A construction designed to carry out the 40 invention will be hereinafter described together with other features of the invention.

The invention will be more readily understood from a reading of the following specification and by reference to the accompanying drawings, in which an example of the 45 invention is shown and wherein:

Fig. 1 is a fragmentary elevation of a portion of the apparatus,

Fig. 2 is a sectional view thru the building showing the apparatus in plan,

Fig. 3 is a vertical sectional detail of the driving mechanism,

Fig. 4 is a side elevation of one of the cars or carriages,

Fig. 5 is a sectional detail of one of the 50 rails and car wheels,

Fig. 6 is a sectional detail of the ventilating fan and the flue for receiving the same,

Fig. 7 is a sectional detail of the clutch,

Fig. 8 is a plan view of the center pedestal and adjacent parts, 55

Fig. 9 is a sectional detail of the same, and

Fig. 10 is a detail in plan showing the connection between the car and one of the sweep arms.

In the drawings the numeral 10 designates a circular basin arranged below the floor 11 of a suitable enclosure or building 12 which is provided with a ceiling 13. The basin is provided with a side wall 14 and concentric to said side wall is arranged a circular track 15 on the bottom of the basin and spaced from said wall. The basin is partly filled with water and suitable scenery may be painted on the wall 14 or placed against the same. The track may be composed of suitable rails 16 as is shown in detail in Fig. 5 and is curved upwardly at one side as is shown in Fig. 1 so that the floor 11 at this point constitutes a loading platform. 60

I provide a number of cars 17 suitably mounted on wheels 18 which roll upon the rails 16. The cars may be suitably equipped inside with seats such as 19 and are provided on each side with windows 20 through which the passengers may observe the scenery or other submerged articles. The car is provided with a door 21 which is provided with suitable means (not shown) which will make it water tight when closed, the details of such structure being well known in the 65 art and a description of the same is considered unnecessary. On the roof of the car I provide a vertical flue 22 open at its upper end and of such height as to always extend above the surface of the water. As 70 shown in Fig. 6 I provide an electrically driven ventilating fan 23 in the upper end of this flue whereby fresh air may be promoted in the car. 75

For propelling the cars around the track 80 15 I provide a plurality of sweep arms 24 each of which has a fork 25 at its outer end adapted to straddle an ear 26 under the bottom of the car. The fork is supported on the ear by a cross pin 27. The inner 85 end of each sweep arm is bifurcated and pivotally connected with an ear 28 carried by a collar 29 which may be mounted on ball bearings 30 carried by a base plate 31. The base plate is mounted upon a pedestal 32 90 at the center of the track. When the cars 95

are on the level lower portion of the track the arms 24 are inclined downwardly. As a car is carried up the elevated portion of the track the arm 24 is swung upwardly and the fork 25 provides for this up and down movement. In order that the arms may move as a unit connections may be provided therebetween.

For operating the device an upright shaft 34 extends from the plate 31 and the collar 29 is fastened thereon. The shaft passes up thru the ceiling 13 of the building, and has its upper end supported in a standard 35 on the floor 36 above said ceiling. A large bevel gear 37 is fastened on the upper end of the shaft. This gear is driven by a bevel pinion 38 which is fastened on the end of a counter shaft 39. A pulley 40 is loosely confined on the shaft and has an open side provided with an inclined inner face 41 which is adapted to receive a cone clutch 42 as is shown in detail in Fig. 7.

The cone clutch is provided with a clutch hub 43 and is slidable on the shaft 39 which has a key 44 passing thru said hub and clutch member. A shifting lever 45 is connected with the hub in the usual manner and is shifted on a stand 46. The lever is provided with a locking plunger adapted to engage a segment 47. By shifting the lever the cone clutch is moved into and out of engagement with the face 41 whereby the pulley will transmit motion or is permitted to run idle. As is shown in Figs. 2 and 3 the pulley is driven by an endless belt 48 from a pulley 49 mounted on a jack shaft 50 which is supported on the floor 36. The jack shaft is driven by a pulley 51 supporting one end of an endless belt 52 which is mounted on a pulley 53 driven by a motor 54.

It will be seen that by shifting the clutch member 42 the transmission of motion may

be controlled and the cone clutch permits a certain amount of slippage so that the load may be picked up easily and gradually.

The cars are brought to rest on the elevated portion of the track 15 adjacent the floor 11 so when the door 21 is opened the passengers may step into and out of the car. When the car has been loaded the door is closed and the operator is signaled to start the device which he does by shifting the lever 45. The cone clutch gradually engages the face 41 and motion is imparted to the gear 37 whereby the shaft 34 is revolved. The shaft rotates the collar 29 so that the sweep arms 24 are carried around and the cars 17 caused to travel. The passengers may observe the submerged articles and scenery on the wall 14 and thus have a very enjoyable and amusing ride.

All such details, modifications and changes are included which come within the scope of the appended claim.

What I claim, is:

In an amusement apparatus, a basin having an upright wall for the display of scenery, a circular track submerged in said basin contiguous to said wall, a floor above said basin, said track having an elevated portion rising to said floor, a central shaft, a plurality of spaced cars on said track, sweep arms connected with said shaft and having their outer ends connected with said cars, a gear on the shaft elevated above the basin, a counter shaft, a pinion on the counter shaft meshing with the gear, a pulley loosely mounted on the counter shaft, a prime mover, means for transmitting motion from the prime mover to the pulley, and a friction clutch for establishing connection between the pulley and the counter shaft.

In testimony whereof I affix my signature.

ALBERT W. MARMON.