A. PITZER.

AMUSEMENT APPARATUS.

APPLICATION FILED DEC. 30, 1908.

922,628.

Patented May 25, 1909.

2 SHEETS—SHEET 1.

Fig. 1.

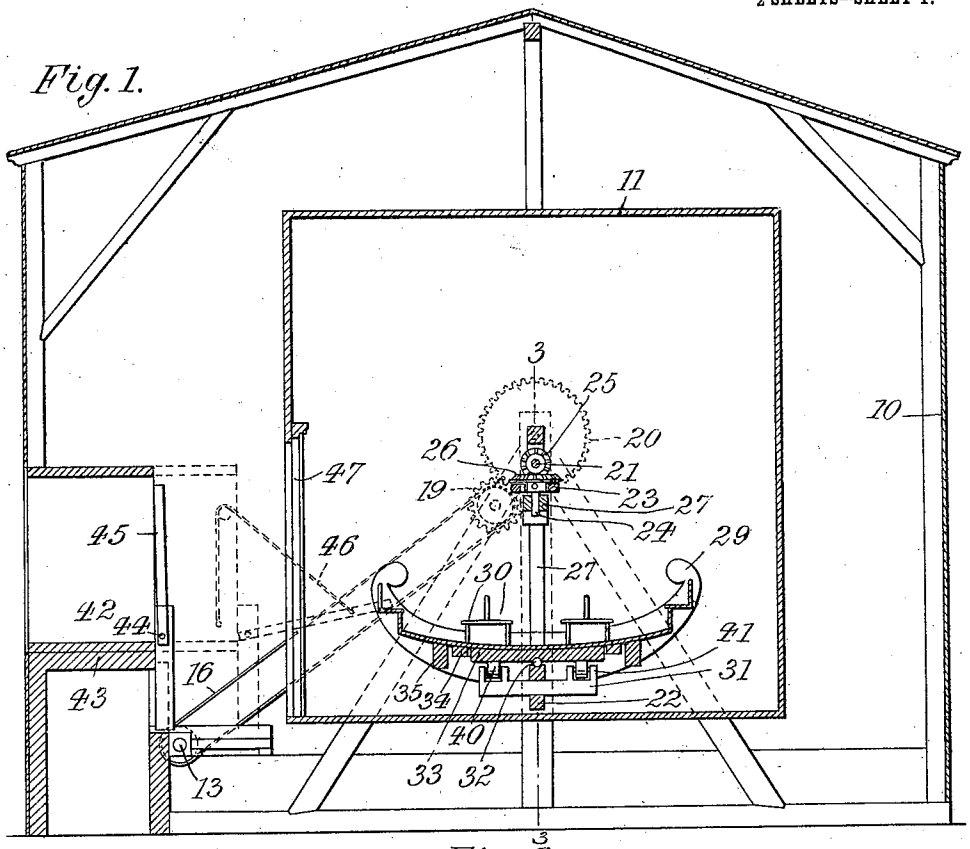
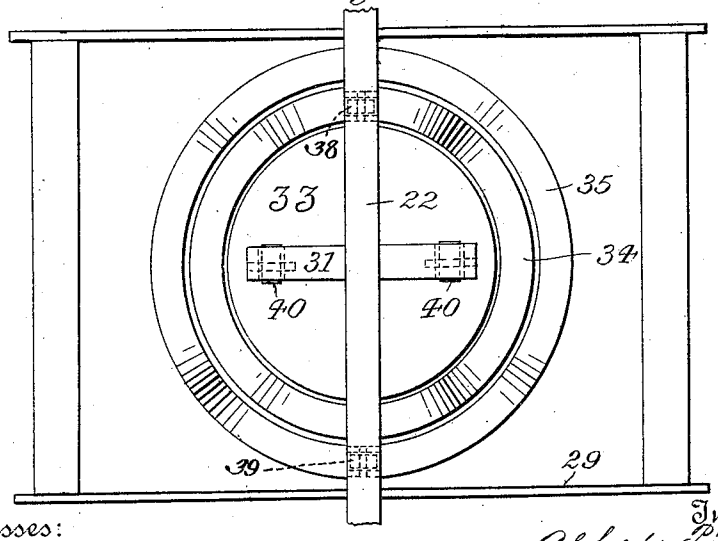


Fig. 4.



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2 SHEETS—SHEET 2.

Fig. 2.

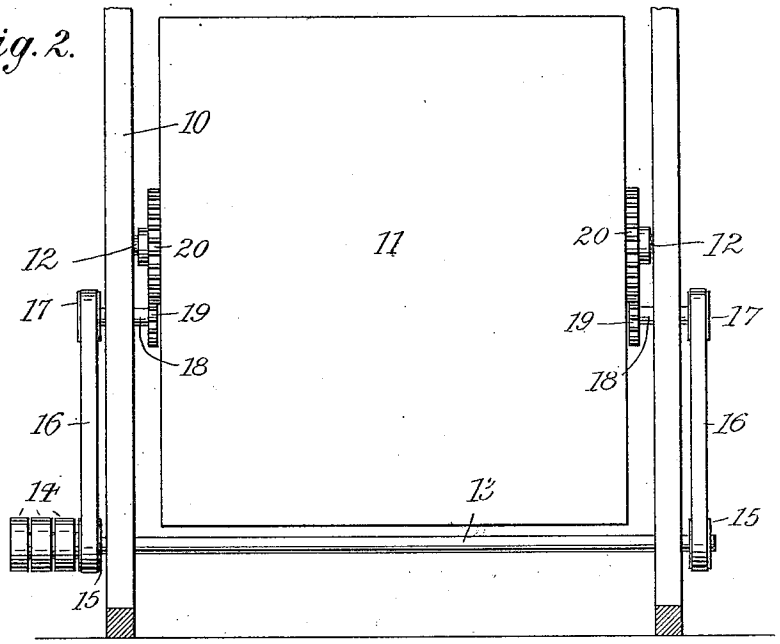
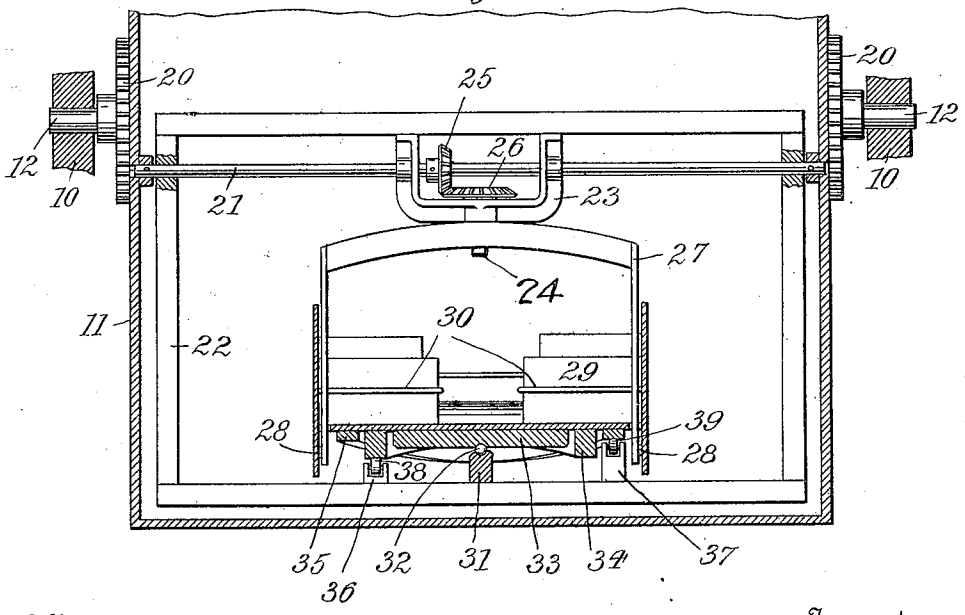


Fig. 3.



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ALFRED PITZER, OF NEW YORK, N. Y.

AMUSEMENT APPARATUS.

No. 922,628. Specification of Letters Patent. Patented May 25, 1909.

Application filed December 30, 1908. Serial No. 470,096.

To all whom it may concern:

Be it known that I, ALFRED PITZER, a citizen of Germany, and a resident of New York city, Manhattan, county and State of New York, have invented new and useful Improvements in Amusement Apparatus, of which the following is a specification.

This invention relates to a car to which a number of different movements may be simultaneously imparted, so that a novel and entertaining amusement for pleasure seekers is provided.

In the accompanying drawings: Figure 1 is a vertical transverse section of my improved amusement apparatus; Fig. 2 a rear view of the car inclosing chamber and cooperating parts; Fig. 3 an enlarged section on line 3—3, Fig. 1, and Fig. 4 a bottom view, partly broken away, of the car.

A suitable housing or frame work 10, contains a chamber 11 which is rotatable on its horizontal axis. The chamber is made in the form of a hollow cube turning on studs 12 which are journaled in frame work 10. A rotating or oscillating movement may be imparted to chamber 11 in suitable manner. As shown, a power shaft 13, journaled in housing 10, may be rotated or rocked by pulleys 14 mounted thereon. Shaft 13, by pulleys 15, belts 16 and pulleys 17, imparts corresponding motion to shafts 18, which, in turn, by gear wheels 19, 20, transmit the desired motion to studs 12 and consequently to chamber 11.

Eccentrically to studs 12, there is mounted in chamber 11, a relatively fixed shaft 21 extending transversely through the chamber. Upon shaft 21 is hung an oblong frame 22, the side rails of which are perforated near their upper ends for the accommodation of shaft 21, (Fig. 3). From the top rail of frame 22 depends a hanger 23 perforated for the passage of shaft 21. In hanger 23 is journaled a vertical shaft 24 receiving rotary or oscillating movement from shaft 21 by miter gears 25, 26. From shaft 24 is suspended within frame 22, a bail 27 to the upright shanks of which is pivoted by horizontal trunnions 28, a car 29. This car is provided on both sides of bail 27 with seats 30 for the accommodation of passengers.

To the bottom rail of frame 22 is secured a cross arm 31 supporting car 29 by means of a ball bearing 32 interposed between the center of the cross arm and a disk 33 projecting from the floor of car 29, ball 32 forming the center on which car 29 rocks, as hereinafter more fully described.

As chamber 11 rotates on its studs 12, shaft 21 will revolve around said studs to rotate, by wheels 25, 26, car 29 which hangs down by gravity. In this way the car receives simultaneously a slight circular movement around a horizontal axis, and a rotating movement around a vertical axis. A further swinging or rocking movement on trunnions 28 is imparted to the car in the following manner: Concentric to disk 33 are fitted on the floor of car 29, two circular cams 34, 35. Each of these cams has two diametrically opposed bulged sections and two similarly opposed receding sections, the bulged sections of one cam adjoining the receding sections of the other cam. On opposite sides of cross arm 31, there are fitted on the bottom rail of frame 22, the bearings 36, 37 of cam rollers 38, 39, adapted to engage cams 34, 35, respectively. By the coöperation of these rollers with their cams, car 29 will be rocked in a longitudinal direction on trunnions 28, in the manner desired, during the rotation of the car on its shaft 24. Any lateral rocking of the car is prevented by a pair of guide wheels 40 journaled in bearings 41 of cross arm 31 and traveling along disk 33.

Means are provided for permitting passengers to readily enter and leave car 29. These means consist of a slidable door frame 42 supported on a base 43 that projects a short distance into housing 10. To frame 42 is fulcrumed at 44, a draw bridge 45 which may be manipulated by a chain 46.

When car 29 is to be loaded or unloaded, frame 42 is pushed into housing 10 and bridge 45 is lowered through a suitable doorway 47 of chamber 11, to rest upon car 29 (dotted lines Fig. 1). Before the car is started, bridge 45 is raised and frame 42 is slid outward to provide a space within housing 10 sufficient for the rotation of chamber 11.

It will be seen that by the construction described, a number of different movements are simultaneously imparted to the car, while at the same time an optical illusion is created by the apparent complete rotation of the car within the room. In this way a novel and amusing entertainment is provided.

I claim:

1. An amusement apparatus comprising a chamber, a car suspended therein, means

for rotating the chamber, means for rotating the car on a vertical axis, and means for simultaneously oscillating the car on a horizontal axis.

2. An amusement apparatus comprising a frame, a yoke suspended therein, a car pivoted to the yoke, means for rotating the yoke, and means for oscillating the car.

3. An amusement apparatus comprising a rotatable chamber, a frame suspended therein, a yoke suspended within the frame, a car pivoted to the yoke, means for rotating the yoke, and means for oscillating the car.

4. An amusement apparatus comprising a rotatable chamber, a frame suspended therein, a yoke suspended within the frame, a car pivoted to the yoke, means for rotating the yoke, a cam on the car, and a roller journaled in the frame and engaging the cam.

Signed by me at New York city, (Manhattan,) N. Y., this 29th day of December, 1908.

ALFRED PITZER.

Witnesses:
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W. R. SCHULZ.