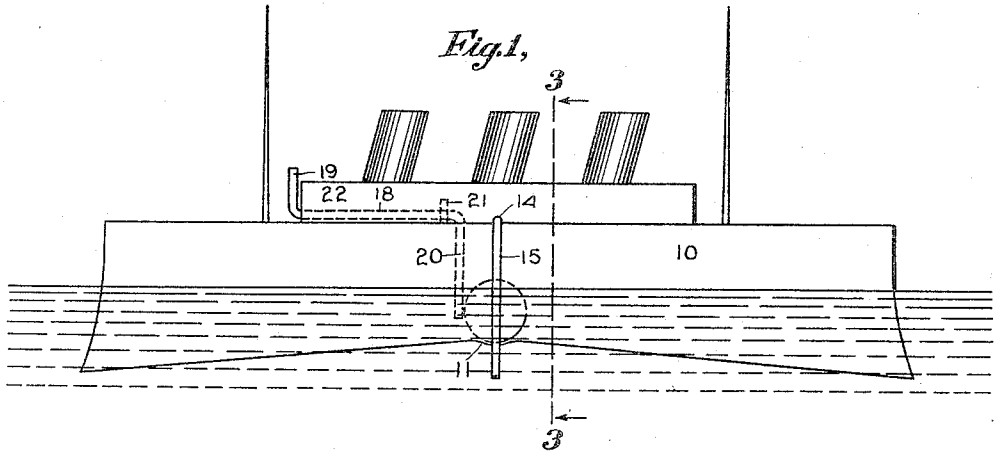
C. A. LEWIS.

TOY SHIP.

APPLICATION FILED APR. 8, 1916.

1,205,759. Patented Nov. 21, 1916.

Fig. 1,



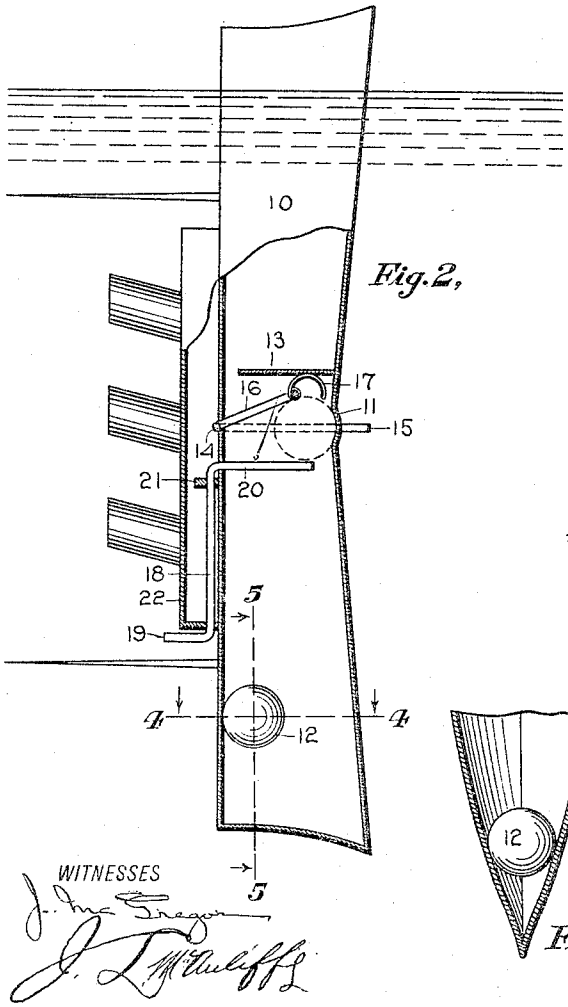


Fig. 2,

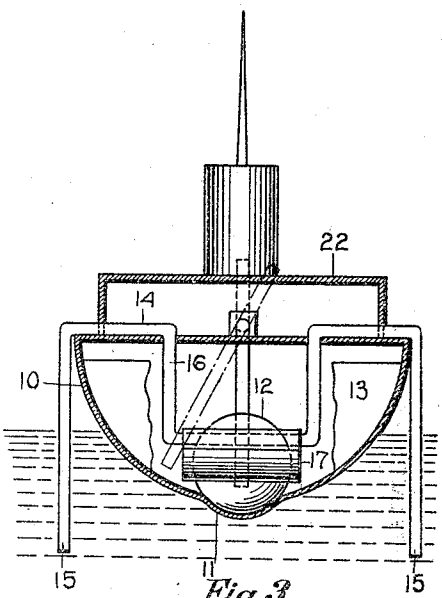


Fig. 3,

Fig. 5.

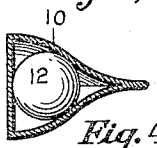


Fig. 4

WITNESSES

J. Mc Gregor

J. L. McCuliff

INVENTOR

Charles A. Lewis

BY Munn & Co

ATTORNEYS

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

CHARLES AARON LEWIS, OF CARNEGIE, PENNSYLVANIA.

TOY SHIP.

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To all whom it may concern:

Be it known that I, CHARLES A. LEWIS, a citizen of the United States, and a resident of Carnegie, in the county of Allegheny and State of Pennsylvania, have invented a new and Improved Toy Ship, of which the following is a full, clear, and exact description.

The general object of my invention is to provide a toy ship having a weight therein, adapted to be shifted to tilt the ship to a partially submerged condition in simulation of the sinking of a ship.

Further objects of the invention are to provide for dislodging the weight by a jar or shock caused by collision; to provide a weight-displacing means to positively dislodge the weight by contact of said engaging means with an obstruction; and to provide weight-restraining means movable to positions to prevent movement of the weight or to permit movement thereof.

The invention will be particularly explained in the specific description following.

Reference is to be had to the accompanying drawings forming a part of this specification in which similar reference characters indicate corresponding parts in all the views.

Figure 1 is a side elevation of a toy ship embodying my invention, showing the same on an even keel; Fig. 2 is a side elevation partly in section showing the ship thrown on its beam end and sunk at the bow by the displacement of the weight; Fig. 3 is a transverse vertical section on the line 3—3, Fig. 1, the view being on an enlarged scale; Fig. 4 is a horizontal section on the line 4—4, Fig. 2; Fig. 5 is a transverse vertical section on the line 5—5, Fig. 2.

In carrying out my invention in practice, a ship's hull is provided of any suitable design, and designated generally by the numeral 12. The keel of the ship rises toward the center and at the raised center within the ship is a concave seat 11 on which is adapted to rest a spherical weight 12. Adjacent to the seat 11 in the present instance, at the back of said seat, is a stop 13, here shown as in the form of a transverse partition. Said stop is distant from the seat 11 sufficient to accommodate between said stop and the weight 12 a weight-displacing means to be next described.

Preferably, the weight-displacing means consists of a rock shaft 14 having depending crank arms 15 at the outside of the hull and having a crank 16 within the hull. The said crank is provided with a weight-displacing member 17 which is U-shaped in cross section and is resilient.

In the present example, the parts are arranged for dislodging the weight in a forward direction to sink the ship at the bow and the hull at the bow is suitably shaped to cause the weight to roll toward the deck of the ship, the purpose being to so position the weight that the center of gravity will be such as to maintain the ship on its beam end.

With the described arrangement, the exterior depending arms 15, upon contact with any obstruction in the water, or upon being manually rocked, will rock the shaft 16. When the shaft 16 is rocked rearwardly and the resilient member 17 caused to bear against the stops 13, the said resilient element will be deformed so that its forward edge will contact with the weight 12, thereby dislodging the same from the seat. On the other hand, if the arms 15 be rocked forwardly, the member 17 will be moved forward bodily into dislodging engagement with the weight. A similar result happens when the bow of the ship strikes an obstruction, the shock in this case tending to give a forward impulse to the weight.

To restrain the weight when on the seat and prevent its displacement, I provide a weight-restraining element consisting of a rock shaft 18 disposed on the ship in a fore and aft direction, preferably, above the deck. One end of the shaft 18 terminates in a crank handle 19 for the manual rocking of said shaft and the opposite end is bent downwardly through the deck of the ship and is adapted to be positioned in front of the seated weight 12. A rocking of the shaft 18 will swing the member 20 laterally out of the path of the weight permitting the latter to be unseated. In the illustrated example, the shaft 18 has a bearing at one end in an upright member 21 on the ship's deck, and at its other end in a super-structure 22.

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

1. A toy ship having a seat at the interior, a spherical weight adapted to rest on said seat to maintain the ship on an even keel, said weight being displaceable from

the seat to shift the center of gravity and thereby tilt the ship in the direction of movement of the weight.

2. A toy ship having a keel rising at the center and formed with a concave seat, and a spherical weight adapted to rest on said seat, and displaceable therefrom in a direction lengthwise of the ship to tilt the latter on its beam ends.

3. A toy ship having a raised seat at the approximate center, and a weight adapted to rest on said seat, the said weight being displaceable in the direction toward the bow of the ship, the said bow being shaped to dispose the weight adjacent to the ship's deck to maintain the ship on its beam ends.

4. A toy ship having a seat, a weight adapted to rest on said seat and displaceable therefrom to shift the center of gravity and tilt the ship, and stop means adjacent to said seat at one side to prevent movement of the weight in that direction.

5. A toy ship having a seat, a weight adapted to rest on said seat and displaceable therefrom, to shift the center of gravity to tilt the ship, and a weight-displacing device mounted adjacent to said seat.

6. A toy ship having a seat, a weight adapted to rest on said seat and displaceable therefrom, to shift the center of gravity to tilt the ship, and a weight-displacing device mounted adjacent to said seat, the said displacing device being mounted to rock and having a deformable weight-engaging member disposed adjacent to a relatively fixed member of the ship and adapted to be rocked against the said fixed member to deform the said weight-engaging member for displacing the weight.

7. A toy ship, a weight movably supported in said ship, and a weight-displacing element rockably mounted in the ship and provided with a resilient ball-displacing member U-shaped in cross section, said member being bodily movable with the rockable element to dislodge the ball from its seat by a movement of said element in one direction, the ship having a member against which said resilient member is adapted to bear to cause a deformation of the resilient member, and engage said member with the weight when said element is rocked in the opposite direction.

8. A toy ship, a weight in said ship and adapted to be shifted therein to tilt the ship to submerge the same, and a weight-restraining device movably mounted on the ship to be given a position to restrain said weight against movement or to a position within the path of movement of the weight.

9. A toy ship having a seat therein, a weight adapted to rest on said seat to maintain the ship on an even keel and displaceable to shift the center of gravity and tilt the ship, and a weight-restraining element rockable transversely of the ship and having a member adapted to be positioned in the path of movement of the weight or to a position out of the said path of movement.

10. A toy ship having a seat therein, a spherical weight adapted to rest on said seat, to maintain the ship on an even keel and adapted to be displaced from the seat to shift the center of gravity for tilting the ship, a weight-restraining device movably mounted at the front of the seat and movable to positions to prevent movement of the weight or to permit said movement, and a weight-displacing device movably mounted at the back of the seat and adapted to engage said weight.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

CHARLES AARON LEWIS.

Witnesses:

ROBERT M. CRAWFORD,

OSWALDE ENDE.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."