No. 766,107. PATENTED JULY 26, 1904.

A. FRANCOVICH.

MOVING PLATFORM.

APPLICATION FILED OCT. 22, 1903.

NO MODEL. 3 SHEETS—SHEET 1.

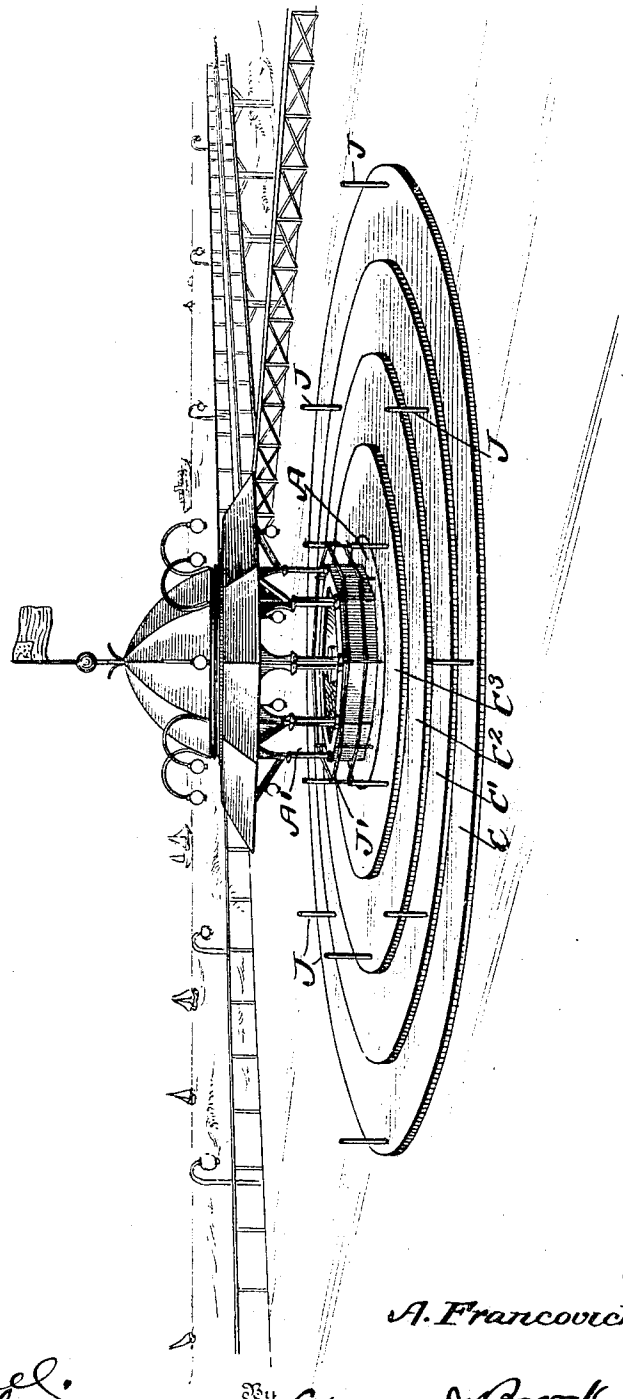

Fig. 1.

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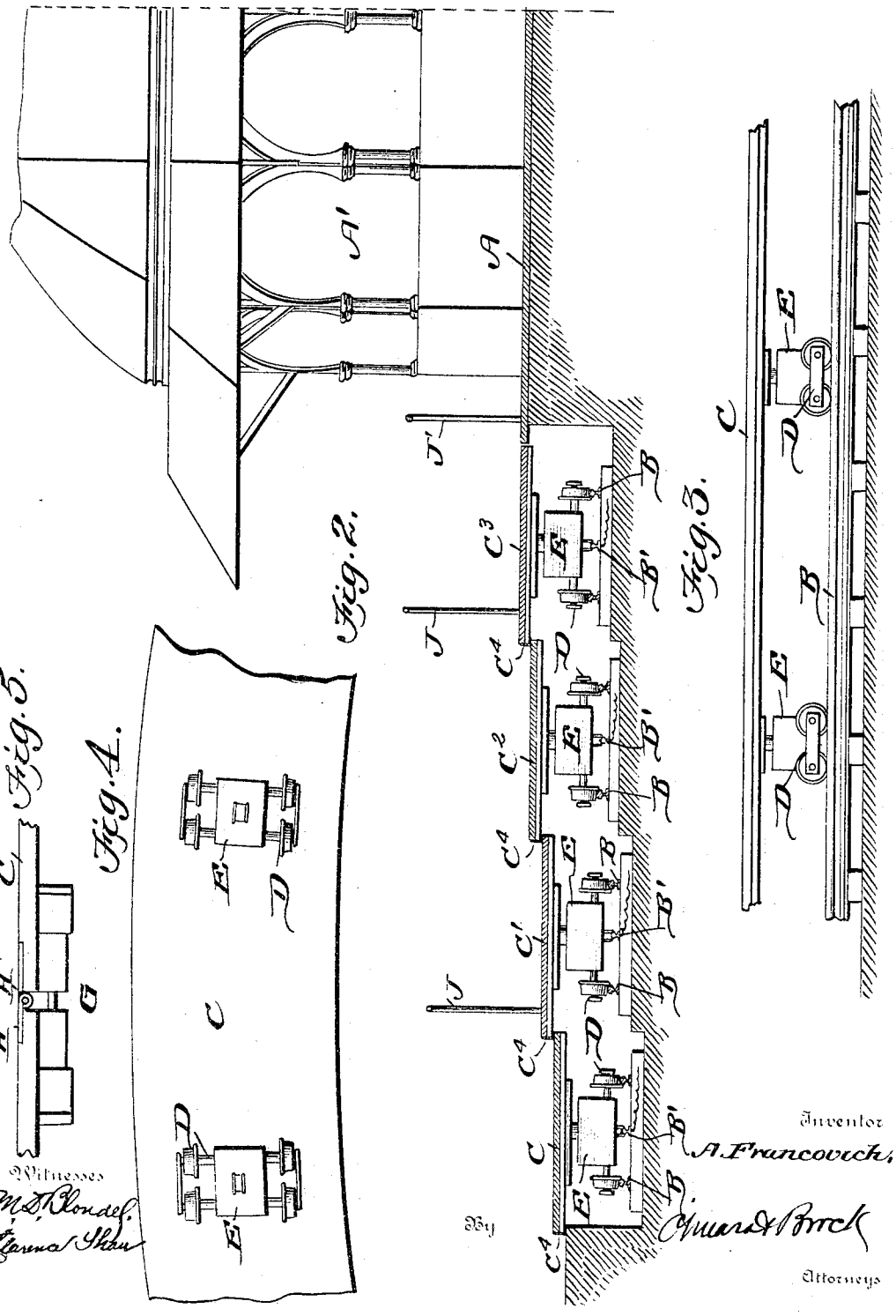
NO MODEL. 3 SHEETS—SHEET 2.



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NO MODEL. 3 SHEETS—SHEET 3.

Fig. 6.

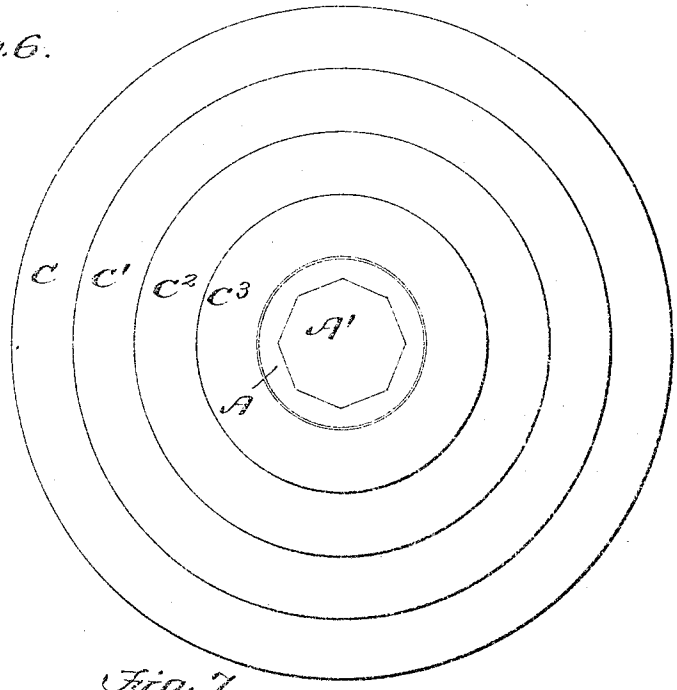


Fig. 7.

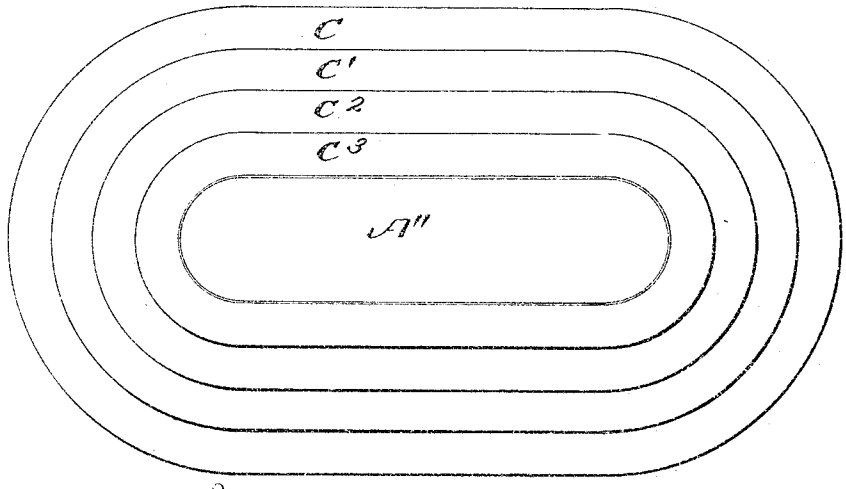
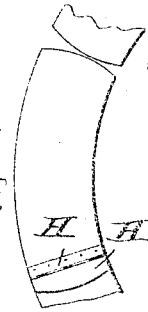


Fig. 8.



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No. 766,107. Patented July 26, 1904.

UNITED STATES PATENT OFFICE.

AUGUSTE FRANCOVICH, OF CONEY ISLAND, NEW YORK.

MOVING PLATFORM.

SPECIFICATION forming part of Letters Patent No. 766,107, dated July 26, 1904.

Application filed October 22, 1903. Serial No. 178,076. (No model.)

To all whom it may concern:

Be it known that I, AUGUSTE FRANCOVICH, a citizen of the Republic of France, residing at Coney Island, in the borough of Brooklyn and State of New York, have invented a new and useful Improvement in Moving Platforms, of which the following is a specification.

My invention relates to an amusement device known as a "circle race."

The invention consists of a stationary pavilion having a plurality of movable platforms concentrically arranged around same, the pavilion being approachable only by crossing all of the platforms, and in providing means whereby the platforms are moved at varying rates of speed with reference to each other.

The object of the device is to attract spectators to the pavilion by means of the novelty of the method of approach.

My invention further consists of the novel features of construction and arrangement of parts hereinafter described, particularly pointed out in the claims, and shown in the accompanying drawings, in which—

Figure 1 is a perspective view of the device. Fig. 2 is a view showing a portion of the pavilion in elevation and the various platforms in transverse section. Fig. 3 is a side elevation of a portion of one of the sections. Fig. 4 is an inverted plan view of a portion of one of the platforms, showing portions of two sections of same. Fig. 5 is a detail view in elevation, showing the adjacent ends of two sections of a platform. Fig. 6 is a diagrammatic view of a circular race. Fig. 7 is a diagrammatic view showing an elongated pavilion-platform and elliptical movable platforms. Fig. 8 is a detail plan of a section of a platform and of portions of the two adjacent sections.

In the drawings, A represents a stationary platform, preferably, although not necessarily, circular in form and slightly elevated above the surface of the surrounding area. Upon this platform is constructed a pavilion or booth A'. Around the pavilion or the platform A an excavation is made and a plurality of steps formed, the steps being arranged in descending order from the pavilion and the top step adjacent the stationary platform A being a considerable distance below it. The lowest step will be about the same distance below the surface of the ground that the top step is below the platform A. Arranged upon each of these steps is a track B, the tracks being concentrically arranged and encircling the platform A. Between the rails of each track is a third rail B', serving as an electrical conductor.

The movable platforms C C' C^2 C^3 are mounted upon suitable trucks D. As many trucks as may be desired on each platform may be equipped with motors E and provided with suitable trolleys or plows to make contact with the third rail B'. These motors can be of the ordinary type.

In practice I prefer to make the platforms about seven feet and six inches in width, and each inner platform is of course elevated above the adjacent outer platform, forming steps similar to those on which the tracks are laid. The adjacent edges of the platforms overlap, and along the outer edge of each platform is a depending flange C^4, which prevents a person ascending the series of steps from inserting the foot under the edge of a platform. When the platforms are circular in form, as shown in Figs. 1 and 6, each platform may be continuous in fact as well as in appearance and mounted on pivoted trucks adapted to follow the track on which they run.

In the elliptical form the platforms are necessarily in sections, and there are also certain advantages in having the circular platform also in sections—as, for example, should a truck need repairing it would only be necessary to take out the particular section mounted on said truck, and the remainder of the platform need not be disturbed.

When the platforms are formed in section, each section would preferably carry one of the pivotally-mounted trucks D adjacent each end, and the various sections would be coupled together by any preferred form of coupling, as shown at G.

To make the platform continuous and prevent injury to persons crossing same, a plate H is set in one of the meeting ends of two sections, and the adjacent end of the other section is also cut out on its upper face and receives a leaf or hinge H′, carried by the plate H. It will be understood, however, that the plate H is not connected to the section upon which it rests, and in the elliptical form where the track is comparatively straight along the sides of the central platform A″ allowance is made for movement of the plate H′ with reference to the section which it overlaps when the section reaches the curved end portions of the track.

Any desired means may be employed for regulating the speed of the various platforms and controlling their movement, as the current supplied to each third rail may be regulated either from the pavilion or any other desired location. To aid persons in stepping from the ground to the first platform and then from that to the next, standards J are arranged at intervals along the edges of the platforms. A railing J′ is shown as running around the platform A, and this may have proper entrance and exit gates, or the railing J′ may be omitted and simple standards placed on the platform A. Preferably the platforms are moved so that each travels at a slightly greater rate of speed than the adjacent platform on the outer side. Thus the platform C would travel at a comparatively slow rate C′ a little faster, and C^3 the fastest; but it is of course obvious that, if desired, platforms C and C^3 could travel at about the same rate, and C^2 at the fastest rate, C′ traveling at an intermediate rate of speed. It is also obvious that the platforms may be run in reverse directions, if desired—C, for example, moving to the right and C′ to the left, and so on—thus causing a person crossing the platforms to pursue a zigzag path in approaching or leaving the pavilion. When the elliptical form is used, a plurality of pavilions may be arranged on the elongated platform A″.

The rail of the tracks may be given the proper inclination common on curves, and which will tend to counteract the tendency of the whirling movement to throw a person from one platform to the other.

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

1. A device of the kind described comprising a central pavilion, a series of endless, movable platforms arranged concentrically around the said pavilion, and independent means for moving each of the said platforms.

2. A device of the kind described comprising an elevated, stationary platform, a plurality of movable platforms arranged concentrically around the stationary platform, each inner, movable platform being in a higher plane than its adjacent outer platform, and independent means for moving each movable platform.

3. A device of the kind described comprising a stationary platform, a plurality of concentric steps arranged in descending order with reference to said platform, a track on each step, said track encircling the platform, a third rail forming a part of each track and adapted to act as an electrical conductor, trucks adapted to travel on said tracks, sectional platforms arranged concentrically the sections being supported by said trucks, means for coupling all the sections on each track together, motors on the trucks adapted to receive current from the third rails and to move the platforms, and hinged overlapping end pieces carried by the sections and adapted to form a continuous platform of the sections on each track.

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