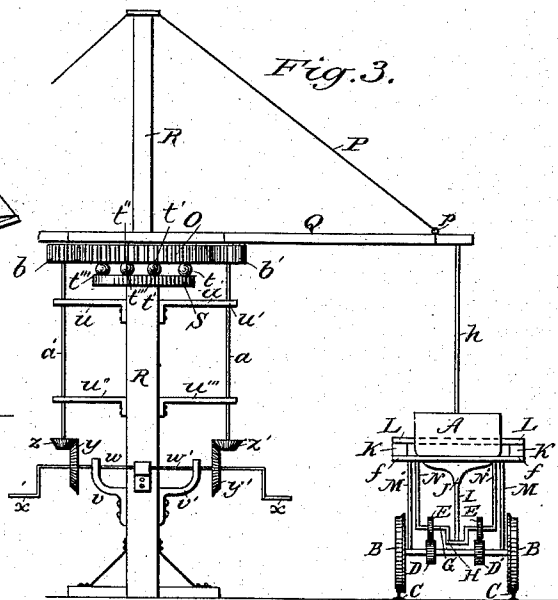
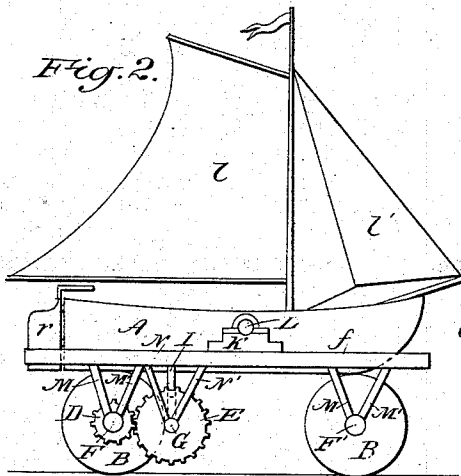
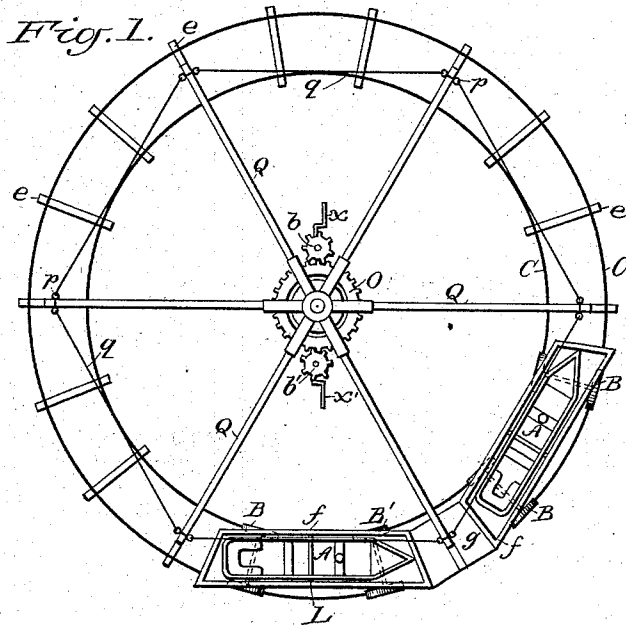


(No Model.)

T. OLDROYD.
ROUNDAABOUT.

No. 291,621.

Patented Jan. 8, 1884.



Witnesses.

Kirkley Hycle.
Edward W. Thompson

Inventor.
Thomas Oldroyd,
By Albert M. Moore,
His Attorney.

UNITED STATES PATENT OFFICE.

THOMAS OLDROYD, OF TEWKSBURY, ASSIGNOR TO WILLIAM C. KNIGHT, OF
LOWELL, MASSACHUSETTS.

ROUNABOUT.

SPECIFICATION forming part of Letters Patent No. 291,621, dated January 8, 1884.

Application filed December 16, 1882. (No model.)

To all whom it may concern:

Be it known that I, THOMAS OLDROYD, a subject of Victoria, Queen of the United Kingdom of Great Britain and Ireland, residing at Tewksbury, in the county of Middlesex and Commonwealth of Massachusetts, have invented certain new and useful Improvements in Roundabouts, of which the following is a specification.

My invention relates to means of giving a lurching motion to boats, cars, or horses used as seats on which persons sitting are carried around in a circle for amusement; also to platforms placed between such boats, cars, or horses to furnish ready access to such boats, cars, or horses.

In the accompanying drawings, Figure 1 is a plan of the frame, railway, and two of the boats in position; Fig. 2, a side elevation of a boat and its truck; Fig. 3, an elevation, showing an end view of the boat and truck, and also showing the operative mechanism which propels the boats.

A is the hull of the boat, through which runs transversely the shaft L, the latter projecting from the sides of the boat, and turning in the journal-boxes K K'. The journal-boxes rest upon the frame *f*, and this is supported by the standards M M' upon the axles F F'. The wheels B B' B' B', four in number, rest upon the rails *c c* of the circular track, and are flanged like ordinary car-wheels. One wheel of each pair, preferably the inner, runs loose on the axle, while the other wheel of the same pair is secured to the axle. The axles F F' stand radially to the central post, R, and the track rests on sleepers *e*, placed on the ground radially. Between each pair of boats is a platform, *g*, placed about two feet above the ground, so that one may step upon the platform from the ground and from the platform into the boats. The platforms *g*, which are connected to the trucks, are also connected by vertical rods *h* to radial arms Q, extending from the top of the gear O, which takes into pinions *b b'*, secured to vertical shafts

a, and the shafts *a* are provided with miter-gears *z z'*, which take into miter-gears *y y'*, secured to a horizontal shaft, W, provided with cranks *x x'*. By turning these cranks the whole frame is swung around the post R as a center, in the usual manner, the gear O being supported on friction-balls *t t t'*, and the arms Q being inserted in a socket secured to the top of the gear O.

In Fig. 2 the rear wheel on the side nearest the observer is removed to show the pinion D and spur-gear E, into which it takes. The pinions D D' are attached to the rear axle, F, and take into spur-gears E E', secured to the crank-shaft G, supported and turning in the hangers N N, secured to the bottom of the truck. A connecting-rod, I, jointed to the keel of the boat, and embracing the crank G, causes the boat to rock upon the shaft L. The relative sizes of the pinions on the axle F and the gears on the crank-shaft G may be varied to produce a slower or more rapid motion.

The same mechanism may be used to rock the platform of a car, or to cause a flying horse to imitate the motion of galloping.

Instead of the shaft L, trunnions may be used, these being secured on opposite sides of the boat.

The boat, for the purpose of increasing the illusion caused by the motion of the boat, may be provided with a mast and sails, as shown.

I claim as my invention—

1. The combination of the frame *f*, axles F F' and wheels B B, pinion D, gear E, crank-shaft G, connecting-rod I, and the boat A, pivoted to said frame, as and for the purpose specified.

2. In combination with the frames *f f* and boats A A, the platform *g*, as and for the purpose specified.

THOMAS OLDROYD.

Witnesses:

ALBERT M. MOORE,
JOHN R. MOORE.