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Patented May 16, 1899.

G. F. WEBER.
PLEASURE WHEEL.

(Application filed Feb. 17, 1898.)

(No Model.)

2 Sheets—Sheet 2.

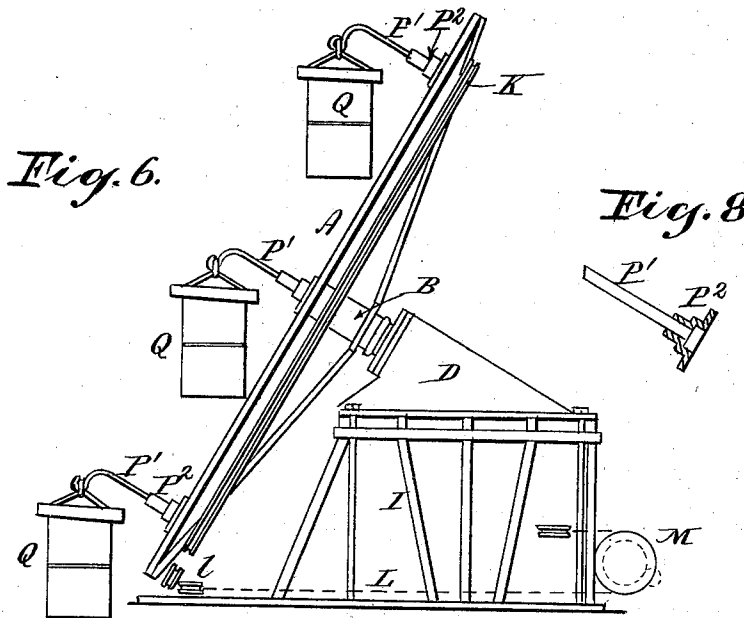


Fig. 7.



Witnesses:

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PLEASURE-WHEEL.

SPECIFICATION forming part of Letters Patent No. 625,074, dated May 16, 1899.

Application filed February 17, 1898. Serial No. 670,617. (No model.)

To all whom it may concern:

Be it known that I, GEORGE FRIEDRICH WEBER, a citizen of the United States, residing in the city, county, and State of New York, have invented certain new and useful Improvements in Pleasure-Wheels, of which the following is a specification sufficient to enable others skilled in the art to which the invention appertains to make and use the same.

My invention relates to pleasure-wheels carrying coaches or seats for passengers. As heretofore used these have been arranged horizontally, as in the well-known carousel, or vertically, as in the "Ferris" wheel. In either case the view of the passenger has been obstructed more or less by the wheel and other parts of the apparatus.

The main object of my invention is to afford an unobstructed view in one direction for the passengers throughout the revolution of the wheel; and the invention consists, essentially, in mounting the seats or coaches upon the upper side or face of an inclined rotatable wheel in such manner that they will retain their positions vertically by gravity while being carried around a common center by the wheel. By this means I am enabled to afford a free and unobstructed view from the face of the wheel irrespective of the particular position of a seat or carriage thereon, a feature of especial importance in cases where an unobstructed view in a certain direction is desirable, as at the seaside, adjoining special features of scenery, or for the purpose of observing games or sports of any kind.

In carrying out my invention I do not wish to confine myself to the identical form and construction of parts herein shown, since it is obvious that various modifications may be made therein without departing from the spirit and intent of my invention.

In the accompanying drawings, which illustrate parts for carrying out my invention in practical form, Figure 1 is a side elevation of an inclined wheel upon which are pivotally suspended cars or coaches traveling upon suitable platforms or supports on the face of the wheel; Fig. 2, an elevation of the face of the wheel shown in Fig. 1. Fig. 3 is a sectional view of an antifriction-bearing suitable for use in carrying out my invention. Fig. 4 is a view of the lower side of one of the seats

or car-trucks; Fig. 5, a top view of one of the car-trucks. Fig. 6 is an elevation illustrating a modified arrangement of parts in which the passenger-cars are suspended entirely from above and ride clear of the face of the wheel. Fig. 7 is a diagram of a top of one of the cars used in the arrangement shown in Fig. 6. Fig. 8 is a sectional view of the lower end of one of the standards.

The wheel A may be set at any desired angle of inclination as may be found most desirable to meet the requirements of special use. It may consist of any suitable framework secured to a hub B, turning upon a journal or axis C, secured by a flange or other device rigidly to a permanent base or support D upon a trestle or framework I or equivalent support. A circular groove or pulley K on the wheel receives the propelling rope or belt L, which passes over suitable pulleys to a suitable source of power M. It is obvious that instead of rotating the wheel A by means of a belt or pulley, as indicated, it may be operated through the medium of gear-wheels or other mechanical expedients without departing from the spirit and intent of my invention. In like manner the antifriction-bearing shown, though desirable, is not absolutely essential. As shown, antifriction-rollers R are interposed between the hub B and the journal C, while antifriction-balls S are interposed between the bearing-plate H, on the upper end of the journal C, and bearing-plate F, inserted in the cap E, attached to the hub B.

The cars Q are preferably mounted upon trucks P, suspended upon pivots U, projecting upward from the face of the wheel. The lower ends of the trucks are preferably provided with rollers T, which rest upon a platform O, preferably, although not necessarily, circular in form. In fact, the support O may consist of a circular rail or it may be simply a flooring or facing upon the wheel A.

It will be seen that the cars are virtually suspended upon the fulcrums U, gravity causing the cars Q and trucks P to assume and maintain a vertical position, the rollers T allowing the trucks and cars to adapt themselves upon the supports O to the movement of the wheel A during its rotation.

In lieu of suspending the cars Q upon the

trucks T they may be suspended directly upon standards P', the lower ends of which are flanged and inclosed in suitable caps or bearings, as indicated in Fig. 8, in such manner that the standards P' are free to turn in said caps P², so that the weight of the cars Q will maintain the standards P' in their prescribed position with relation to the wheel, irrespective of the motion of the latter. In this case it will be seen that the cars swing entirely clear of the face of the wheel A, but to all intents and purposes afford all the advantages of freedom of view in a given direction and maintenance by gravity in a vertical position during the rotation of the wheel A.

It is to be understood that any number of seats or vehicles may be arranged upon or in conjunction with my inclined wheel, also that the latter may be supported peripherally upon rollers or may be provided peripherally with rollers resting upon semicircular ways if it is desired to modify or dispense with the central pivotal support.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The combination of an inclined rotatable wheel and a vertical car supported upon a fulcrum projecting at right angles from the face of said wheel, substantially in the manner and for the purpose described.

2. The combination, with an inclined rotatable wheel, of a car and truck, the latter pivotally suspended upon the face of the wheel and provided with rollers for supporting the truck and car, in conjunction with the pivoted support upon the face of the wheel, substantially in the manner and for the purpose described.

3. The combination with an inclined rotatable wheel A, provided on its face with the ways O, of the truck P, pivotally suspended at U, and provided with the rollers T, and the car Q, the whole arranged and operating substantially in the manner and for the purpose described.

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Witnesses:

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