

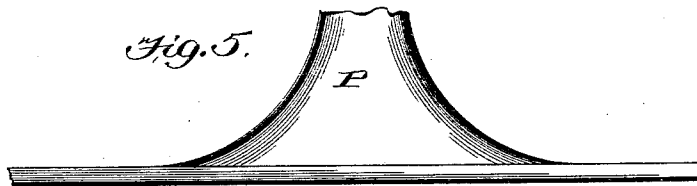
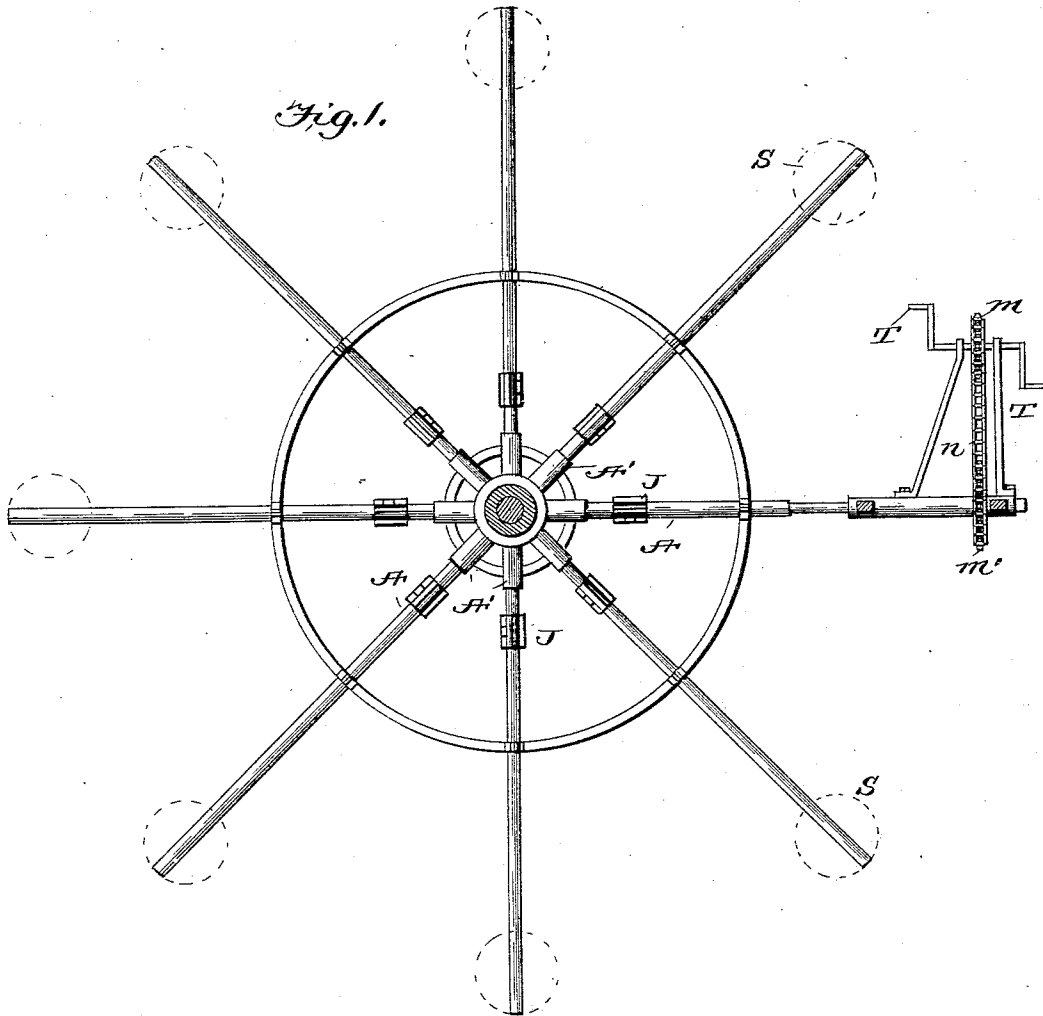
(No Model.)

2 Sheets—Sheet 1.

E. POHL.
MERRY-GO-ROUND.

No. 476,551.

Patented June 7, 1892.



Witnesses

James H. Lang
H. H. Lang

Inventor

Edward Pohl

By his

Attorney

J. H. Gibbs

(No Model.)

2 Sheets—Sheet 2.

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Fig. 3.

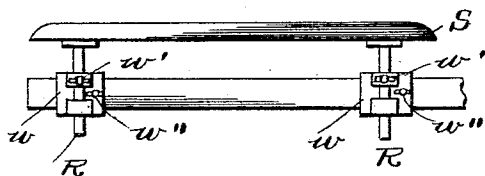


Fig. 4.

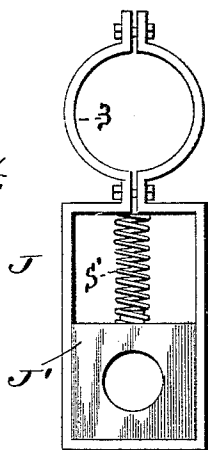
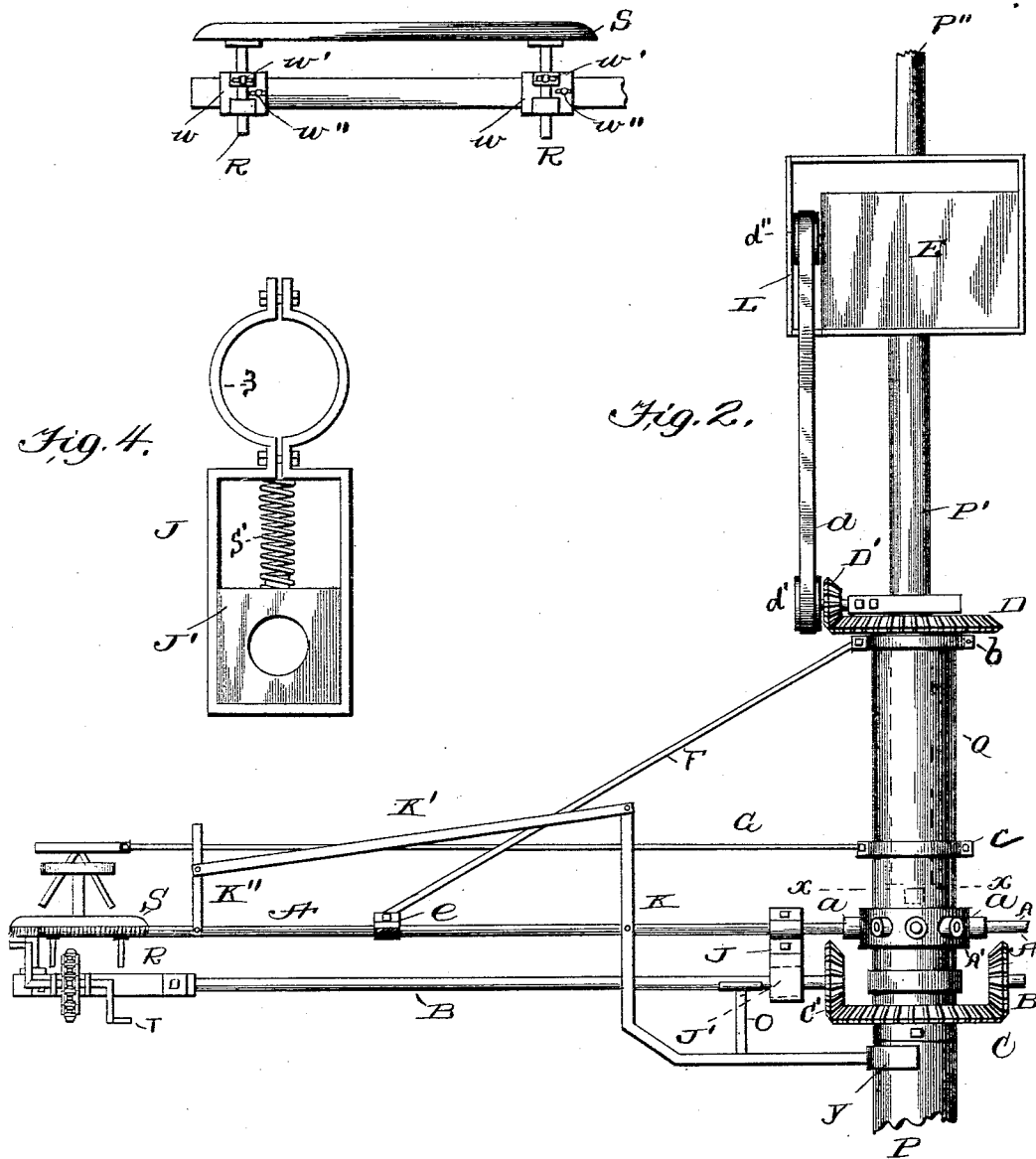


Fig. 2.



Witnesses

John D. W. G. G. G.

Inventor

Edward Pohl

By his Attorney

J. H. Gibbs

UNITED STATES PATENT OFFICE.

EDUARD POHL, OF LOUISVILLE, KENTUCKY.

MERRY-GO-ROUND.

SPECIFICATION forming part of Letters Patent No. 476,551, dated June 7, 1892.

Application filed October 16, 1891. Serial No. 408,934. (No model.)

To all whom it may concern:

Be it known that I, EDUARD POHL, of Louisville, in the county of Jefferson, in the State of Kentucky, have invented new and useful Improvements in Merry-Go-Rounds, of which the following, taken in connection with the accompanying drawings, is a full, clear, and exact description.

This invention relates to that class of devices termed "merry-go-rounds" or "flying dutchmen;" and it consists in certain improvements in the construction and operation thereof, all as hereinafter more particularly pointed out, and specifically referred to in the claim.

In the annexed drawings similar letters and figures of reference denote corresponding parts in all the views, in which—

Figure 1 is a plan view of my improvement, taken as a section on line *xx*, Fig. 2. Fig. 2 is an elevation of my improved device broken off at the pedestal or base. Fig. 3 shows the seat on which passengers sit and shows the method of adjusting the same to suitable elevations for different sizes. Fig. 4 is a detail of the box or hanger in which is held the bearing in which is held the actuating-shaft which propels the device in a circular direction. Fig. 5 shows the bottom part of the base or pedestal upon which the whole rests when in use.

One of the features to which I wish to call attention is the fact that my device as constructed is easily taken apart for shipment and storage, as can be seen from the following explanation thereof.

The base or pedestal *P* rests upon suitable timbers, which serve to steady the whole while in operation. Rising from the base *P* are the several operative parts of my device, first of which is the bevel-gear *C*, which is secured rigidly to the base, so as to be immovable.

The base *P* is slightly reduced in size above the bevel-gear *C*, and there is a collar fitted thereon, above which rests a sleeve *Q*, to which is secured the device *A'*, which consists of a collar provided with several sockets, into which are fitted the arms *A*, upon which are secured the seats upon which the passengers are carried while riding upon the device. The sleeve *Q* rises enough above the collar and has length enough to permit the collars *b* and *c* to be se-

cured thereon, and on its top is secured the second bevel-gear *D*, hereinafter referred to.

The arms *A* may be of any convenient number and are braced in position by means of the tie-rods *F*, which are secured to the collar *c* at one end and to clips *e*, secured on the arms *A*, at the other end and are merely hooked in position, so as to be readily detachable, as occasion may require in shipping.

Lying parallel with and beneath the arms *A* are provided shafts *B*, of such a number as may be desired, so that a person sitting on the seats *S* may operate the treadles *T* and by their connection through the chain and sprocket-wheels *n m m'* propel the arms of the device in a circular direction, this being accomplished through the medium of the bevel-gear *C'* on the inner ends of the rods or shafts *B*, which mesh with the larger gear *C*, which is fast to the pedestal *P*, the latter being always fixed and the gear *C'* traveling around the same, said shafts being supported at their outer ends by a suitable bracket, as like that shown in Fig. 4, and are provided with the sprocket-wheels *m'* on the shafts, while the inner ends of said shafts are supported by similar brackets in a bearing-block *J'*, normally held at its lowest position in the bracket by means of the compression-spring *S'*, so as to hold the bevel-gear *C'* in mesh with the stationary gear *C*, so that rotation of the shafts *B* will cause corresponding revolution of the bevel-gear *C'* and cause it and its attachments to be carried in a circle around the central pedestal *P*. The sleeve *Q*, being movable on the central supplemental post *P'*, will cause it to be rotated correspondingly and cause the bevel-gear *D* on the upper end thereof to turn the pinion *D'*, in mesh therewith, so as to turn the belt *d* and the pulley *d'* and the pulley *d''* on the shaft of the barrel-organ *E*, held in the box *L*, secured at the upper end of said supplemental post *P'*. The organ rests inclosed in a box *L*, from the top of which rises another post *P''*, which may be used to support a canopy-top to protect the riders from the inclemency of the weather.

In Fig. 4 I have shown the hanger in which is held the bearing *J'*, in which turns the shaft *B*, so as to be movable vertically, so as to disengage the pinion *C'* from its engagement

with the gear C when desired. The hanger J is constructed so as to form a clip 3 at its upper end to embrace the shaft A, while its lower portion is oblong and holds a block J', through which passes the shaft B, the spring S' being provided to hold said box and its shaft to its lowest position, normally to keep the bevel-gears C and C' in engagement, but is capable of vertical elevation to disengage said gears when it is desired to stop the machine by the brake, the spring S' always quickly returning said gears to engagement when pressure is released.

At Fig. 3 I have shown a method of seat adjustment which will be found convenient in adjusting the elevation of the seat as occasion may require, and it consists of the two lugs w, which are pinned to the arm A by means of the set-screws w'' and are provided with the seats or openings w', through which pass the seat-supporting rods R, secured to the bottom of the seat S, so that all that is necessary to raise or lower the seat is to loosen the set-screws w'' and the rods R will pass freely through the openings provided for them in the lugs w. A rod G runs from the collar c to the back of the seat S, so as to serve as a brace-rod to prevent lateral movement of the seat and its connections on the arm A. This rod G is necessary owing to the strain, which would otherwise be liable to displace the seat during rapid motion of the arms around the base P, because of the centrifugal force so developed.

In Fig. 2 will be found a brake and lifting

device designed to "brake" the machine and at the same time lift the pinion C' out of engagement with the gear C when it is desired to stop the progress of the same. This device consists of the arm K'', pivoted at its lower end to the arm A and at a point near its upper end to the arm K', which runs toward the center of the machine, where it joins the cranked arm K, which is provided at its end with a brake-shoe held nearly, though not quite, in contact with the pedestal P, so that as the arm K'' is drawn toward the rider the shoe Y will bear on the pedestal and stop the progress of the machine. Connected to the arm K is a vertical arm O, which is provided with a spoon-shaped end, which lies just beneath the shaft B, so that as the brake is applied the arm O will cause the shaft B to rise and carry with it the pinion C' on its end, so as to release it from engagement with the gear C.

Having described my invention, what I claim is—

In a device of the described class, the standard P, collar A', arms A, shaft B, gears C and C', seat S, the brake-rods K'' K' K, and shoe Y, in combination with suitable actuating devices for rotating said shaft B, as and for the purpose specified and shown.

In testimony whereof I have hereunto set my hand this 12th day of October, 1891.

EDUARD POHL.

Witnesses:

FREDERICK H. GIBBS,
EDWARD POHL.