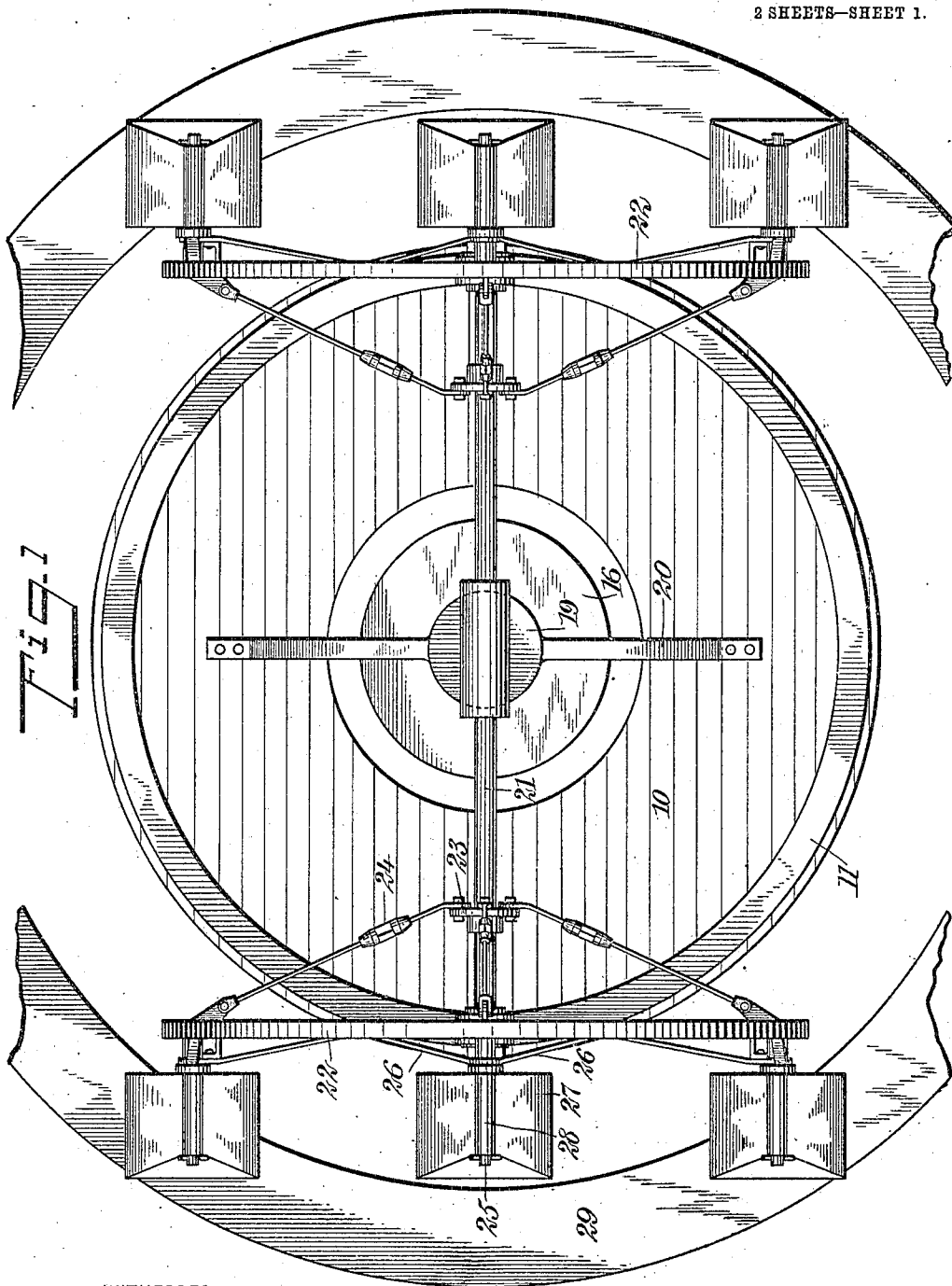


No. 852,308.

PATENTED APR. 30, 1907.

W. T. WATSON.
AMUSEMENT DEVICE.
APPLICATION FILED NOV. 10, 1905.

2 SHEETS—SHEET 1.



WITNESSES:

J. A. Prophy

Isaac B. Owens.

INVENTOR

William T. Watson

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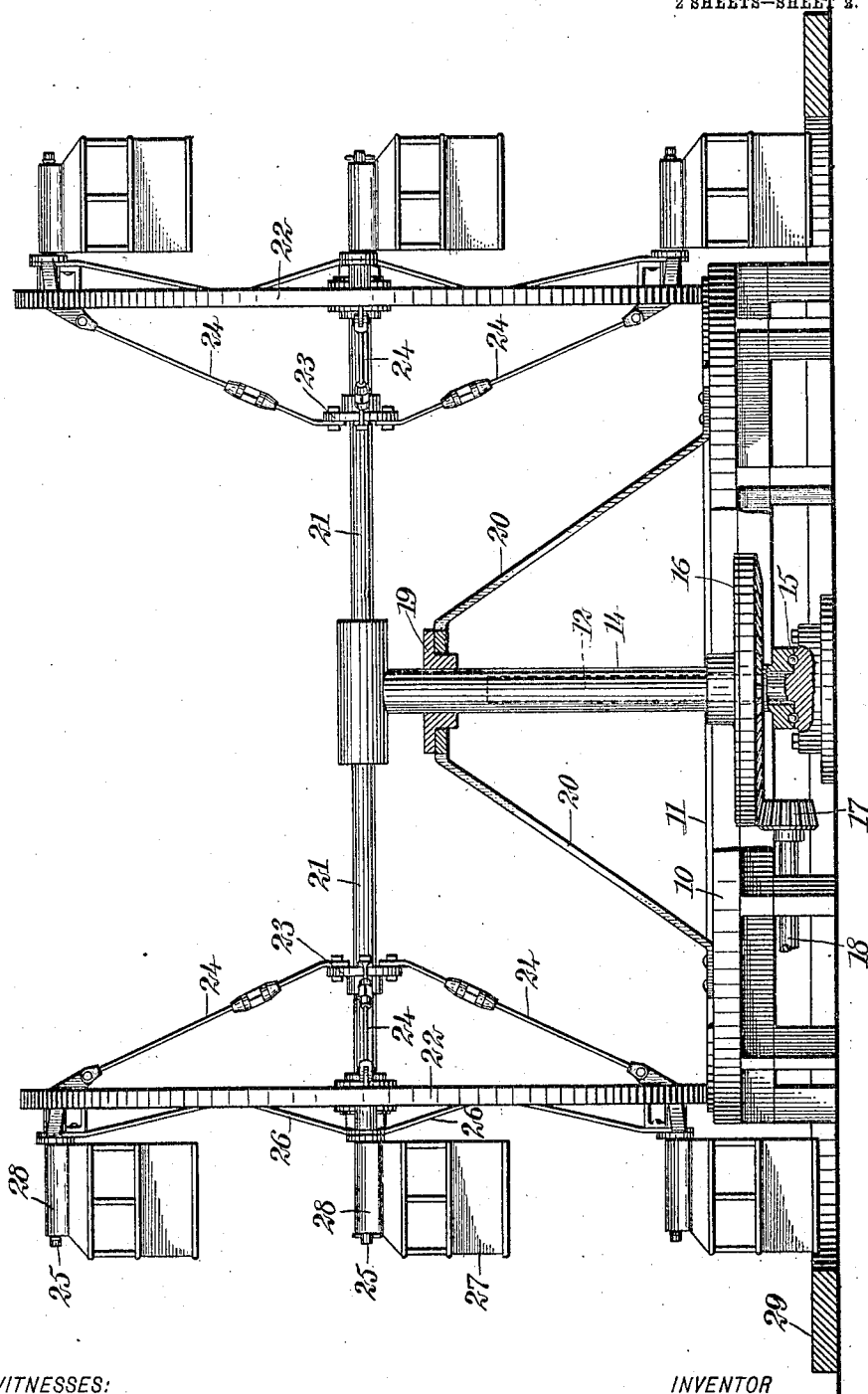
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2 SHEETS—SHEET 2.

Fig. 2



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UNITED STATES PATENT OFFICE.

WILLIAM THOMAS WATSON, OF VANCOUVER, BRITISH COLUMBIA, CANADA.

AMUSEMENT DEVICE.

No. 852,308.

Specification of Letters Patent.

Patented April 30, 1907.

Application filed November 10, 1905. Serial No. 286,692.

To all whom it may concern:

Be it known that I, WILLIAM THOMAS WATSON, a subject of the King of Great Britain, and a resident of Vancouver, in the Province of British Columbia and Dominion of Canada, have invented a new and Improved Amusement Device, of which the following is a full, clear, and exact description.

My invention relates to an amusement device of the carousel class, more particularly those in which cars are hung from a wheel and intended to carry passengers.

The primary object of the invention is to increase the movements imparted to the cars making the movements diverse and confusing, thus increasing the interest of the passengers. This end I attain by causing the wheel or wheels not only to revolve on their own axes, but to move bodily in a circle or other fixed path. Preferably the wheel is mounted on an axle which itself is mounted to swing around a fixed point carrying the wheel in a circle, the rotation of the wheel being effected by the traction of its periphery on a track or rail engaged therewith.

The invention consists in certain other features of major or minor importance, all of which will be fully set forth hereinafter and particularly pointed out in the claims.

Reference is to be had to the accompanying drawings which illustrate as an example the preferred embodiment of my invention, in which drawings

Figure 1 is a plan view of the invention; and Fig. 2 is an elevation with parts broken away.

The apparatus is provided with a base 10 on which is formed an annular track 11, this track being preferably, though not necessarily of iron. Rising through the center of the base 10 is a stationary vertical shaft 12 upon which is placed a rotating tubular shaft 14 having a step bearing 15 at its lower end. This tubular shaft 14 is adapted to be driven by a miter gear 16 meshed with a driving gear 17 carried on a drive shaft 18 which runs horizontally below the base 10. At its upper portion the shaft 14 turns in a bearing 19 which is supported by braces 20. Said shaft 14 fixedly carries at its upper end above the bearing 19 one or a plurality of shafts 21. The drawings show two of such shafts. These shafts project out horizontally from the arm and have the hubs of wheels 22 revolubly carried at their outer ends, the shafts forming the axles of the

wheels. Said wheels may be of any desired construction, and are provided with a wooden periphery or rim which bears on the track 11, making effective engagement therewith. Mounted loosely on the shafts 21 but held against longitudinal movement thereon are collars 23, to which braces 24 are connected, these braces being connected to the wheels 22 so as to strengthen the same and the collars and braces rotate as a unit with the wheel.

Each wheel 22 carries a number of pins 25 which extend out from the outer sides of the wheels parallel to their axes, and are provided with suitable braces 26 making the pins rigid the braces being joined to the pins intermediate the ends of the latter. 27 indicates the cars which are hung from the pins outward from the braces, the cars having boxes 28 at their upper portions in which the pins are loosely received so that the cars always hang vertically from the pins.

In the operation of the apparatus, the shaft 14 is given a rotary movement which causes the shafts 21 to swing around the center of the shaft 14. The wheels 22 running on the track 11 are caused to rotate or roll, as will be readily understood, and it will be seen, therefore, that the cars receive not only a circular motion around the track 11 on a horizontal plane, but also and simultaneously a circular motion in a vertical plane around the center of the shaft or shafts 21. This causes the car to take a confused or complicated path, and very greatly increases the interest of the passenger. The cars are located at the outer edges of the wheels, thus allowing the passenger a perfect view of the surroundings and avoiding obstructing the vision by portions of the apparatus.

29 indicates a circular platform which extends around the apparatus concentric with the track 11, this platform being designed to facilitate the entry of passengers into and the exit of passengers from the cars.

It will be seen that during each revolution of the wheel 22 the cars will be dipped to a point level with the platform, at which time the passengers may enter or leave the cars.

Any number of wheels may be provided, said wheels being carried on the shafts 21 which radiate from the shaft 14 the same as the two shafts shown in the drawings. It is also pointed out that the element 22 is not necessarily of the precise form here shown, its function being that of a carrier, and while I

prefer to cause this wheel or carrier to rotate by engaging the track 11, I nevertheless consider myself entitled to protection in other ways or means of effecting this rotation.

5 Having thus described the preferred form of my invention, what I claim as new and desire to secure by Letters Patent is:

1. An amusement device comprising a base provided with an annular track, a vertical shaft fixed to the base at the center of the annular track, a sleeve journaled on the shaft and having a bevel gear at the lower end thereof beneath the base, and provided upon its upper end with a plurality of bearings, horizontal shafts journaled in the bearings and having on the outer ends thereof wheels running on the annular tracks, pins projecting at spaced intervals from the outer faces of the wheels, cars having journal boxes engaging the pins and suspended from the said pins, braces connecting the pins with the outer faces of the wheels, a collar on each horizontal shaft intermediate the wheel and the bearing, adjustable braces connecting the collar with the inner face of the adjacent wheel, said braces being connected with said wheel opposite the pins, a circular platform encircling the base on a level with the bottom of the cars when in their lowermost position,

and means engaging the bevel gear of the sleeve for rotating the same. 30

2. An amusement device comprising a base provided with an annular track, a vertical shaft fixed to the base at the center of the annular track, a sleeve journaled on the shaft and having a bevel gear at the lower end thereof beneath the base, and provided upon its upper end with a plurality of bearings, horizontal shafts journaled in the bearings and having on the upper ends thereof wheels running on the annular tracks, pins projecting at spaced intervals from the outer faces of the wheels, cars having journal boxes engaging the pins and suspended from the said pins, braces connecting the pins with the outer faces of the wheels, a circular platform encircling the base on a level with the bottom of the cars when in their lowermost position, and means engaging the bevel gear of the sleeve for rotating the same. 40 45 50

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

WILLIAM THOMAS WATSON.

Witnesses:

C. ETING MERRITT,
GEO. RAWDEIEF.