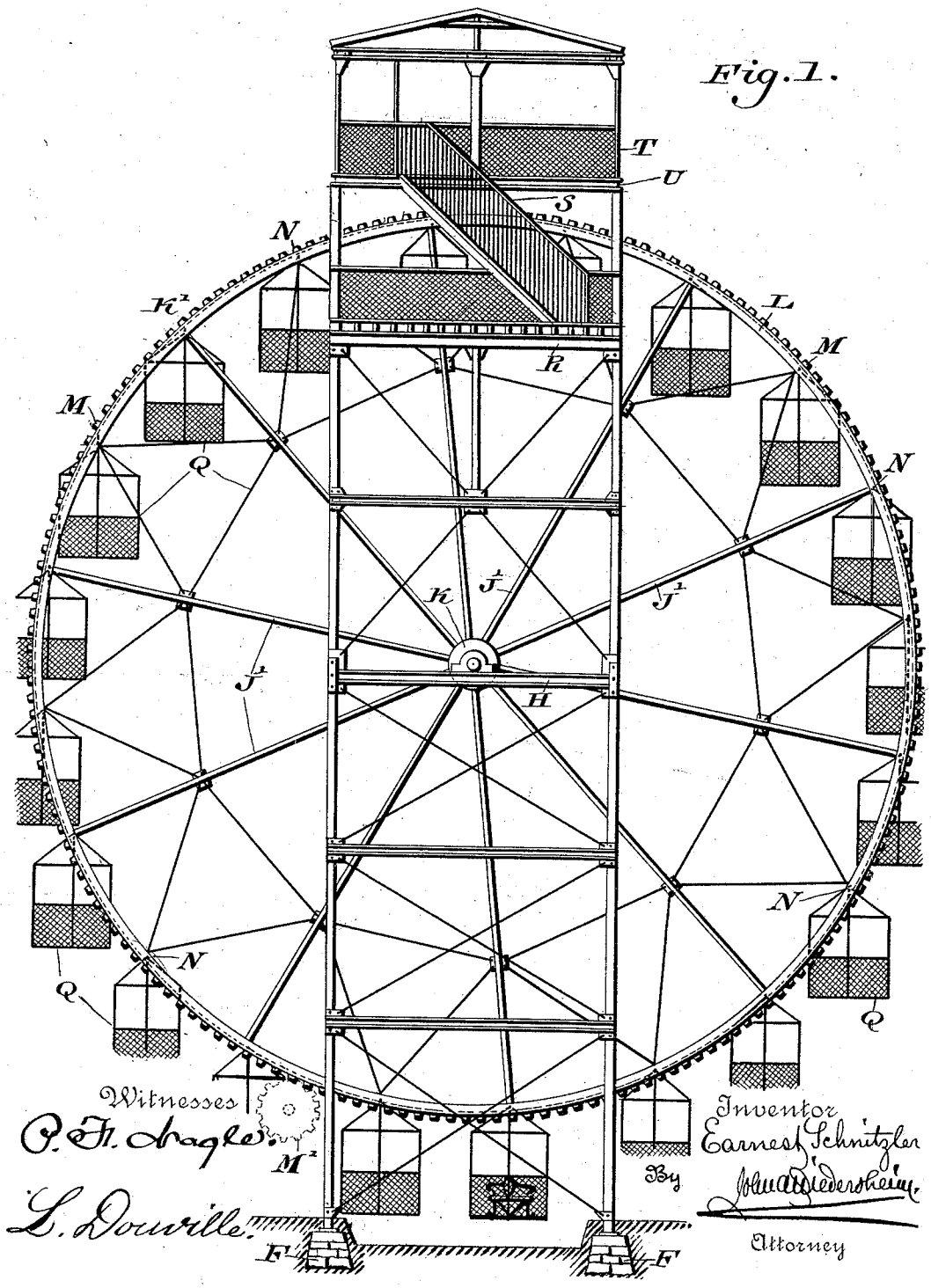
(No Model.) 2 Sheets—Sheet 1.

E. SCHNITZLER.

ROUNDABOUT AND OBSERVATORY.

No. 544,866. Patented Aug. 20, 1895.

Fig. 1.



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(No Model.) 2 Sheets—Sheet 2.

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Fig. 2.

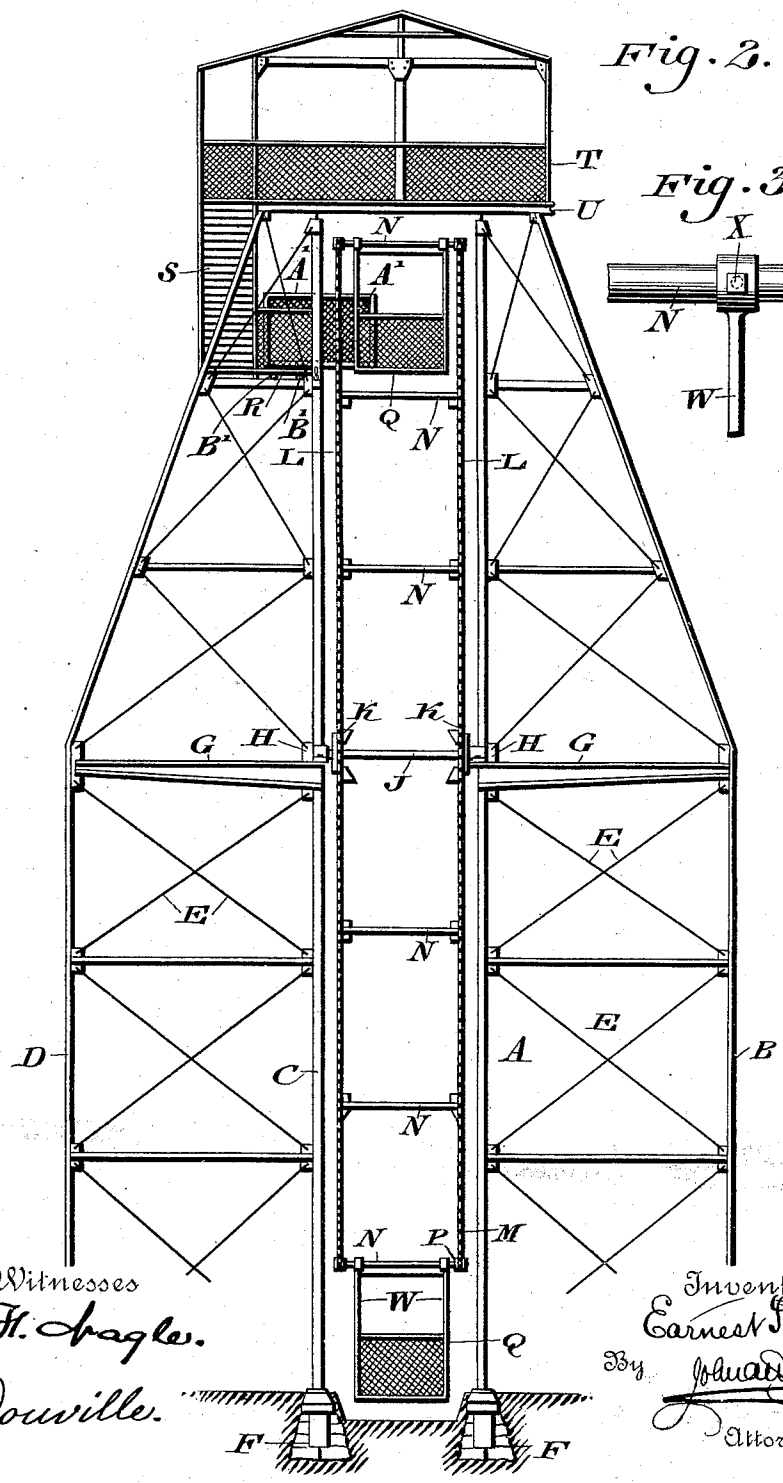

Fig. 3.

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UNITED STATES PATENT OFFICE.

EARNEST SCHNITZLER, OF ASBURY PARK, NEW JERSEY.

ROUNDABOUT AND OBSERVATORY.

SPECIFICATION forming part of Letters Patent No. 544,866, dated August 20, 1895.

Application filed April 26, 1895. Serial No. 547,236. (No model.)

To all whom it may concern:

Be it known that I, EARNEST SCHNITZLER, a citizen of the United States, residing at Asbury Park, in the county of Monmouth, State of New Jersey, have invented a new and useful Improvement in Roundabouts and Observatories, which improvement is fully set forth in the following specification and accompanying drawings.

My invention consists of a novel construction of roundabout and observatory, the latter being accessible by means of the roundabout, which is adapted to be stopped at intervals, whereby passengers can be unloaded upon a suitable platform, from which they can ascend to the observatory.

It further consists of novel details of construction, all as will be hereinafter set forth.

Figure 1 represents a side elevation of a roundabout and observatory embodying my invention. Fig. 2 represents an end view of the same. Fig. 3 represents a detail view, on an enlarged scale, showing the manner of mounting and securing the cars or carriages to the wheel.

Similar letters of reference indicate corresponding parts in the several figures.

Referring to the drawings, A, B, C, and D designate supporting-frames for the roundabout and observatory, said frames being braced by means of the braces or struts E and being supported at their bases upon suitable foundations F.

G designates suitable braces, which are located at about the middle portion of the framework in the present instance, and have secured adjacent thereto the beams H, on which are mounted suitable boxes or bearings for the axis J, to which is secured the hubs K of the wheel K′, the same being provided with spokes J′, which radiate in every direction from the hubs K and are suitably braced and attached to the rims L at their outer extremities, which latter are also provided with braces, one of said rims being provided with the gearing M, which is adapted to be engaged by a pinion M′, which may be located and supported at any point, and which may be caused to rotate in any convenient manner.

N designates shafts which are located transversely to the rims L and are provided with boxes P, which are secured in said rims L. From the said shafts N are suspended the carriages or cars Q, which may be provided with seats, doors, &c., of the usual construction, the floor of said cars being arranged so that when each is at its highest position its floor will be substantially on a line with the floor of the platform R, which is supported on the upper portion of the frames A, B, C, and D, a staircase S extending from the platform R to the observatory T, which is mounted on suitable cross-beams U, which are secured to the upper portion of the framework, said observatory being provided with a roof, if desired, it being of course apparent that both the platforms R and the observatory are provided with a suitable inclosing railing, netting, &c., to prevent accident, as are also the cars Q.

The operation is as follows: The wheel or roundabout K′ being caused to rotate in any suitable manner and the passengers entering the cars when they are in one of their lower positions, it will be seen that they can alight therefrom when they are in their highest position and step directly upon the platform R, from which they can readily ascend into the observatory T.

It will of course be understood that the arrangement of the platform, staircase, &c., relative to the observatory may be varied and other changes may be made which will come within the scope of my invention.

In the preferred form of my invention I provide the shafts N at each extremity thereof with the neck or reduced portion V, the shoulders of which engage the sides of the boxes P, which are suitably attached to the rims or rings L, as will be understood from Fig. 3, the arms W, which support the cars Q, being held immovable with respect to the shafts N by the set-screws or similar devices X, it being evident that said arms W and shaft N move in unison, so that the cars Q will always hang vertically in substantially the same relative position, as indicated in Fig. 1, the shaft N being kept from lateral displacement by its contact with the boxes P.

When it is desired to unload passengers upon the platform R, a bridge A′ is run out, so as to span the space between a car and the platform, said bridge being fastened to the

platform and supported on rollers B′, which may run on a suitable track, if desired.

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

1. A roundabout consisting of a ring or rings having cars supported therefrom, one of said rings being provided with teeth, a pinion adapted to engage said teeth, a platform whose floor is adapted to be in proximity to each car as it attains an elevated position, an observatory, and a staircase leading from the latter to said platform, substantially as described.

2. The frames A, B, C, and D, suitably braced and supported, the beams H adapted to support the bearings for the wheel or roundabout K′, the teeth M on said wheel, a pinion M′ adapted to engage said teeth, the shafts N having the boxes P adapted to receive the same, the platform R located substantially as shown, a staircase S and the observatory T, said parts being combined substantially as described.

3. In combination, a roundabout and observatory, and a suitable bridge intermediate the same, substantially as described.

EARNEST SCHNITZLER.

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