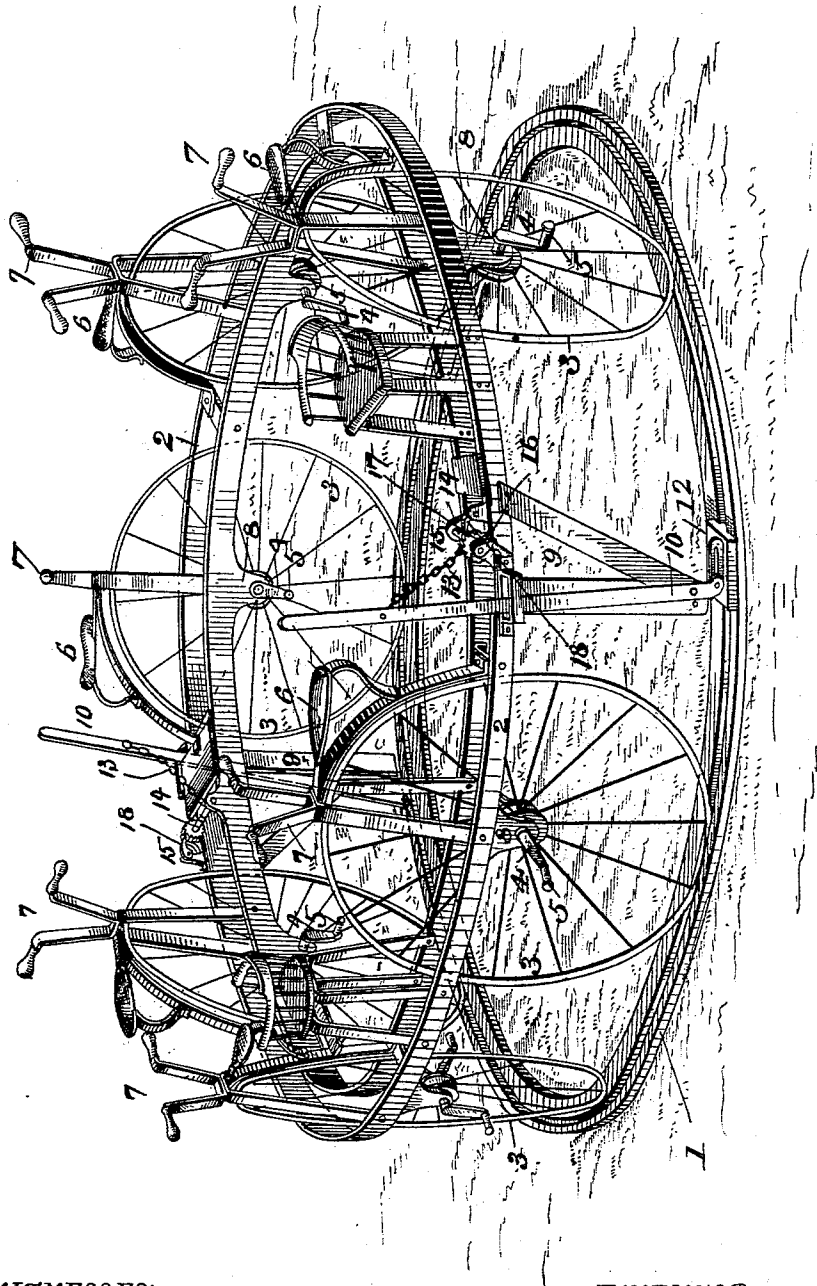
(No Model.) 2 Sheets—Sheet 1.

V. PETER.

ROUNDABOUT.

No. 457,619. Patented Aug. 11, 1891.

Fig. 1.



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(No Model.)

2 Sheets—Sheet 2.

V. PETER.

ROUNDABOUT.

No. 457,619. Patented Aug. 11, 1891.

Fig. 2.

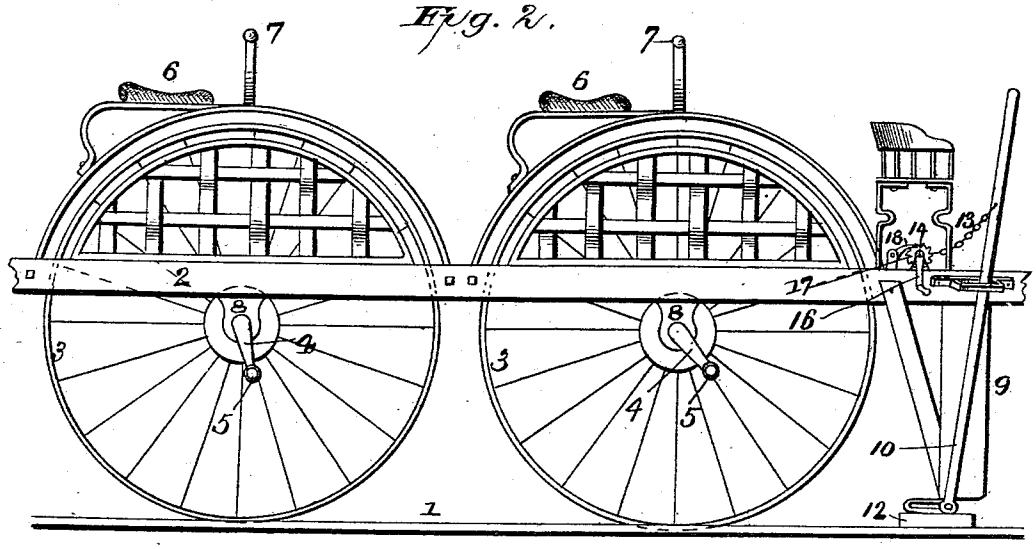
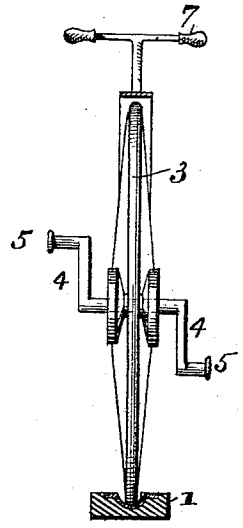


Fig. 3



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UNITED STATES PATENT OFFICE.

VICTOR PETER, OF WILLIAMSPORT, PENNSYLVANIA.

ROUNDABOUT.

SPECIFICATION forming part of Letters Patent No. 457,619, dated August 11, 1891.

Application filed December 12, 1890. Serial No. 374,483. (No model.)

To all whom it may concern:

Be it known that I, VICTOR PETER, a citizen of the United States, and a resident of Williamsport, in the county of Lycoming and State of Pennsylvania, have invented certain new and useful Improvements in Carrousels or Roundabouts; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

My invention relates to improvements in carrousels or roundabouts for affording healthy and pleasant amusement for children and others.

The invention is designed as an improvement upon that class of carrousels or roundabouts which consist, essentially, of an annular frame in which is journaled a series of wheels provided with seats, cranks, and treadles, the wheels running in a grooved circular rail, the construction and arrangement being such that the wheels and the annular frame are revolved by the persons mounted upon the seats.

The object of the invention is to improve the construction generally of such apparatus, and also to provide a brake mechanism whereby the revolution of the wheels and the movement of the annular frame may be stopped when desired.

The invention consists in the novel construction and combination of parts hereinafter fully described, and specifically pointed out in the claim.

In the accompanying drawings, Figure 1 is a perspective view of a carrousel constructed according to my invention. Fig. 2 is a side elevation of a portion of the annular frame, showing the wheels and brake mechanism. Fig. 3 is a rear view of one of the wheels.

In the said drawings, the reference numeral 1 designates the track, which may be of wood or iron and is provided with a grooved face to receive and guide the supporting and driving wheels.

The numeral 2 designates an annular frame consisting of inner and outer bars connected together by means of cross-bars, so as to make it strong and rigid. At suitable intervals apart are mounted the supporting and driving wheels 3, which are similar to ordinary bicycle-wheels, being provided with cranks 4, treadles 5, and seat 6. They are also provided with a handle 7 for supporting the person carried by the wheel. The seat and handle are mounted upon a curved bar secured to the annular frame and located above the wheels, forming a shield which protects the person and apparel from injury. The wheels are preferably journaled in brackets 8, depending from the lower side of the frame 2 and the inner bearings or brackets and slightly depressed, so as to incline the tops of the wheels inwardly, so that they will run freely. Between these wheels may be placed chairs for ladies and small children.

The numeral 9 designates two depending hangers secured to the lower side of the bars comprising the annular frame and reaching to within a short distance of the grooved track. In the lower ends of these hangers is pivoted a bent lever 10, the short arm of which carries a shoe 12, which is adapted to engage with the groove of the circular track. The long arm of the lever extends upwardly and has secured to it a chain 13. The other end of this chain is secured to a small drum 14, journaled in bearings 15 on the frame 2, and is provided with an operating-crank 16 and a ratchet 17 and, with the ratchet, engages a pawl 18, pivoted to frame 2. The shoe 12 consists of a rectangular block having formed upon its under side a curved rib corresponding in shape and size with the groove in the circular track. When the shoe is depressed by means of the lever, the rib will be forced laterally outward, as well as downward, thus closely hugging the groove. The projecting sides of the plate will also press against the surface of the track, increasing the friction therebetween and effectually braking the device.

The operation will be readily understood. Power is applied to wheels by the person mounted thereon, through the medium of the cranks and treadles, in the manner of an ordinary bicycle. This causes the wheels to revolve, carrying with them the annular frame, which is thus caused to travel in a circle, the wheels being guided by the grooved rail. When it is desired to apply the brake, the crank 16 is turned, winding chain 13 upon

the drum 14. This actuates the long arm of lever 10, causing the short arm thereof to be depressed and the shoe 12 to engage with the groove in the rail and by frictional contact therewith cause the apparatus to stop.

From the above it will be seen that there is no central bearing or radial arms, which are necessary in the ordinary carrousels operated by gearing.

Having thus described my invention, what I claim is—

The combination, with the circular grooved track, the annular frame consisting of the inner and outer bars braced together, and the wheels journaled in said frame, having their inner bearings depressed, so as to incline the wheels inwardly, of the brake mechanism consisting of the depending hangers, the lever pivoted therein, the rectangular shoe having a curved rib formed on its under side adapted to engage with the groove in the circular track secured to the short arm of said lever, the chain secured to the long arms of said lever, the drum, the operating-crank, and the ratchet and pawls, substantially as described.

In testimony that I claim the foregoing as my own I have hereunto affixed my signature in presence of two witnesses.

VICTOR PETER.

Witnesses:
J. C. HILL,
G. A. HILL.