

Dec. 1, 1931.

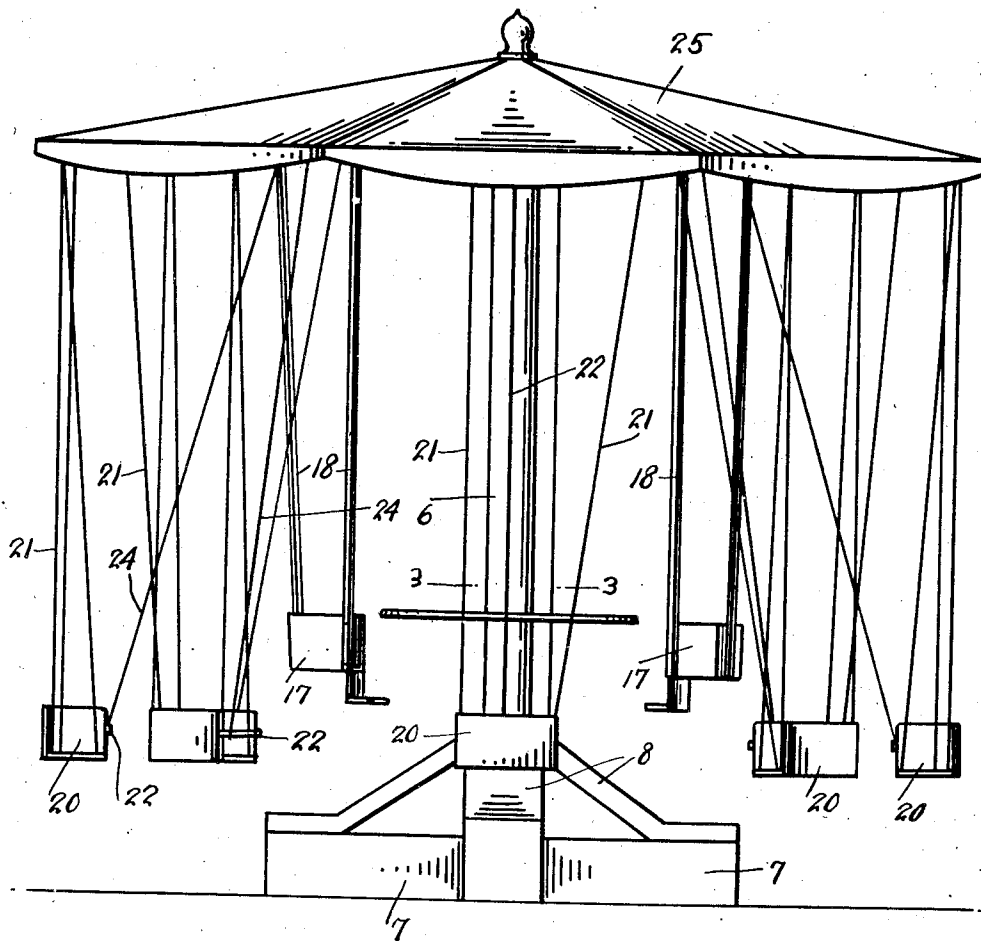
R. DOS SANTOS
AMUSEMENT APPARATUS

1,834,238

Filed Jan. 21, 1931

5 Sheets-Sheet 1

Fig. 1.



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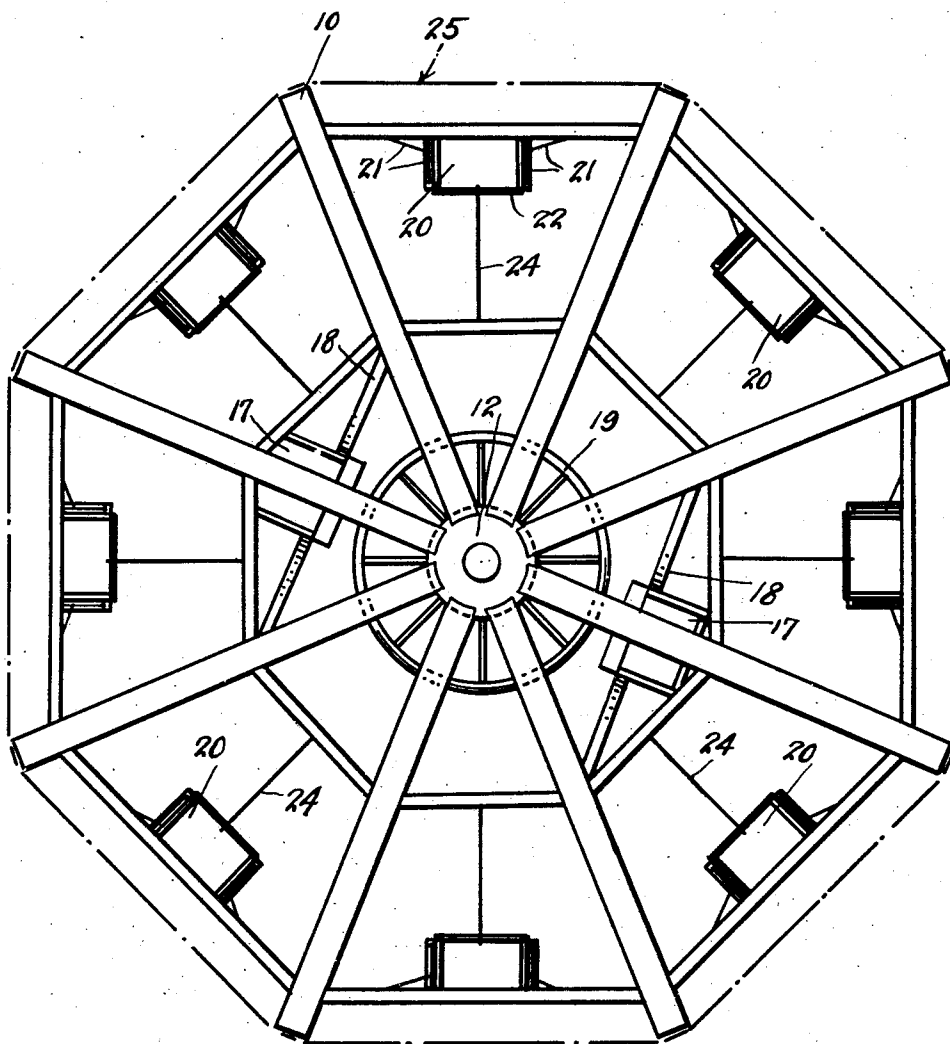
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Fig. 2.



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Fig. 3.

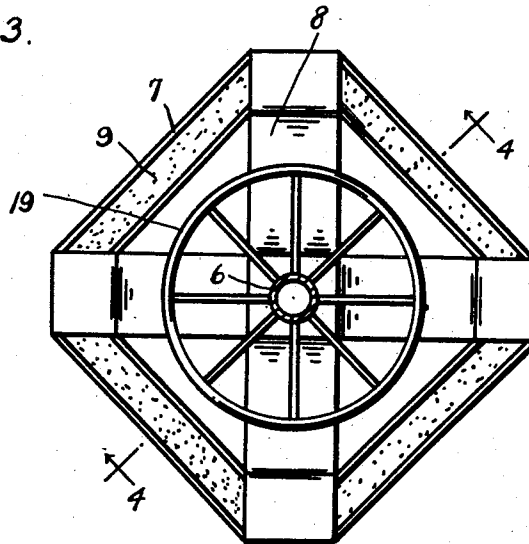
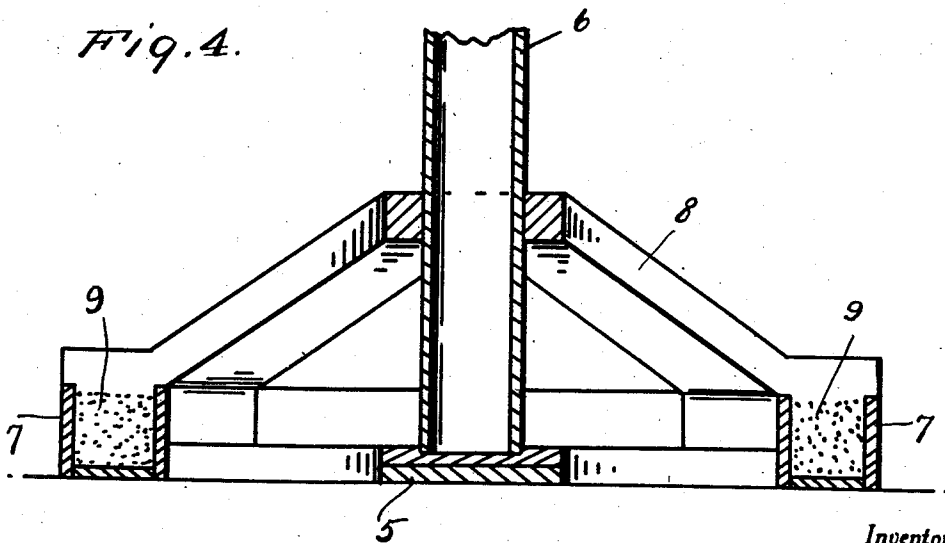


Fig. 4.



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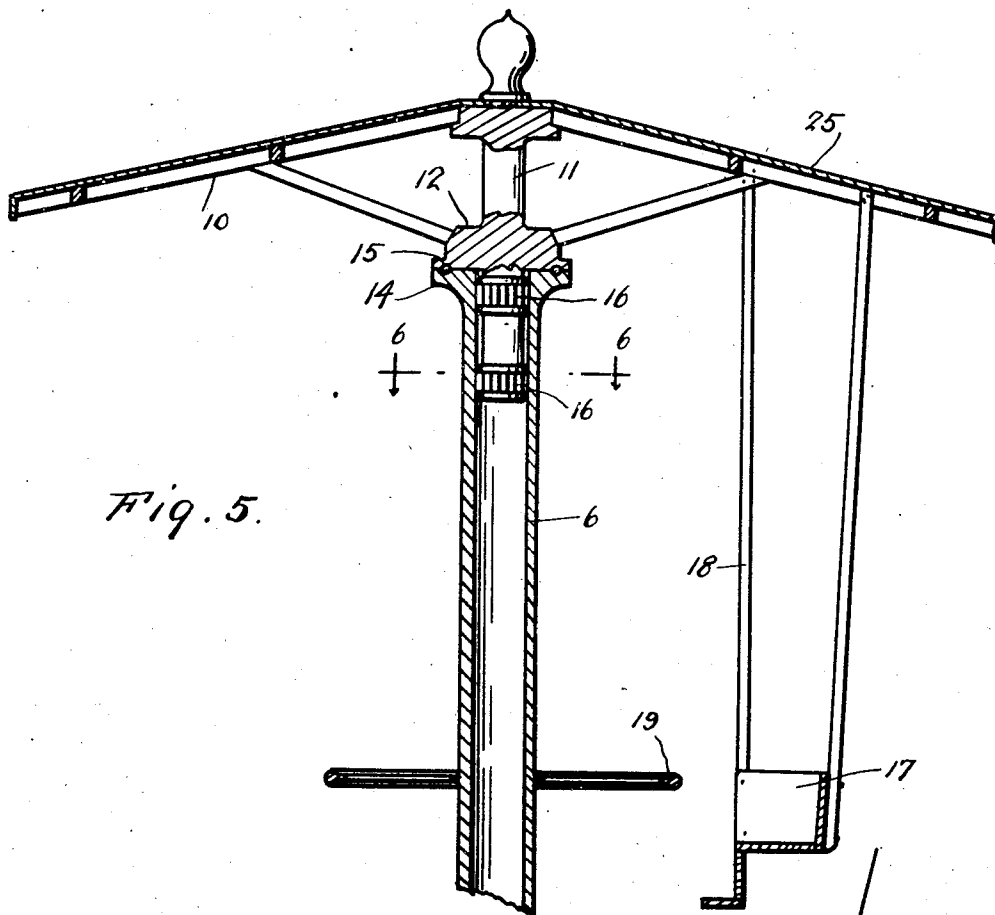


Fig. 5.

Fig. 6.

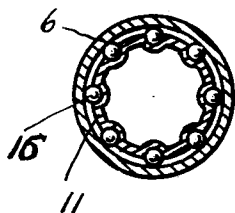
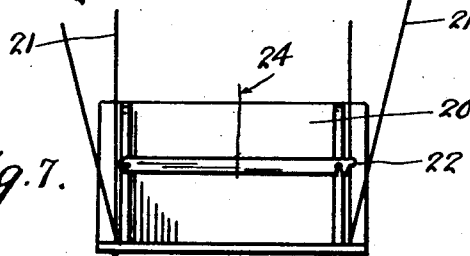


Fig. 7.



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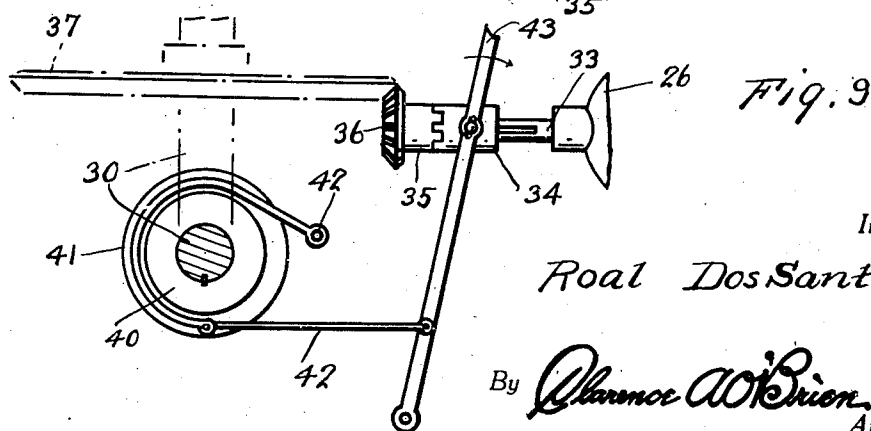
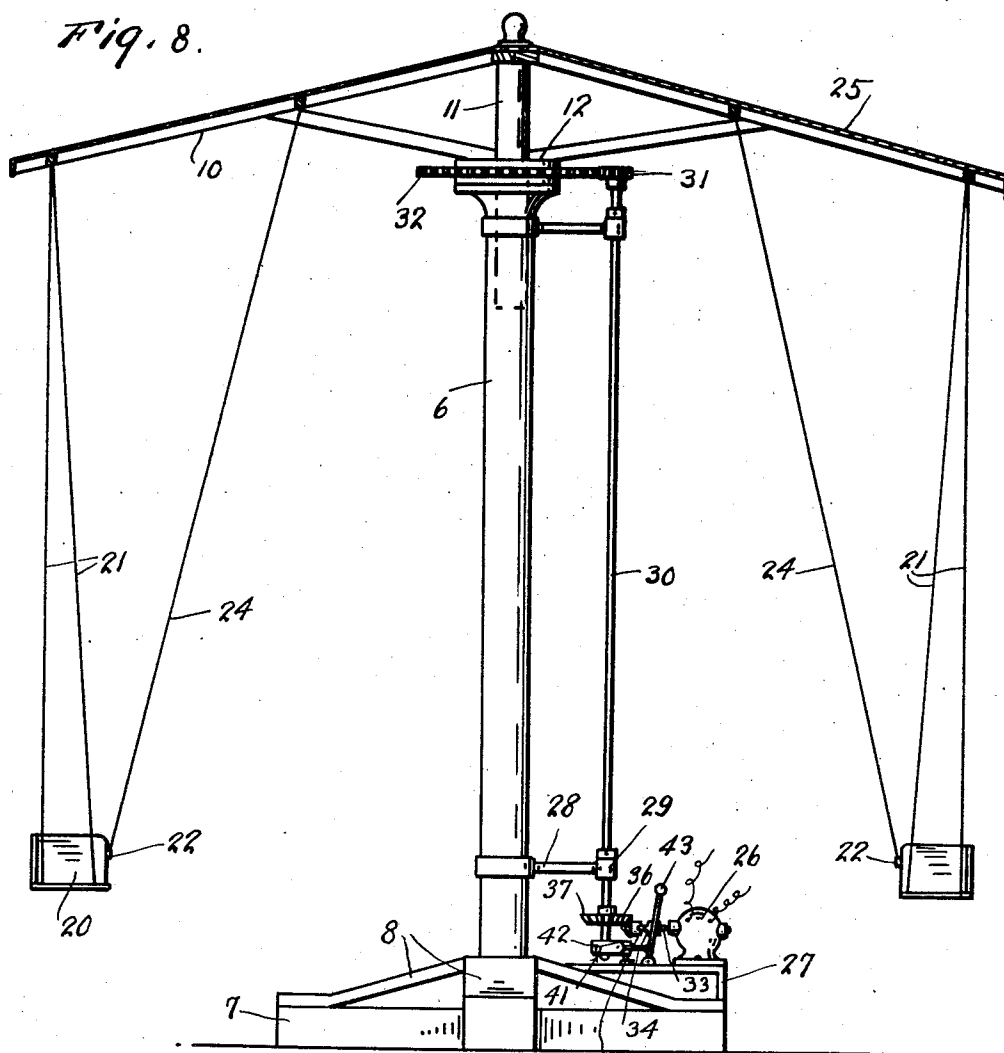
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AMUSEMENT APPARATUS

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Fig. 8.



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UNITED STATES PATENT OFFICE

ROAL DOS SANTOS, OF HONOLULU, TERRITORY OF HAWAII

AMUSEMENT APPARATUS

Application filed January 21, 1931. Serial No. 510,236.

The present invention relates to an amusement apparatus and has for its object to provide a device of said class, in a manner as hereinafter set forth which when operated will be a source of considerable amusement to the riders thereon.

The device is designed primarily for children's use, although it can be used, when desired, by adults and includes means, in the manner as hereinafter set forth, whereby it can be operated, revolved and whereby the passengers may cause themselves to be swung while the apparatus is being revolved.

Further objects of the invention are to provide, in a manner as hereinafter set forth a combined merry-go-round and swing apparatus which is simple in construction, manually operated or motor driven, strong, durable, amusing when used and comparatively inexpensive to manufacture.

With the foregoing and other objects in view the invention consists of the novel construction, combination and arrangement of parts as hereinafter more specifically described and illustrated in the accompanying drawings wherein are shown embodiments of the invention, but it is to be understood that changes, variations and other modifications can be resorted to which come within the scope of the invention as claimed.

In the drawings wherein like reference characters denote corresponding parts throughout the several views:

Figure 1 is a side elevation of an apparatus embodying the features of my invention.

Figure 2 is a top plan view thereof with the roof cover removed.

Figure 3 is a horizontal section taken substantially on the line 3—3 of Figure 1.

Figure 4 is a vertical section taken substantially on the line 4—4 of Figure 3.

Figure 5 is a vertical section through the upper frame and adjacent portion of the post.

Figure 6 is a detail horizontal section taken substantially on the line 6—6 of Figure 5.

Figure 7 is a detail view of one of the passenger seats.

Figure 8 is a sectional elevation of another embodiment of the invention, and

Figure 9 is a diagrammatic view showing the combined brake and clutch structure.

Referring to the drawings in detail and first particularly to Figures 1 to 7 inclusive it will be seen that numeral 5 denotes a base from which rises a hollow post 6. Numeral 7 denotes a base frame circumjacent the base 5 and having braces 8 inclining upwardly and inwardly and merging together, the merged portion being provided with an opening through which the post 6 extends. The frame 7 is formed with a plurality of compartments in which suitable material 9 may be placed to weight the same down on the ground or wherever the apparatus may be set up.

Numeral 10 denotes an upper framework inclining downwardly and outwardly from a vertical shank 11 which extends down into the upper end of the post 6 and is formed intermediate its end with an annular outwardly directed bearing 12 resting on a similar bearing 14 formed on the upper end of the post 6. Anti-friction means 15 are disposed between the bearings 12 and 14, this means preferably being in the form of balls disposed in suitable races. Roller bearing structures 16 are disposed about the shank 11 within the post 6. A pair of operator seats 17 are rigidly suspended from the frame 10 by means of hanger rods 18 and these operator seats face inwardly so that the operators therein may grasp the rim of a wheel 19 stationary on the post 6 for the purpose of rotating the apparatus. A plurality of passenger seats 20 are suspended from the frame 10 by suitable cables 21 and are disposed more outwardly from the post 6 than the operator seat 17.

Safety bars 22 are pivotally mounted on the front of the sides of the seats 20 so that

they may be swung up out of the way as the passengers get in and out of the seats and when in the seats may be swung down thus preventing the passengers from falling out of the seats. A cable 24 is attached to each passenger seat and inclines upwardly and inwardly to be attached to an inner portion of the frame 10 so that the occupant of the passenger seat may pull on this cable 24 to swing the seat.

A suitable top or cover 25 may be placed over the frame 10. The other embodiment of the invention disclosed in Figures 8 and 9 is motor driven, the motor being denoted by the numeral 26 and mounted on a suitable support 27 on the base structure. Bracket arms 28 project outwardly from the lower and upper portion of the post and on their outer ends have bearings 29 in which is journaled a shaft 30 with a gear 31 at the upper end thereof meshing with a gear 32 about the rotatable bearing 12. Shaft 33 of the motor 26 has a clutch segment 34 slidable thereon and engageable with a clutch segment 35 which has a beveled pinion 36 meshing with a beveled gear 37 on the shaft 30. On the bottom of the shaft 30 there is a brake drum 40. A brake band 41 has one end anchored as at 42 and passes around the brake drum and is connected by a link 42 with an intermediate portion of a lever 43 one end of which is pivoted on the support 27 and an intermediate portion of this lever has a pin and slot connection with the element 34. When the clutch is engaged the brake band is loose about the drum but when the clutch is in released position the brake band is tightened about the brake drum.

It is thought that the construction, operation, utility and advantages of this invention will now be quite apparent to those skilled in this art without a more detailed description thereof.

The present embodiment of the invention has been described in considerable detail merely for the purposes of exemplification since in actual practice it attains the features of advantage enumerated as desirable in the statement of the invention and the above description.

It is apparent that changes in the details of construction may be resorted to without departing from the spirit or scope of the invention as hereinafter claimed or sacrificing any of its advantages.

Having thus described my invention, what I claim as new is:

An amusement apparatus of the class described including a vertical post having a shank rotatable in the upper end thereof and extending upwardly therefrom, a frame on the shank, a plurality of passenger seats, and means for swingably suspending the passenger seats from the frame, a vertical shaft, means for rotatably supporting the vertical

shaft alongside the post, gearing connecting the vertical shaft with the shank, a motor, a clutch and gear connection between the motor shaft, a brake associated with the shaft, and means for simultaneously releasing the clutch and applying the brake and vice versa.

In testimony whereof I affix my signature.
ROAL dos SANTOS.

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