J. H. BRAMKAMP.

ROUNDABOUT.

APPLICATION FILED MAY 13, 1914.

1,150,245.

Patented Aug. 17, 1915.

2 SHEETS—SHEET 1.

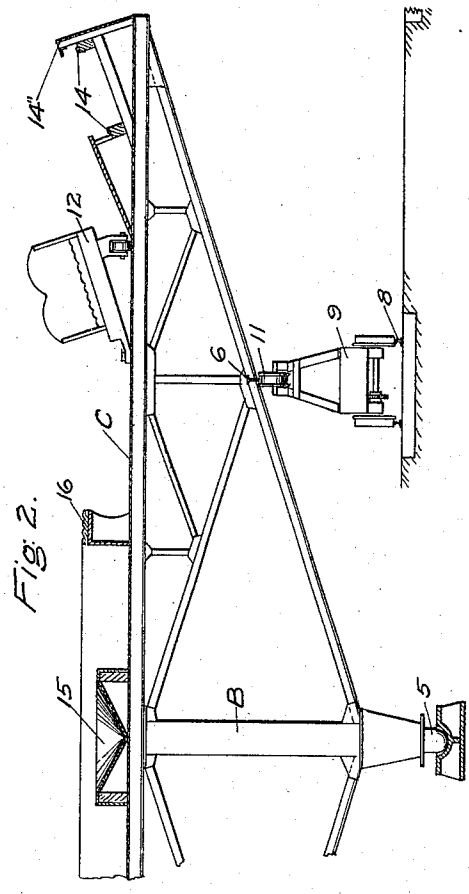

Fig. 2.

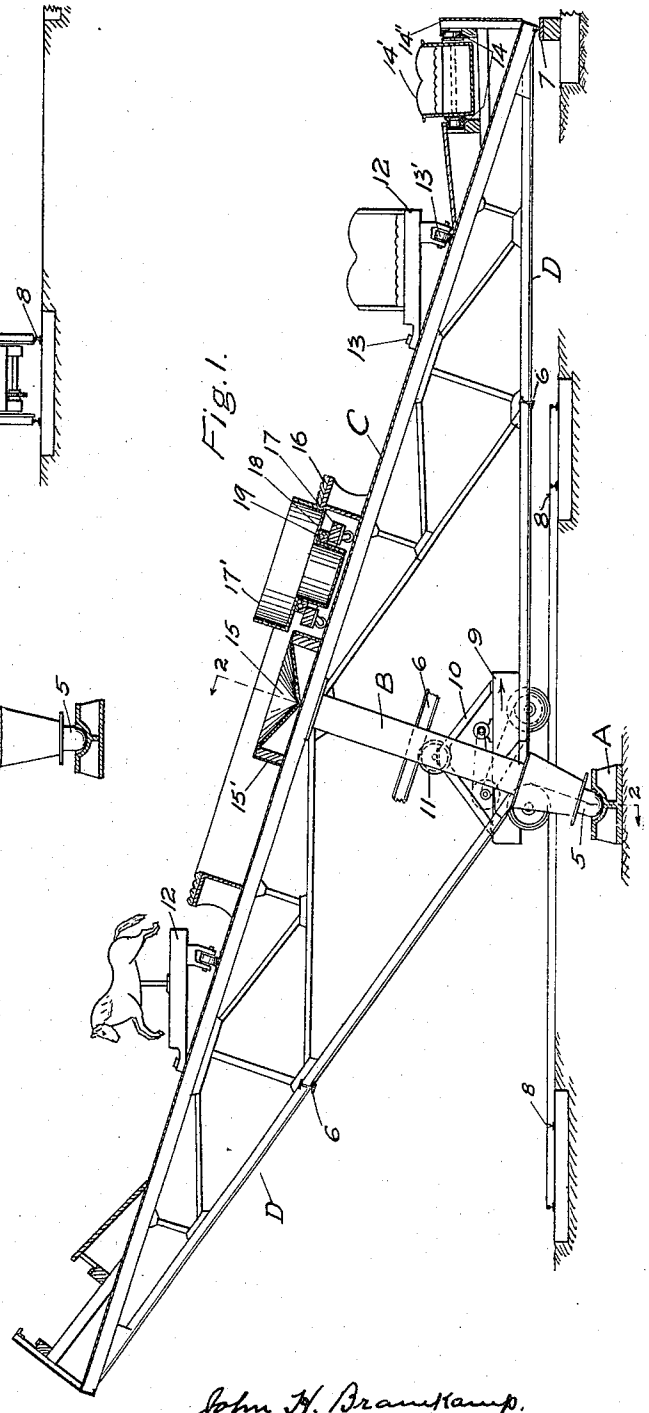

Fig. 1.

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2 SHEETS—SHEET 2.

Fig. 4.

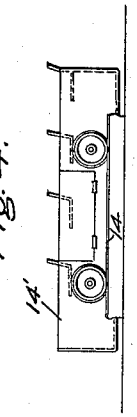
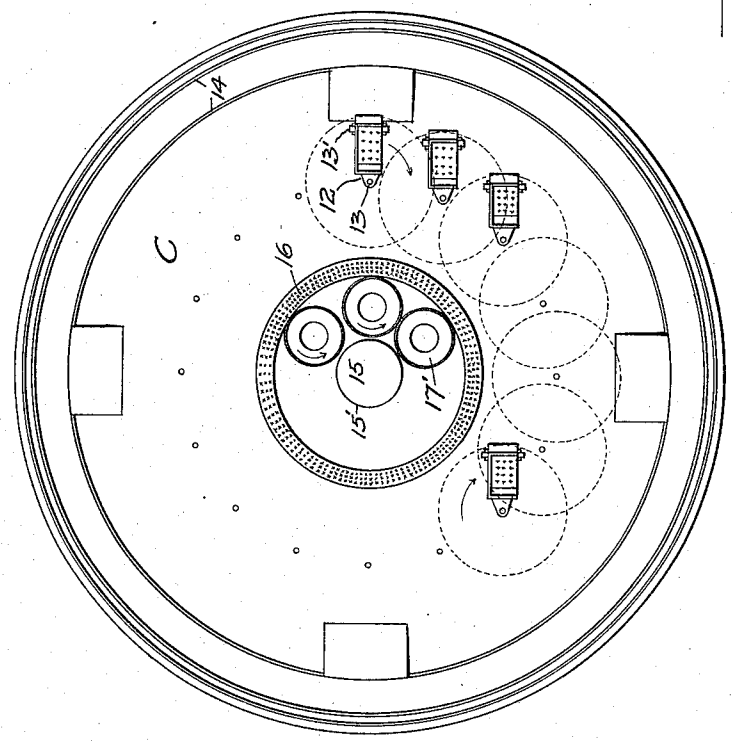


Fig. 3.



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ROUNDABOUT.

1,150,245. Specification of Letters Patent. Patented Aug. 17, 1915.

Application filed May 13, 1914. Serial No. 838,336.

To all whom it may concern:

Be it known that I, JOHN H. BRAMKAMP, a citizen of the United States, residing at Portland, in the county of Multnomah and State of Oregon, have invented a new and useful Improvement in Roundabouts, of which the following is a specification, reference being had to the accompanying drawings.

My invention relates to roundabouts or moving amusement apparatus having seats, swings or other novel means for riding.

The object of my invention is to provide an amusement apparatus similar to that described in Letters Patent No. 953,119, heretofore issued to me on March 29, 1910, for an improvement in roundabouts, and particularly for improvements upon the device described in said patent. I now propose to provide the device with revolving cars and tubs upon the table, traveling cars, and a central conical treading bowl, also to provide a particular means of operating the roundabout. I attain these objects, as well as other distinct advantages, by the mechanism, construction and arrangement of parts illustrated in the accompanying drawings, which form a part hereof.

Figure 1 is a sectional elevation of my device, showing also the motive power car, accessory apparatus and mountings, all in sectional elevation. Fig. 2 is a sectional elevation of part of the device as shown in Fig. 1 on the line 2—2. Fig. 3 is a plan view of the table and examples of the apparatus thereon. Fig. 4 is a side view of one of the traveling cars running upon the outer track of the table.

Like letters or numerals refer to like parts throughout the views.

A is a socket secured to the earth.

B is a shaft having an integral rounded lower end 5, adapted to rotate in the socket A in an inclined position.

C is a circular table, the center of which is secured upon the upper end of the shaft B. The table is rigidly secured upon the shaft by means of the system of stay braces D.

A circular rail 6 is secured upon the lower part of the stay system D. A circular track 7 is secured upon the earth at a distance from the lower end of the shaft B which will allow the rim of the table to travel thereon when the table is in an inclined position. Between the track 7 and the lower end of the shaft B is a car track 8 having two rails secured upon the earth. A motor car 9 is equipped with a suitable motive power machine and means to transmit the power to the wheels of the car and drive it into engagement with the table rail 6. The car 9 is provided with a frame 10. In the upper part of the frame, a wheel 11, having flanges, is rotatably mounted in a position to engage the rail 6 between the flanges. Upon the upper surface of the table are arranged small platforms 12, having seats or animal forms secured upon them. These platforms are rotatably secured to the table on their sides nearest the table center by single bolts 13. They also have wheels 13′ on their lower surfaces, opposite the bolts 13. A track 14 is secured upon the outermost surface of the table C. Upon the track 14 are placed wheeled cars 14′ with seats. A guard rail 14″ is secured upon the outer edge of the table. A conical bowl 15 is secured to a circular railing 15′ around the center of the upper surface of the table, the apex of the bowl being downward. Around the bowl 15, at a suitable distance therefrom, is a circular railing 16. Between the railings 15′ and 16 are confined upon the table within the race thus formed, carriages 17, mounted on casters. The carriages are provided with circular races 18 in which are balls 19. Circular tubs 17′ having foot boxes are mounted upon the ball bearings. One or more of the carriages 17 are placed within the circular race. The tubs 17′ engage the railing 16 and are then rotated on their bearings.

It will now be seen that when my device is erected in operative position, as illustrated in the drawings, the engine in the motor car is started. This actuates the car 9 and propels it into engagement with the table at the contact rail 6. Thereupon the table C rolls in an inclined position around the track 7. At the same time the platforms 12 rotate upon the surface of the table and are so arranged that in their travel they will not cross any part of the arcs of travel of each other at the same time. This arrangement is made with relation to the travel of the table C in its track. The travel of the carriages 12 is illustrated in Fig. 3. The carriages 17 are so arranged that they travel around the race in which they are confined, with the movement of the table. At the same time the tubs 17′ engage each other and the railing 16

and rotate on their ball bearings 19. The bowl 15 has only a rotatable movement the same as the table and is intended for passengers to tread within the same in upright position as it rotates, or failing in this, to be carried around reclining in the same. It is intended that the track for the motor car and the rail 6 shall be arranged in such positions that the least friction and weight support shall result when the table is operated by the car.

It will thus be noted that my present device differs from my previous one, illustrated in the Letters Patent hereinbefore referred to, in certain respects. These are the application of motive power by means of the traveling car carrying an engine which propels it against the table; the rotating platforms 12 carrying seating means; the rotating cars 17; the conical bowl 15; and the cars 14'.

Having thus fully described my invention I claim:

1. A roundabout of the character described, comprising a shaft having its lower end pivoted in a socket on a plane, a flat, circular platform rigidly secured at its center upon the upper end of the shaft, a circular roll-way about the shaft base in which the rim of the platform rolls, with the platform in an inclined position, throughout the length of the roll-way, a series of cars upon said platform pivotally secured thereto at one side of the cars which are provided with means to enable them to travel on the plane of the platform around their pivots, said cars being arranged so they will not cross each other's path of travel at the same time when the platform moves around the roll-way, substantially as described.

2. A roundabout comprising a circular table supported in the center by a shaft in an inclined position, a circular track in which the rim of the table travels, a circular race upon the table, having railings, one or more traveling carriages within the race, said carriages being provided with circular tubs rotatably mounted thereon and which engage the railings as they rotate, substantially as described.

3. A roundabout comprising a circular table supported in the center by a shaft in an inclined position, a circular track in which the rim of the table travels, a conical bowl with apex downward rigidly secured upon the table at its center, substantially as described.

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