

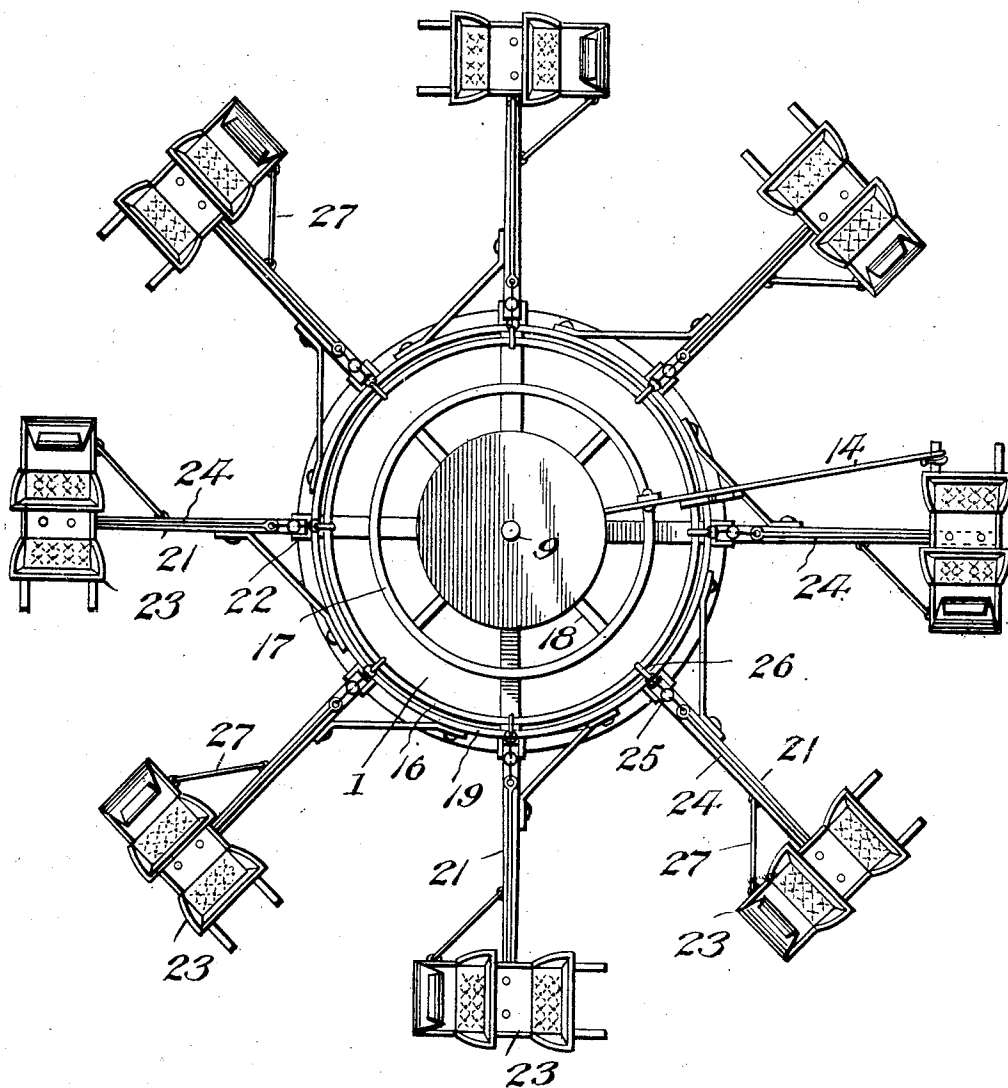
No. 826,383.

PATENTED JULY 17, 1906.

N. STEIN.
MERRY-GO-ROUND.
APPLICATION FILED JULY 7, 1905.

2 SHEETS—SHEET 1.

Fig. 1.



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2 SHEETS—SHEET 2.

Fig. 2.

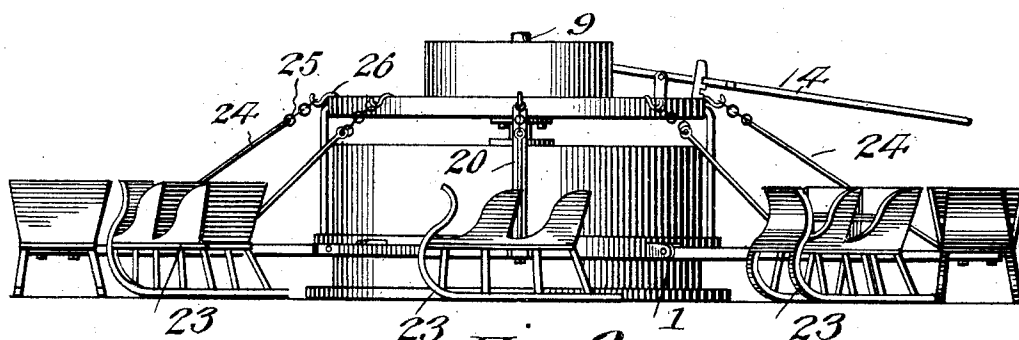
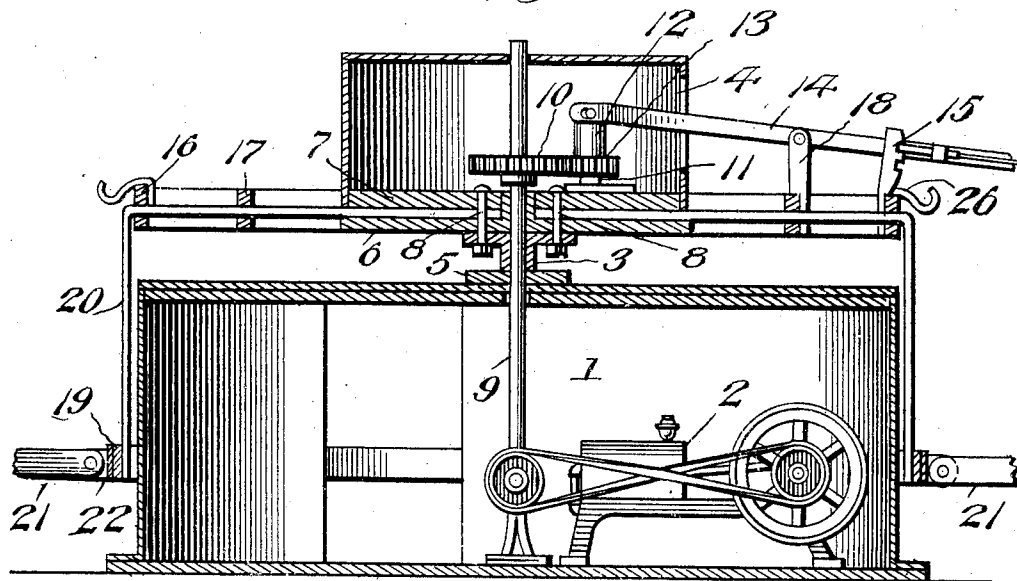


Fig. 3.



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UNITED STATES PATENT OFFICE.

NICHOLAS STEIN, OF WEST SAND LAKE, NEW YORK.

MERRY-GO-ROUND.

No. 826,383.

Specification of Letters Patent.

Patented July 17, 1906.

Application filed July 7, 1905. Serial No. 268,633.

To all whom it may concern:

Be it known that I, NICHOLAS STEIN, a citizen of the United States, residing at West Sand Lake, in the county of Rensselaer and State of New York, have invented new and useful Improvements in Merry-Go-Rounds, of which the following is a specification.

The invention relates to an improvement in that class of amusement devices known as "merry-go-rounds," including specifically a revolving structure arranged to support a plurality of carriages or the like.

The main object of the present invention is the construction of an apparatus of the class described particularly for the convenient support and operation of a plurality of carriages, the arrangement being such that the carriages may be supported upon a suitable surface when such is attainable or may be elevated to be wholly supported by the apparatus.

The preferred embodiment of the details of structure of my invention will be described in the following specification, reference being had to the accompanying drawings, in which—

Figure 1 is a plan view of the apparatus. Fig. 2 is a side elevation of the same; Fig. 3, an enlarged vertical central section illustrating particularly the driving means.

Referring to the drawings, my improved structure comprises a housing 1 of a size to contain a suitable motive power, as an engine 2 or other suitable motor. Supported upon the housing 1 is a bearing-sleeve 3, to the upper end of which is secured a gear-casing 4. The sleeve 3 is preferably supported upon bearing-block 5, the upper end of the sleeve being connected to a base-block 6, to the latter of which the bottom 7 of the gear-casing 4 is directly secured by bolts 8. A power-shaft 9 is vertically supported within the housing 1, the lower end being arranged contiguous the motor 2 and directly driven thereby. The power-shaft projects through the sleeve 3 and into the gear-casing, being there provided with a fixed gear 10. A stud-shaft 11 is mounted within the gear-casing, at one side the center thereof, and is arranged to receive a gear-sleeve 12, having slidable connection with the stud 11 and carrying at its lower end a gear-pinion 13, arranged for engagement with the gear 10. The stud 11 and receiving-opening of the sleeve 12 are squared in section, and the vertical movement of the sleeve 12 is controlled by a lever

14, fixed at its inner end to the sleeve 12 and arranged at its outer end for operative engagement with the usual notched segments 15, whereby the elevation of the inner end of the lever is maintained in adjusted position. The carriages are preferably supported from an annular web 16, arranged concentric with the gear-casing 4 and in alinement with the base-block 6, a second web concentric with the web 16, as 17, being supported intermediate the web 16 and the gear-casing and held in position through radially-arranged struts 18, projecting from the base-block 6. The lever 14 is preferably fulcrumed upon a post 18, suitably secured to the concentric web 17, as shown. A supporting-ring 19 is arranged concentric with and outside the housing 1, and brace-rods 20 project upward from this ring to the web 16, where they are bent at right angles, projecting through the webs 16 and 17 and secured between the base-block 6 and the floor 7 of the gear-casing 4, as clearly shown in Fig. 3. Bars 21 are pivotally supported in ears 22, projecting from the supporting-ring 19, each of which bars is adapted to support at its outer end a suitable carriage 23. This construction provides a series of supporting-bars, as many as may be desired radiating from the supporting-ring 19, each of which bars supports at its outer end a suitable passenger vehicle or carriage. To each carriage is connected an adjusting-bar 24, the free end of which is secured to a chain 25.

26 represents hooks secured to the web 16 and suitably arranged with relation to the supported carriages, each of which hooks is adapted to receive one of the links of the chain 25, secured to the adjusting-bar 24.

Suitable brace-bars 27 are preferably connected with the vehicles and with the bars 21 to avoid any breakage of the parts.

In operation the motor 2 revolves the power-shaft 9, and thereby the gear 10. Suitable operation of the lever 14 having been accomplished to engage the gears 13 and 10 the gear-casing, webs 16 and 17, supporting-ring 19, and the connected carriages will be suitably revolved.

The present invention is shown as particularly adapted for use with a snow or ice surface, in which event of course the carriages 23 will be in the form of sleighs and the chains 25 so connected with the hooks 26 as to permit said sleighs to ride upon the surface. In the event, however, such surface is not avail-

able the chains 25 may be shortened in their operative length by engaging the hooks 26 with a link of the chain nearer the vehicle, which would operate to elevate said vehicles above the surface and permit their operation without contact with said surface.

If desired, any suitable form of clutch or compensating gear may be arranged intermediate the power-gear and driven gear, whereby the speed of the apparatus may be varied as desired.

The structure described is simple in construction and convenient in operation, and I wish it understood that I do not limit myself to the precise details of construction shown and described, as various changes and modifications may be effected without departing from the spirit and scope of my invention.

Having thus described the invention, what is claimed as new is—

1. A carousel comprising a framework, a motor for revolving said framework, carriages supported from said framework and normally adapted to travel upon a supporting-surface, and means for elevating said carriages to travel free of said surface.

2. A carousel comprising a framework, means for revolving said framework, carriages pivotally supported from said framework, said carriages being normally adapted for travel upon a fixed surface, and means for supporting said carriages at varying degrees of elevation with relation to said framework.

3. A carousel comprising a frame, means for revolving said frame, carriages pivotally supported from said frame, and adjusting-rods connecting the carriages and frame,

whereby to vertically adjust the carriages with relation to the frame.

4. A carousel comprising a frame, means for revolving the frame, carriages pivotally connected with the frame, rods secured to said carriages, chains connected with said rods, and hooks secured to the frame and adapted to engage any of the links of said chains.

5. A carousel comprising a housing, a gear-casing supported above the housing, a concentric web supported by said casing, a supporting-ring supported by the web, and carriages pivotally connected to said ring.

6. A carousel comprising a housing, a gear-casing supported above the housing, a concentric web supported by said casing, a supporting-ring supported by the web, carriages pivotally connected to said ring, rods projecting from the carriages, and hooks secured to the web and adapted for adjustable connection with the rods.

7. A carousel comprising a housing, a gear-casing supported above the housing, a concentric web supported by said casing, a supporting-ring supported by the web, carriages pivotally connected to said ring, rods projecting from the carriages, chains secured to said rods, and hooks secured to the web and adapted for adjustable connection with the chain.

In testimony whereof I affix my signature in presence of two witnesses.

NICHOLAS STEIN.

Witnesses:

ADELBERT LAPENS,
GEORGE LAPENS.