(No Model.)

J. R. KENNETT.

MARINE AND LAND MERRY-GO-ROUND.

No. 392,155. Patented Oct. 30, 1888.

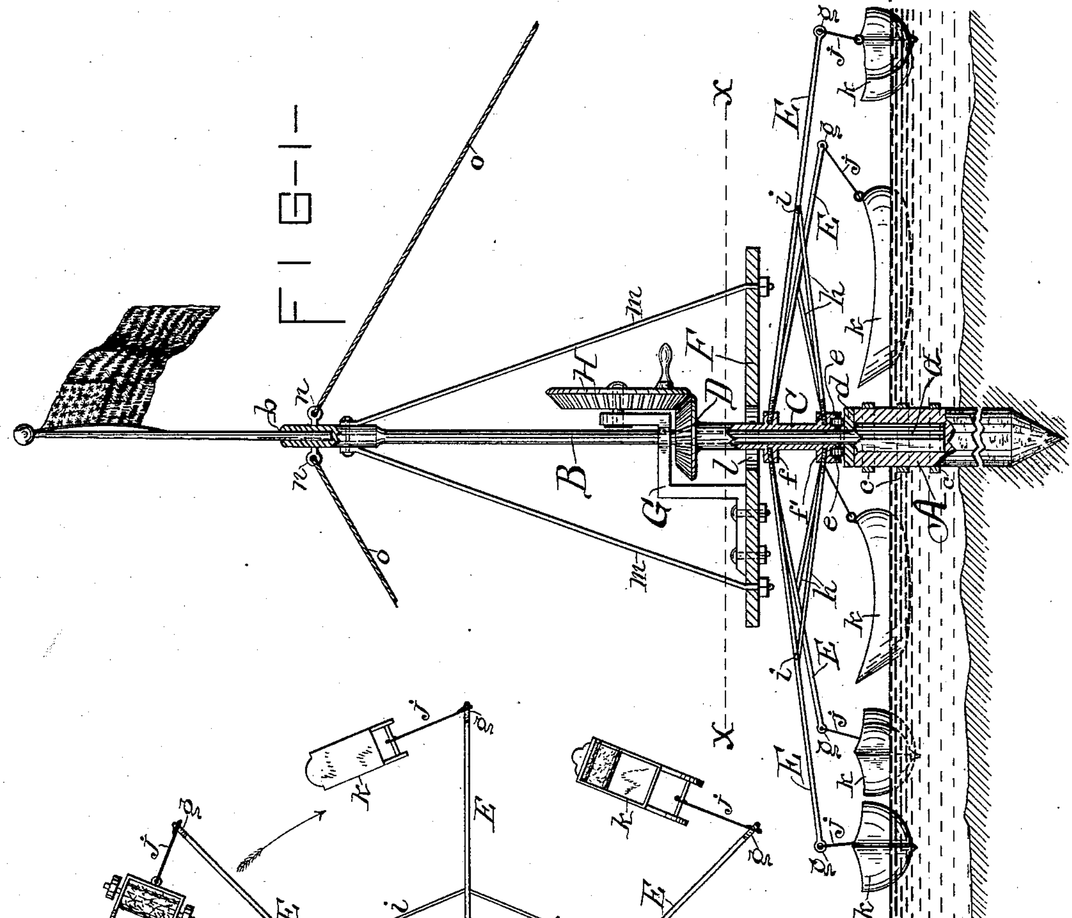

FIG-1-

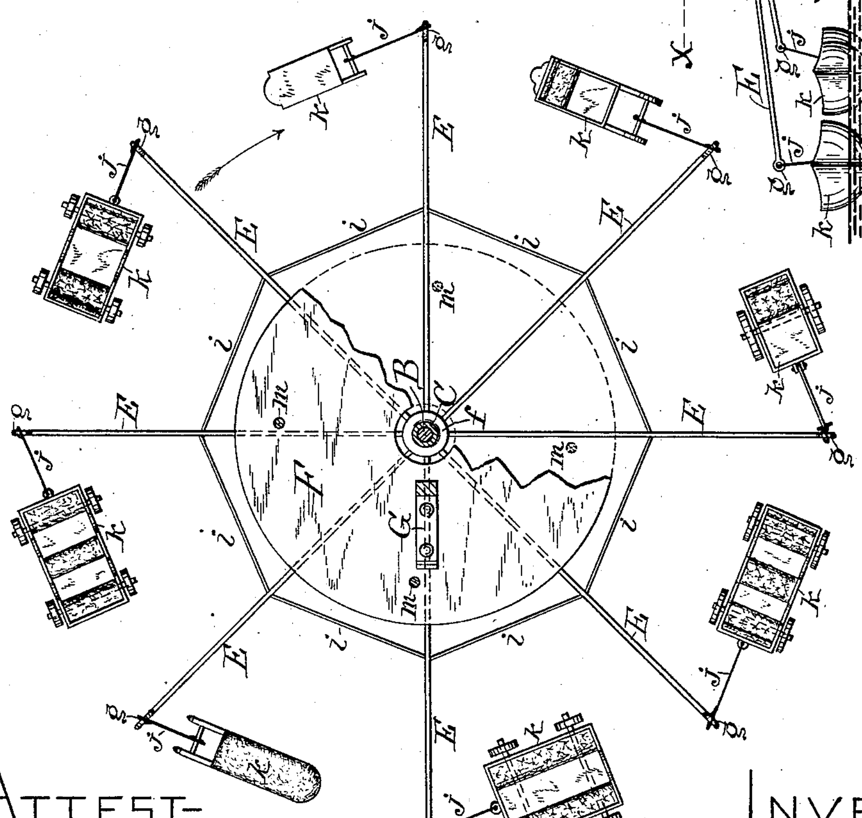

FIG-2-

ATTEST-
Parke W. Wicks
Geo. B. Bentley

INVENTOR-
John R. Kennett,
by Wm. C. Raymond
his Att'y.

N. PETERS, Photo-Lithographer, Washington, D. C.

UNITED STATES PATENT OFFICE.

JOHN R. KENNETT, OF SYRACUSE, NEW YORK.

MARINE AND LAND MERRY-GO-ROUND.

SPECIFICATION forming part of Letters Patent No. 392,155, dated October 30, 1888.

Application filed January 11, 1888. Serial No. 260,433. (No model.)

To all whom it may concern:

Be it known that I, JOHN R. KENNETT, of Syracuse, county of Onondaga, in the State of New York, a citizen of the United States, have invented certain new and useful Improvements in Marine and Land Merry-Go-Rounds, of which the following is a specification, reference being had to the accompanying drawings, in which—

Figure 1 is an elevation of the same, partly side and partly sectional; and Fig. 2, a top plan view taken on line *x x*, Fig. 1, the first-named figure illustrating its adaptation for marine purposes and the latter figure its adaptation for land, &c.

Similar letters of reference indicate corresponding parts throughout the several views.

My invention relates, broadly, to the class or kind of rotating or revolving pleasure-carriages commonly known as "merry-go-rounds;" and my object is to produce a pleasure contrivance of that class equally adapted for service on water or land or snow or ice; that is of simple and inexpensive construction, and may easily be taken apart for transportation from one locality to another, which will work with great freedom and ease under all conditions.

My device operates to tow or draw the passenger-conveyances without supporting them; and any style of water or land conveyance whose weight is directly supported by the element upon which it travels may be employed in connection with or as a component part of my device.

My invention consists, essentially, in the novel construction and arrangement of the component elements and their joint action, as hereinafter described, and specifically set forth in the several clauses of claim hereto annexed.

It is constructed as follows:

A is the base or foundation, shown in the drawings as consisting of a post or pile, and of sufficient length and diameter when driven into the earth to firmly and rigidly hold and support the various parts. In the foundation (pile or post) A, I insert and solidly secure the mast or center-pole B, which is cylindrical, except at its bottom portion, where it is formed with a rectangular base, *a*, whereby any turning of the pole in its foundation is effectually prevented, and the upper extremity of the center-pole is provided with a longitudinal recess, *b*, wherein a flag-staff may be inserted; and to prevent the splitting or weakening of the foundation, wherein the base of the center-pole is secured, I can place thereon encircling bands *c*.

Upon the foundation or base A, I firmly secure a cylindrical plate, *d*, whereon travels suitable carrying rollers or wheels, *e*, journaled in the bottom of the vertical rotating sleeve C, which sleeve is provided at its upper extremity with the beveled pinion D, formed integral therewith or keyed thereto, said sleeve and pinion being adapted to rotate around the center-pole B.

Upon the external surface of the rotating sleeve C, and integral therewith, I form annular flanges or enlarged portions *f* and *f'*; and at desired distances I suitably secure in the flange or collar *f* the inner ends of the pulling or towing arms E E, provided with attaching rings or hooks *g* at their outer ends, the said arms all radiating from the sleeve C and extending outward any desired distance.

h h are bracing-rods, secured at their inner ends to the flange or enlargement *f'* and at their outer ends to the towing-arms E E, about midway their length and in line directly beneath them, whereby the towing-arms are braced and rendered stronger; and to prevent undue yielding of the towing-arms from lateral strain I connect thereto the horizontal transverse rods *i i*, substantially as shown in the drawings.

To the free ends of the towing-arms I connect, by means of the ropes or rods *j j*, any passenger carrying or transporting devices *k k*, (*i. e.*, boats, wagons, carts, or sleds,) adapted to travel on water or land or ice or snow, the said elements sustaining the weight of the passenger-carrying device upon its surface, the towing-arms E E serving merely to tow, draw, or pull them without sustaining their weight. At a short distance above the towing-arms I construct a platform, F, of circular form or otherwise, said platform being provided with a central aperture, *l*, through which extends the center-pole and rotating sleeve. This aperture is of greater circumference than said parts in order to admit of the free rotation of the sleeve.

The platform F is supported by the supporting-rods *m m*, whose lower ends are firmly secured to the platform and their upper ends rigidly secured to the center-pole.

Upon the platform F, I erect a standard, G, about as shown, preferably provided with an enlargement and an opening for the passage of the center-pole, and at its upper end I suitably mount in proper bearings the bevel-toothed wheel H, which meshes with the pinion D, thereby rotating it and the parts connected thereto. The gearing may be operated by hand-power, as shown, or other suitable motive power.

n n represent rings or hooks, to which may be attached guy ropes or cables *o o*, for more thoroughly securing the center-pole in a rigid position.

While only one pile or post is shown in the drawings, it is obvious that an additional number may be utilized when deemed essential for the solidity of the structure.

My device is operated as follows: When suitable power is applied, the revolution or rotation of the drive-wheel H causes the pinion D to revolve, carrying with it as it revolves the rotating sleeve, attached towing-arms and braces, the connected passenger-conveyances, and the carrying-rollers *c*, while the center-pole and platform remain stationary.

In Fig. 1 of the drawings I illustrate the application of my device for marine purposes, and in Fig. 2 its application for land, snow, or ice.

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

1. In a marine and land merry-go-round, the combination of a stationary mast stepped into a post, an extended sleeve adapted to rotate on said mast and supported at its lower extremity upon rollers adapted to travel upon a plate secured on the post, and provided at its upper extremity with a pinion having a central aperture to admit free passage of the mast, a driving-gear meshing with the pinion and mounted in bearings on a standard secured to a stationary platform supported by the mast by means of angularly-disposed supporting-rods depending from said mast at its upper portion, a central opening in the platform to permit of free rotation of the protruding sleeve mounted on the mast, arms radiating from said sleeve and braced laterally and horizontally, and passenger-conveyances connected to said arms, all arranged and operating together substantially as described and shown.

2. In a marine and land merry-go-round, the combination of a stationary cylindrical mast formed with an enlarged rectangular base stepped in a post having encircling bands, a cylindrical sleeve rotating on the mast and supported at its bottom portion upon rollers traveling upon a plate secured to the top of a post, and at its upper portion provided with a bevel-pinion having a central aperture to allow free passage of the mast, a bevel driving-gear meshing with the pinion and mounted in bearings on a standard erected upon a stationary platform dependent from and connected to the mast by angularly-disposed rods secured thereto at its upper portion, a central aperture in the platform of greater diameter than the rotating sleeve therein, downwardly-inclined towing-arms screwed into an annular flange integral with the sleeve and radiating therefrom, and braced horizontally by rods screwed into an annular flange integral with the sleeve, and whose outer ends connect with the towing-arms about midway their length, and the laterally-arranged rods connecting with the aforesaid arms at substantially the same point, and passenger-conveyances connected to the towing-arms, all arranged and operating together substantially as shown and described, and for the purposes specified.

In witness whereof I have hereunto set my hand this 15th day of December, 1887.

JOHN R. KENNETT. [L. S.]

In presence of—
E. P. REED,
WM. C. RAYMOND.