(No Model.)

W. GOODWIN.

ROUNDABOUT.

No. 356,037. Patented Jan. 11, 1887.

Fig. 1.

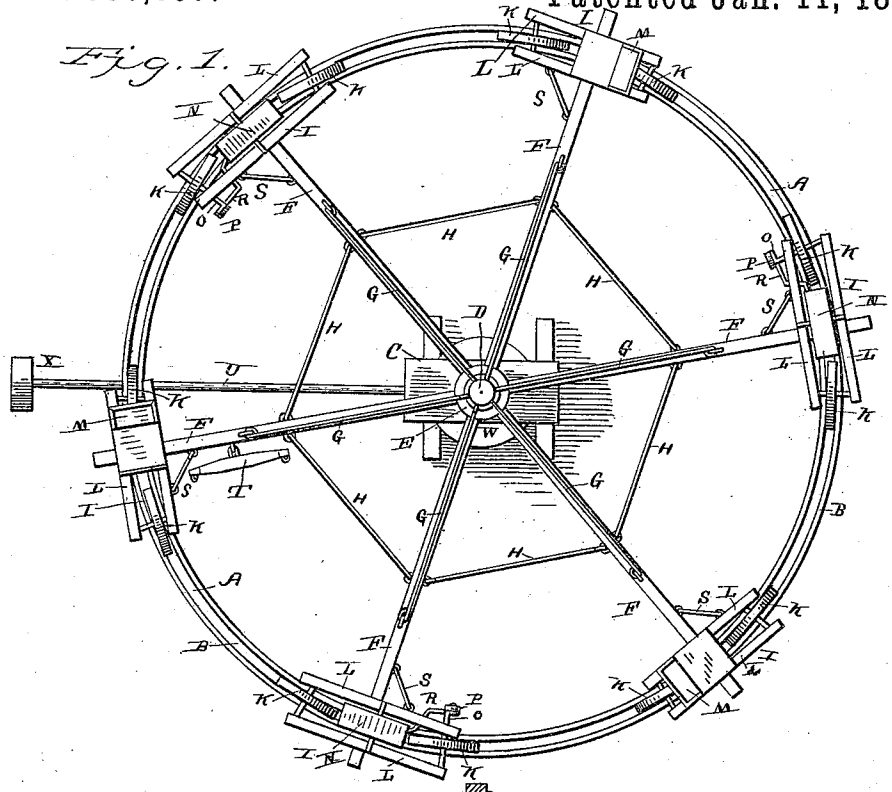


Fig. 2.

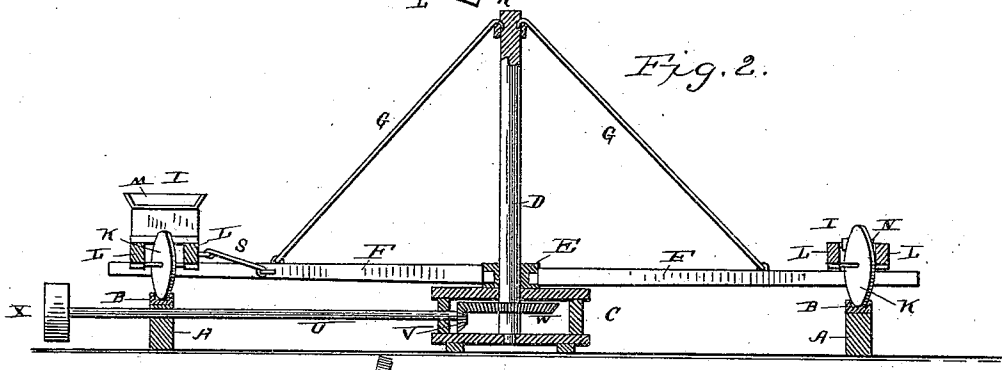


Fig. 3.

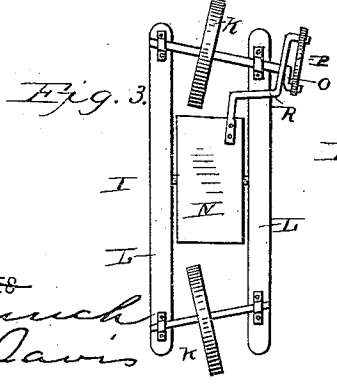


Fig. 4.

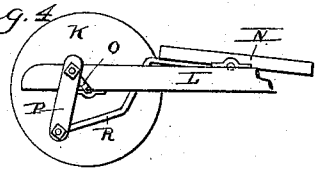
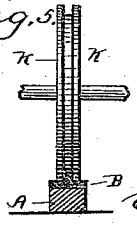


Fig. 5.



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WILLIAMSON GOODWIN, OF MORO, ARKANSAS.

ROUNDABOUT.

SPECIFICATION forming part of Letters Patent No. 356,037, dated January 11, 1887.

Application filed September 18, 1886. Serial No. 213,968. (No model.)

To all whom it may concern:

Be it known that I, WILLIAMSON GOODWIN, a citizen of the United States, residing at Moro, in the county of Lee and State of Arkansas, have invented certain new and useful Improvements in Roundabouts, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to improvements in roundabouts of that class in which a circular track supports the carriages; and it consists in the novel constructions and combinations of parts hereinafter set forth.

In the drawings, Figure 1 represents a plan view of the device; Fig. 2, a vertical section; Fig. 3, a bottom plan view of one of the carriages; Fig. 4, a detail elevation of a portion of the carriage shown in Fig. 3; and Fig. 5, a section through the track, showing one of the wheels of the carriage resting thereon.

The track consists of a frame, A, of wood or other suitable material, of circular shape, either fixed in position or removable, so as to be transported from place to place, and a metal or other surface, B, on the frame A, either grooved, as in Figs. 1 and 2, or provided with a central flange or web, as in Fig. 5.

Upon a suitable support or frame, C, is supported an upright shaft, D, carrying above the said frame a hub, E, in which are secured a number of radial arms, F, the outer ends of which are in part supported by hangers G, secured to the upper end of the shaft D. Spacing brace-rods H keep the arms equidistant.

On the ends of the rods are supported the carriages I, having tandem-wheels K, with their axles radial to the track and in fixed bearings.

The carriages may each be formed of side pieces, L, on which is secured a seat, M, or the side pieces may support a pivoted platform, N, which may serve to carry the figure of a horse or other animal, or may, if preferred, carry a seat. When a pivoted platform is used, one of the axles is extended beyond the bearing and formed into a crank, O, which latter is, by means of a link, P, connected to an arm, R, on the said pivoted platform. The rotation of the wheel will, in an obvious manner, cause the platform to rock or oscillate.

Short rods S connect the front end of the carriage with the arm F and relieve the end of the arm at the point of connection with the carriage from strain.

I have shown two devices for applying power, one consisting of a whiffletree or single-tree applied to one of the arms, as at T, Fig. 1, and the other consisting of a shaft, U, extending under the arms F, and having bearings in the frames A and C, and carrying at the inner end a bevel-pinion, V, meshing with a bevel-wheel, W, on the shaft D, the outer end of the shaft U carrying a pulley, X, to which a suitable belt may be applied.

On the application of power, either by horse or by machinery through the gear, the shaft D, arms, and carriages are caused to travel around the track.

While the carriages may all be provided with fixed seats, or all provided with movable platforms, I prefer to use alternately fixed seats and the platforms.

It is obvious that when horse or similar power is used the shaft D may be stationary, and the hub and arms revolve around the same.

It is also obvious that both axles to the carriage may have cranks and be connected to rock the platform.

I am aware that it is not broadly new in roundabouts to employ a circular track provided with a guide-rail and arms radiating from a central hub rigid with a vertical spindle, in combination with one or more carriages mounted on wheels and adapted to follow said track. I do not therefore claim such a device. Neither do I claim in roundabouts of the character specified a carriage on two wheels, nor a tilting platform on a carriage operated by connections extending to the axles of the supporting-wheels.

Without limiting myself to the precise construction and arrangement of parts shown, I claim—

In a portable roundabout, the combination,

with a suitable circular track and radial rotative arms, of a carriage mounted on wheels having radial axles, a vibrating platform on said carriage, and the angular arm R secured thereto and connected by a link to the cranked axle of the rear wheel, substantially as described.

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

W. GOODWIN.

Witnesses:
WM. GAY,
R. KAUL.