

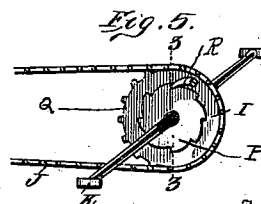
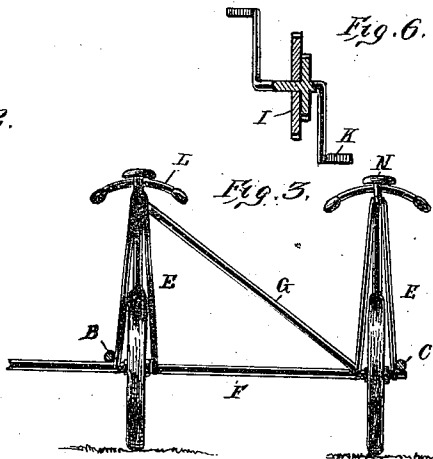
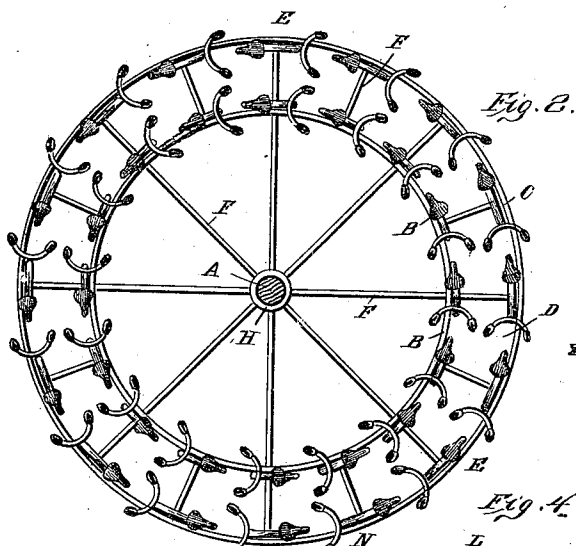
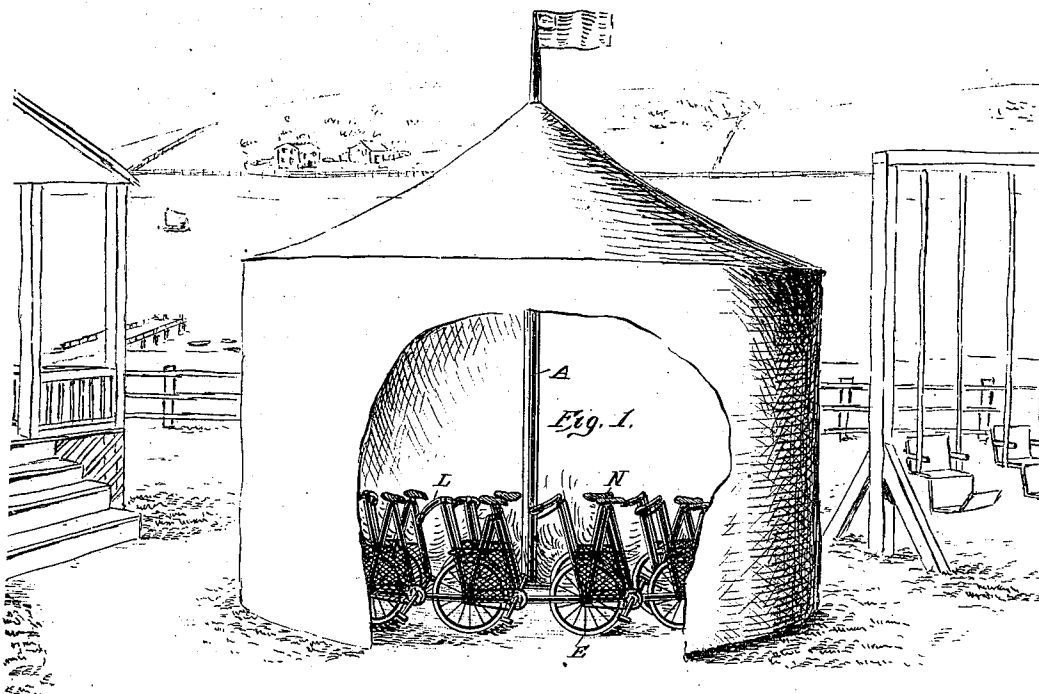
No. 665,393.

Patented Jan. 8, 1901.

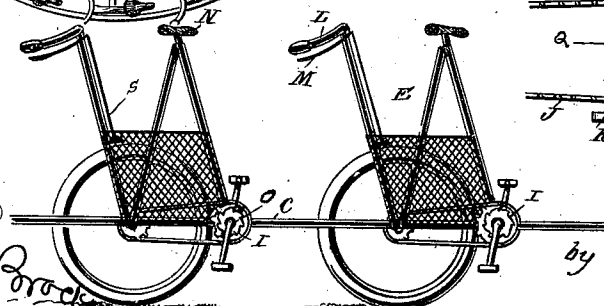
L. BARTO.
CYCLE MERRY-GO-ROUND.

(Application filed Feb. 23, 1897.)

(No Model.)



Witnesses
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UNITED STATES PATENT OFFICE.

LUCIEN BARTO, OF PITTSBURG, PENNSYLVANIA.

CYCLE MERRY-GO-ROUND.

SPECIFICATION forming part of Letters Patent No. 665,393, dated January 8, 1901.

Application filed February 23, 1897. Serial No. 624,597. (No model.)

To all whom it may concern:

Be it known that I, LUCIEN BARTO, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented a new and useful Cycle Merry-Go-Round, of which the following is a specification.

My invention relates to certain improvements in "merry-go-rounds," and more particularly to such a device wherein a number of ordinary cycles are employed.

One of the objects of my invention is to provide a merry-go-round that will be adapted for practicing purposes for persons learning to ride the machine.

A further object of the invention is to provide a merry-go-round carrying a number of cycles to be operated by the riders.

A further object of the invention is to provide a merry-go-round constructed so that the clothes of the rider, particularly those worn by ladies, will at all times be protected against injury.

With these and other objects in view my invention consists in certain novel features of construction and in combinations and arrangements of parts more fully described hereinafter, and particularly pointed out in the claims.

In the drawings forming a part of this specification, Figure 1 is a perspective view showing a tent having the cycle merry-go-round within the same. Fig. 2 is a top plan view of the apparatus. Fig. 3 is a rear view of two velocipedes, showing the brace-rods and the driving-shaft. Fig. 4 is a side elevation of the apparatus. Fig. 5 is a sectional view of the chain, sprocket, and ratchet-wheel; and Fig. 6 is a sectional view on the line 3 3 of Fig. 5.

In carrying out my invention I have shown a tent carrying the central shaft A and the circular or ring portions B C. An open space D is formed between the ring portions to permit of the reception of a number of cycles E, these cycles being mounted within this space upon suitable axles F, which are journaled within the space, as shown in Fig. 5. If desired, this axle can be extended completely through the open circular portion of the apparatus and have its opposite end secured to the central shaft A. If these rods do not extend completely through the ring portion, in-

dependent rods or ropes can connect the inner portion of the ring to the center tent-pole, a loose ring H encircling said pole being usually employed for this purpose.

G indicates a brace-rod supporting the cycles.

A crank-shaft O is journaled in front of each wheel and is provided with the usual pedals K and with a ratchet-wheel P, rigidly secured to its intermediate portion. A sprocket-wheel Q is loosely mounted on the shaft adjacent to the ratchet-wheel and is provided with a pawl R, in position to be engaged by the ratchet-wheel and be rotated as the shaft O is rotated by the pedals. A sprocket-chain J passes over the wheel Q and over the usual sprocket-wheel on the hub of the cycle-wheel to propel it forward; but when the crank-shaft is held stationary—as, for instance, if the clothing should become entangled therein or when all persons do not pedal with the same speed—the rotation of the cycle-wheel, which will always conform to the speed at which the device is being operated, will not be transmitted to the pedal-shaft, but the wheel Q, with its pawl R, will rotate independently of the shaft O. In this manner it is impossible for a few persons to propel the device so rapidly as to impart an unpleasant or uncomfortable rotation of the pedals to the other riders.

L indicates a handle-bar provided with a brake M, and the usual seat N is also employed, the same being adapted to be raised and lowered, as may be desired.

When it is desired to stop or check the movement of the device, the brakes S are applied to the wheels in the usual manner, the only difference being that each brake is adapted to be applied to a wheel by another person than the one that is propelling the wheel forward. This also assists in preventing any one or more persons from propelling the device forward against the wishes of others, as the brakes can be applied to the wheels of each person by those riders sitting immediately behind them. This construction is secured by making the frame of each cycle substantially of an inverted-N shape, with the seat N at the apex of the two forward uprights or posts and the handles 4 and brake-lever M at the upper end of the rear

post. Each post or upright of the frame is composed of two members which are secured at a distance apart at their lower ends and are joined together at their upper ends, thus
5 securing greater strength and rigidity.

Part of the wheel and gearing can be covered with wire-netting, if desired, for protection to the clothes.

10 In operation each rider of course propels his own machine.

The device is very simple in construction and composed of a few parts, and the novelty of the arrangement and pleasure to be derived therefrom will be readily apparent.

15 It is evident that various slight changes might be made in the forms, constructions, and arrangements of the parts described without departing from the spirit and scope of my invention. Hence I do not care to limit
20 myself to the exact construction herein set forth.

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

25 1. In a merry-go-round, the combination, with a central support, of two concentric rings rotatably secured thereto, radially-arranged

axles between the rings, wheels journaled on said axles, a pedal-shaft in front of each wheel provided with a ratchet-wheel rigidly
30 secured thereto, a sprocket-wheel on the shaft provided with a pawl in position to be engaged by the ratchet-wheel, a chain from the sprocket-wheel to the wheel on the axle to
35 the rear of it, a seat and a handle-bar for each wheel, the handle-bar being located to the rear of the seat and provided with a brake mechanism.

2. In a merry-go-round, the combination, with a central support, of two concentric rings
40 rotatably secured thereto, radially-arranged axles between the rings, wheels journaled on said axles, a pedal-shaft and driving mechanism for each wheel, an inverted substantially N-shaped frame, for each wheel, each
45 post of which being formed from two inclined members, joined together at their upper ends, a seat at the apex of the forward posts and brake mechanism at the top of the rear post.

LUCIEN BARTO.

Witnesses:

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