No. 617,609. Patented Jan. 10, 1899.

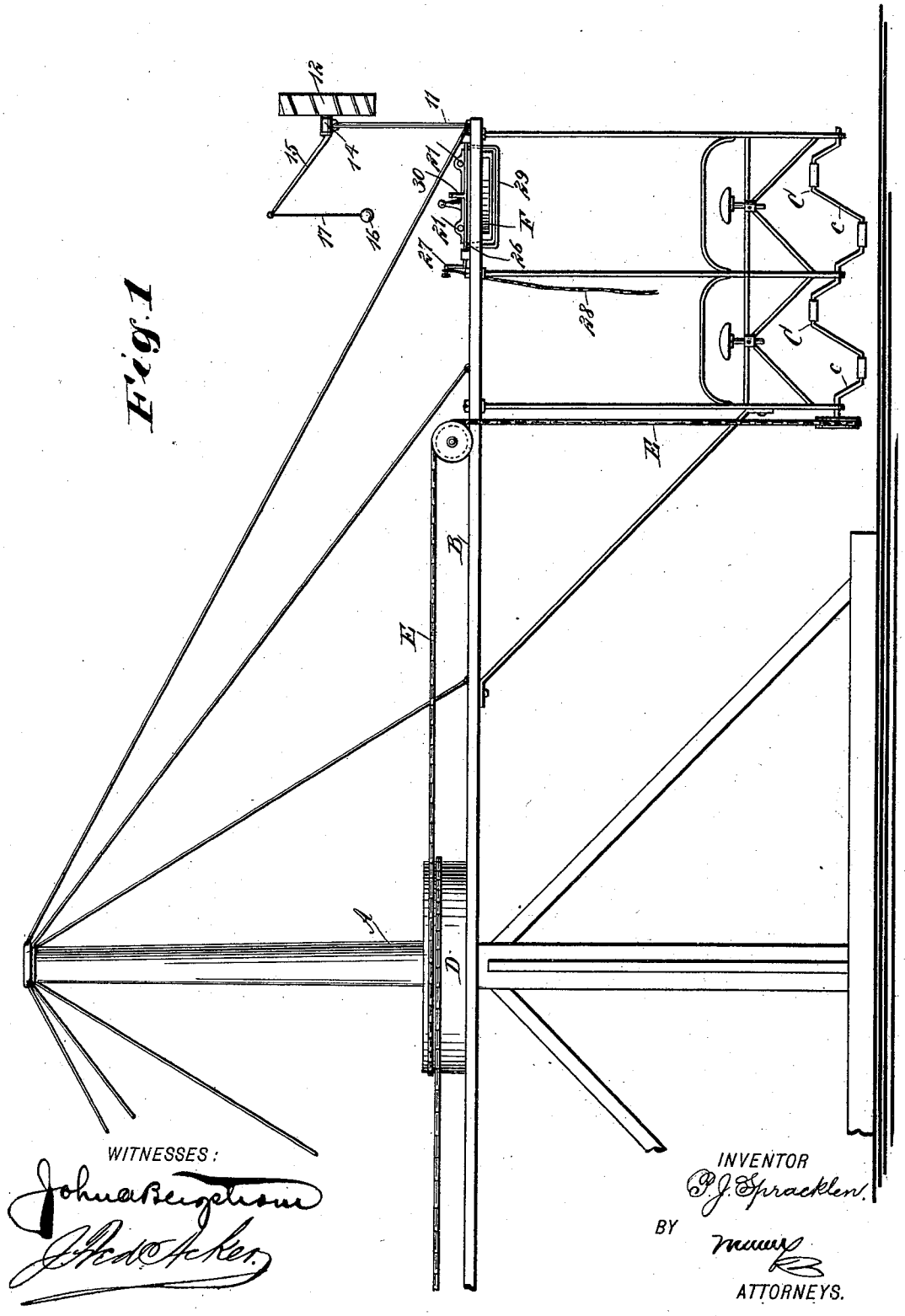
P. J. SPRACKLEN.

MERRY-GO-ROUND.

(Application filed May 12, 1898.)

(No Model.) 3 Sheets—Sheet 1.

Fig. 1.



WITNESSES:

John A. Bergstrom

J. Fred Acker.

INVENTOR

P. J. Spracklen.

BY

Munn & Co

ATTORNEYS.

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

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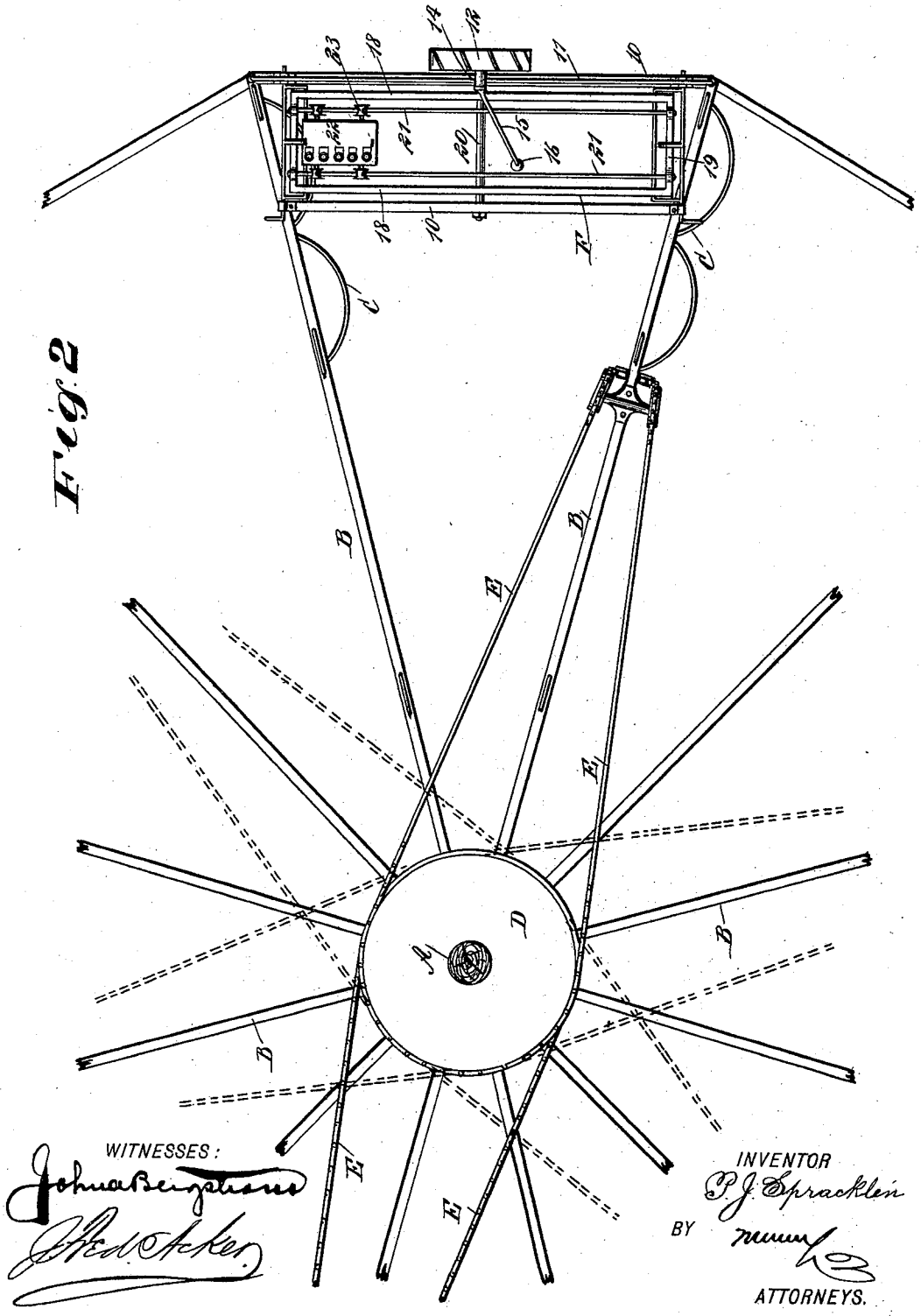
P. J. SPRACKLEN.

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Fig. 2.



THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

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P. J. SPRACKLEN.

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Fig. 3

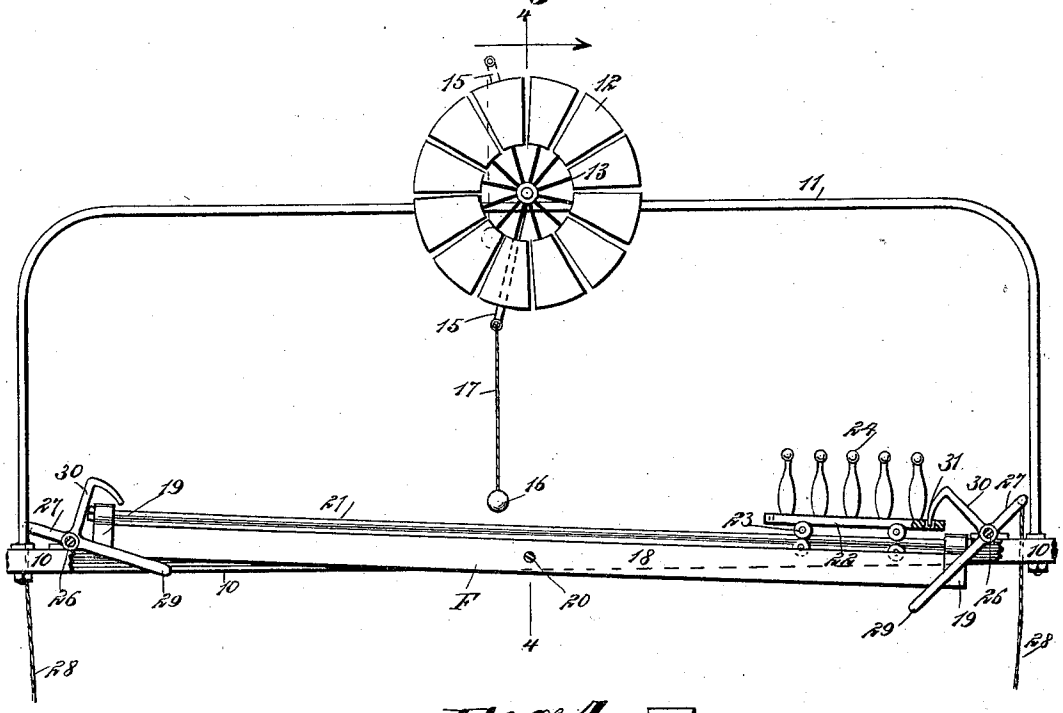


Fig. 4

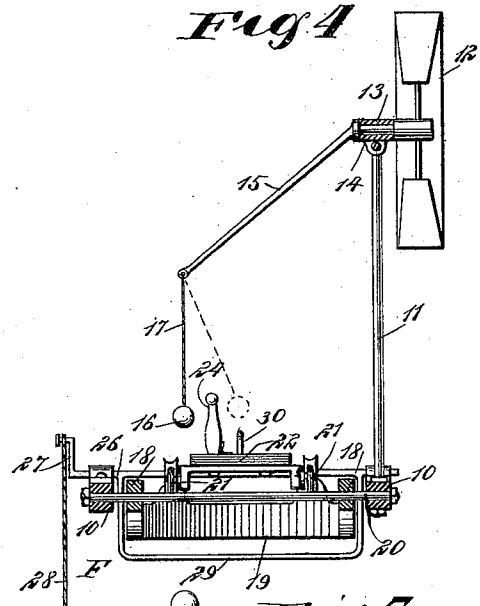
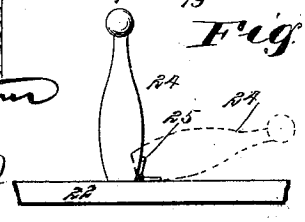


Fig. 5



WITNESSES:

John A. Brighton

J. Fred. Acker

INVENTOR

P. J. Spracklen

BY Munn & Co

ATTORNEYS.

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

PETER J. SPRACKLEN, OF KENTON, OHIO, ASSIGNOR TO BESSIE W. THOMSON, OF SAME PLACE.

MERRY-GO-ROUND.

SPECIFICATION forming part of Letters Patent No. 617,609, dated January 10, 1899.

Application filed May 12, 1898. Serial No. 680,489. (No model.)

To all whom it may concern:

Be it known that I, PETER J. SPRACKLEN, of Kenton, in the county of Hardin and State of Ohio, have invented a new and Improved Merry-Go-Round, of which the following is a full, clear, and exact description.

The object of my invention is to provide a game attachment for merry-go-rounds so constructed that a number of figures or articles may be brought at the will of the riders in the path of the striking-section of a wind-engine or other form of motor for the purpose of determining how many, if any, of the figures or articles can be dislodged by the action of the motor.

I will describe a merry-go-round embodying my invention, and then point out the novel features in the appended claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a side elevation of a portion of a merry-go-round fitted with my improvement. Fig. 2 is a plan view of that portion of the merry-go-round shown in Fig. 1. Fig. 3 is an end view of a portion of the merry-go-round, a part of the outer beam carrying the attachment being broken away. Fig. 4 is a vertical section taken substantially on the line 4 4 of Fig. 3, and Fig. 5 is a detail view illustrating the manner in which the objects to be dislodged are connected with their supports.

A represents the mast of a merry-go-round, and B the arms that are to revolve around the mast. C represents carriages which are supported from the said arms.

D is a drum adapted to revolve around the mast, and E represents driving-chains for the said drum, the drum being attached to the arms B, and the driving-chains being connected with pedals *c*, attached to the carriages C.

Each pair of arms B is connected by two parallel beams 10, one beam being at the front or outer end portion of the arms and the other beam any preferred distance to the rear. A frame 11 is erected upon the forward beam 10, and this frame is adapted to support a wind-engine 12 or other form of motor. The shaft 13 of the wind-engine 12 is journaled in a suitable bearing 14, secured on the frame 11, and the shaft 13 of the wind-engine is provided with a downwardly and inwardly projecting arm 15, which arm supports a ball 16 or the equivalent thereof, the ball being connected with the arm by a cord 17 or the equivalent thereof.

Between the beams 10 a rocking frame F is located. This rocking frame generally consists of two parallel side bars 18, connected by end bars 19, and the rocking frame is pivoted through the medium of a shaft 20, passed centrally through the rocking frame and through the supporting-beams 10, as is best shown in Fig. 2. Tracks 21 are carried by the rocking frame F, the said tracks extending from end to end of the frame, as is also best shown in Fig. 2. A car is adapted to travel on the tracks 21, the car consisting of a suitable platform 22, provided with double sets of wheels 23, the wheels being so arranged as to engage with both the top and the bottom surfaces of said tracks 21, as is best shown in Fig. 3. Figures 24, tenpins, or other like objects are located upon the car and are attached to the platform 22 thereof, preferably by hinges 25, and any suitable means may be provided for restoring the figures or tenpins to a vertical position after they have been knocked down.

At each end of the structure formed by the side beams 10 a trip-arm is located. Each trip-arm consists of a shaft 26, journaled in suitable bearings upon the upper faces of the beams 10, as shown in Fig. 4, and each shaft is provided at one of its ends with a crank-arm 27, to which a rope or cord 28 is attached. A stirrup 29 extends downward from each shaft 26, and the rocking frame F is located within the said stirrups. The shaft 26 of each trip-arm is provided with a latch 30, preferably of angular form, and the heads of these latches are adapted to enter recesses 31, made in the platform 22 of the car, as is best shown in Fig. 3.

In the operation of the device the person seated in one of the carriages upon drawing downward upon the cord 28, attached to one of the trip-arms, will cause the stirrup-section of that arm to engage with the bottom of the rocking frame F and carry that end of

the frame upward, causing the opposite end of the rocking frame to be depressed, whereupon the car carrying the tenpins or other objects will travel down the tracks 21, then in an inclined position, and of necessity the car will pass in the path of the ball 16, carried by the wind-engine, and the ball in the movement of the arm 15 may dislodge one or more of the tenpins or other objects, or the objects on the car may pass beneath the wind-engine without being struck by the ball. A party in the opposite car will then draw downward upon the rope or cord 28 and cause the car to travel back to the point from which it started. Each time that the car reaches the end of the tracks 21 the latch 30 at that end will enter the recess 31 in the platform 22 and hold the car stationary until it has been purposely released.

I desire it to be understood that the cords 28 may be, and in many instances preferably are, attached directly to the rocking frame F and that the latch when employed may be a gravity-latch.

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

1. In a merry-go-round, a motor provided with a striking-arm, and a carriage provided with objects capable of being dislodged, said carriage being arranged to travel in the path of the striking-arm of the said motor, for the purpose set forth.

2. The combination, with a merry-go-round, of a wind-engine provided with a striking-section, the said striking-section being adapted to engage with any object in the radius that said section may describe, substantially as described.

3. In a merry-go-round, a wind-engine provided with a striking-arm, and a carriage held to travel beneath the striking-arm of the said wind-engine, as and for the purpose set forth.

4. In a merry-go-round, a wind-engine provided with a weight having a flexible connection with the shaft of the said wind-engine, a rocking support, a carriage held to travel upon the rocking support, in the path of the weight carried by the said engine, and a locking device for the carriage, substantially as set forth.

5. In a merry-go-round, the combination with a wind-engine, a weight and a flexible connection between the weight and the shaft of the said wind-engine, of a rocking frame, trips for the said rocking frame located at its ends, and a carriage adapted to carry objects to be dislodged, which carriage is held to travel on the rocking frame in the path of the weight connected with the said wind-engine, as and for the purpose set forth.

6. In a merry-go-round, a wind-engine carried by the revolving arms of the merry-go-round, the wind-engine being provided with a striking-section, which section is adapted to engage with objects in its path, for the purpose set forth.

7. In a merry-go-round, the combination with the revoluble arms thereof, a frame carried by the said arms, a wind-engine supported on the said frame, and a weight carried by the said wind-engine and connected with the shaft thereof, of a rocking frame locked beneath the supporting-frame of the wind-engine, a trip device located at each end of the rocking frame, means for operating the trip devices from a point below the rocking frame, tracks supported by the rocking frame, a car held to travel on the said tracks, and latches carried by the trip devices and adapted for locking engagement with the said car, as and for the purpose set forth.

PETER J. SPRACKLEN.

Witnesses:
H. H. PFEIFFER,
JAMES RAY STELLINGS.