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CAROUSEL.

APPLICATION FILED FEB. 5, 1919.

1,325,374.

Patented Dec. 16, 1919.

2 SHEETS—SHEET 1.

FIG. 1.

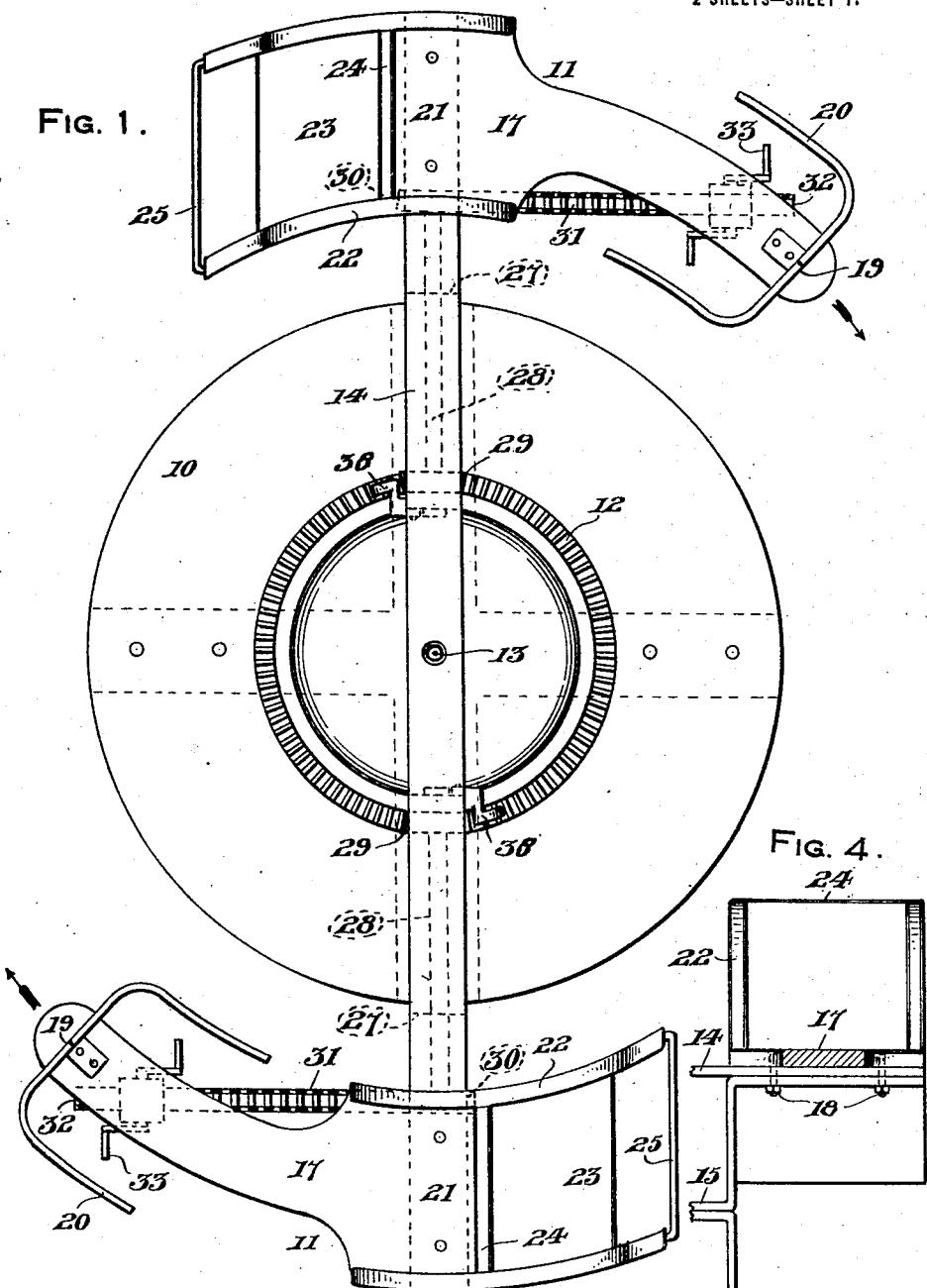
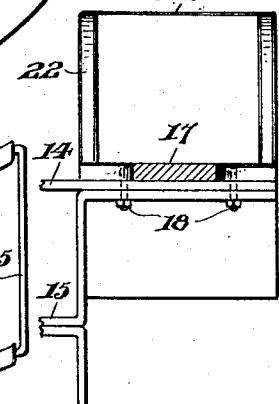


FIG. 4.



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2 SHEETS—SHEET 2.

FIG. 2.

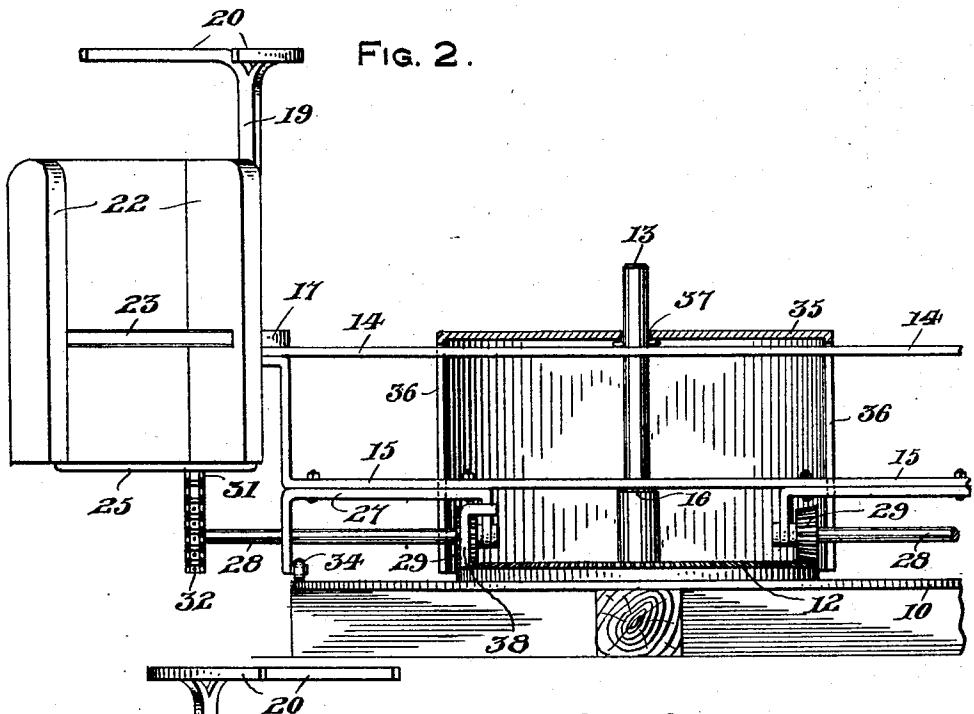
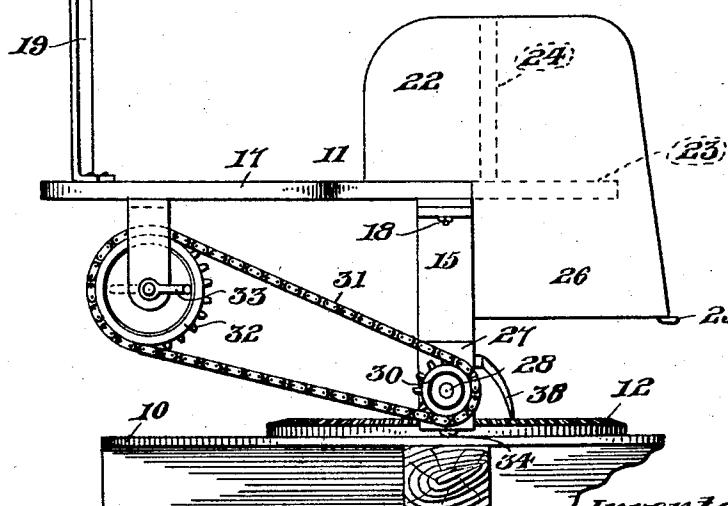


FIG. 3.



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UNITED STATES PATENT OFFICE.

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To all whom it may concern:

Be it known that I, JOSEPH PILUSHCZAK, a citizen of Ukraine, residing at Rochester, in the county of Monroe and State of New York, have invented certain new and useful Improvements in Carousels, of which the following is a specification.

The primary object of the invention is to provide a carousel adapted for manual propulsion by the occupants thereof whereby separate motive power is not required so that the cost of operation is greatly reduced.

A further object of the invention is to provide a carousel operable after the manner of a velocipede, the same possessing great strength and being entirely safe for the occupants thereof.

With these general objects in view, the invention consists of the novel combination and arrangement of parts hereinafter fully described in connection with the accompanying drawings and in which like reference characters designate corresponding parts throughout the several views.

25 In the drawings,

Figure 1 is a top plan view of the invention,

Fig. 2 is a radial sectional view of a portion thereof looking toward the rear end of 30 one of the cars,

Fig. 3 is a similar view showing one of the cars in side elevation, and

Fig. 4 is a sectional view taken through one of the cars.

35 The general form of my invention consists of a central circular platform 10 having a plurality of cars 11 in the form of velocipedes adapted for movement in a circular path around the said platform in one 40 direction. The platform 10 is provided with a central gear 12 secured to the top thereof having a fixed axis of post 13 projecting therefrom.

A frame consisting of upper and lower 45 beams 14 and 15, respectively, is journaled to revolve upon the post 13, the lower beam 15 being anti-frictionally seated upon an enlargement or shoulder 16 of the said post. The beams 14 and 15 are united and secured 50 to the seat boards 17 of the cars 11 by means of bolts 18 adjacent the opposite ends of the said beams.

The cars 11 have a rigid steering post 19 mounted adjacent the forward end of the 55 seat board 17 with a U-shaped handle bar 20 upon each post 19 extending rearwardly

toward the enlarged rear portion 21 of the board 17 adapted to receive the occupant. Opposite sides 22 are provided for the car 11 forming sides for the seat portion 21 as 60 well as for a rear seat 23 provided back of the back member 24 of the seat 21. A foot rest 25 in the form of a rod connects the lower corners of depending portions 26 of the sides 22 for the accommodation of the 65 person seated upon the rear seat 23.

Opposite brackets 27 are provided beneath the lower beam 15 having shafts 28 journaled therein, a pinion 29 being provided upon the inner end of each shaft 28 in constant mesh with the gear 12. A sprocket wheel 30 upon the outer end of each shaft 28 is operatively connected by means of a chain 31 with a sprocket wheel 32 journaled beneath the seat board 17 of the car and provided with operating pedals 33.

A roller 34 is carried by each bracket 27 resting upon the platform 10 adjacent the periphery thereof and it will be understood that a person seated upon the seat 21 with 80 his foot upon the pedals 33 and his hands grasping the handle bar 20 may forcibly turn the sprocket wheel 33 for revolving the adjacent shaft 28 and thereby causing the car 11 to travel in a circular path around 85 the platform 10.

Each of the cars 11 is manually operated in this manner by the occupant thereof in a forward direction as indicated by the arrows in Fig. 1 of the drawings, it being 90 noted that a pawl 38 is carried by each bracket 27 for engaging the gear 12 and preventing any rearward movement of the cars 11. A suitable casing 35 is preferably mounted upon the beams 14 and 15 by having side slots 36 for spanning said beams and a central opening 37 through which the upper end of the post 13 extends. The casing 35 presents the appearance of the usual motor casing employed upon carousels and 95 substantially hides from view the pinions 29 and portions of the post 13, beams 14 and 15, and brackets 27. The occupants of the cars 11 may forcibly propel the same at rapid speed around the platform 10 and 100 carry passengers upon the rear seats 23 of the cars while persons may also be seated upon the casing 35 if desired.

What I claim as new is:—

A carousel comprising a circular platform, a gear centrally fixed upon the top thereof, an upright post centrally carried by

the gear, beams pivoted upon said post, cars having seat boards secured at the opposite outer ends of said beams, brackets carried by the beams, track wheels carried by the brackets for supporting the same and traveling over the track, shafts journaled in said brackets, a pinion upon each of said shafts in constant mesh with said gearing, a pawl pivoted to said bracket adjacent each pinion for engaging with said gear, a sprocket wheel upon each shaft, a pedal operated sprocket

beneath each seat board, a sprocket chain connecting each sprocket with the adjacently positioned wheel, forwardly positioned handle bars upon said seat board, a 15 rear passenger seat upon each seat board, and a casing mounted upon said beams inclosing the post and gear and extending outwardly of the pinions.

In testimony whereof I affix my signature. 20

JOSEPH PILUSHCZAK.