

J. W. TROUTMAN.

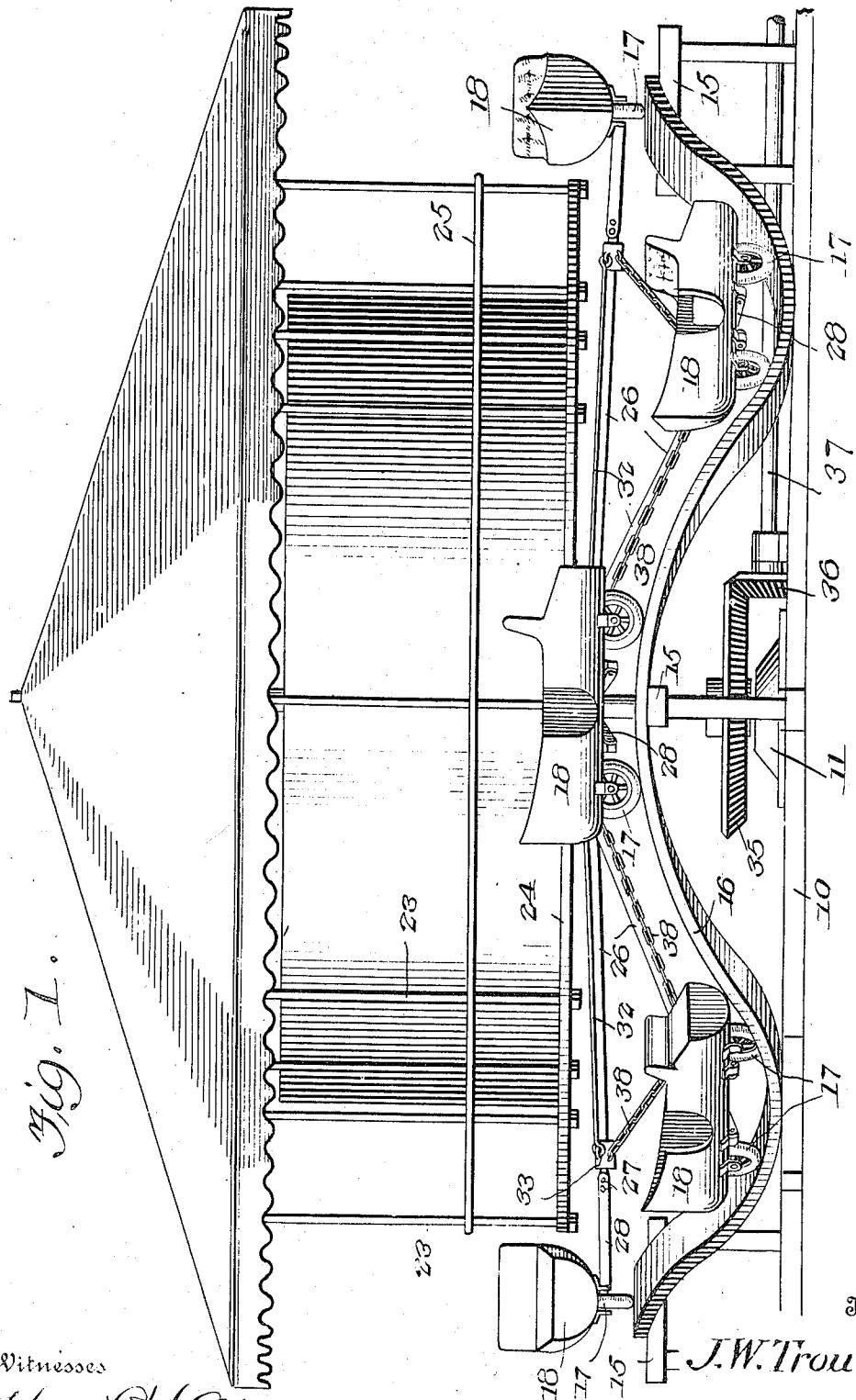
CAROUSEL.

APPLICATION FILED AUG. 12, 1915.

1,181,187.

Patented May 2, 1916.

4 SHEETS—SHEET 1.



Witnesses

Hugh F. Ott
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4 SHEETS—SHEET 2.

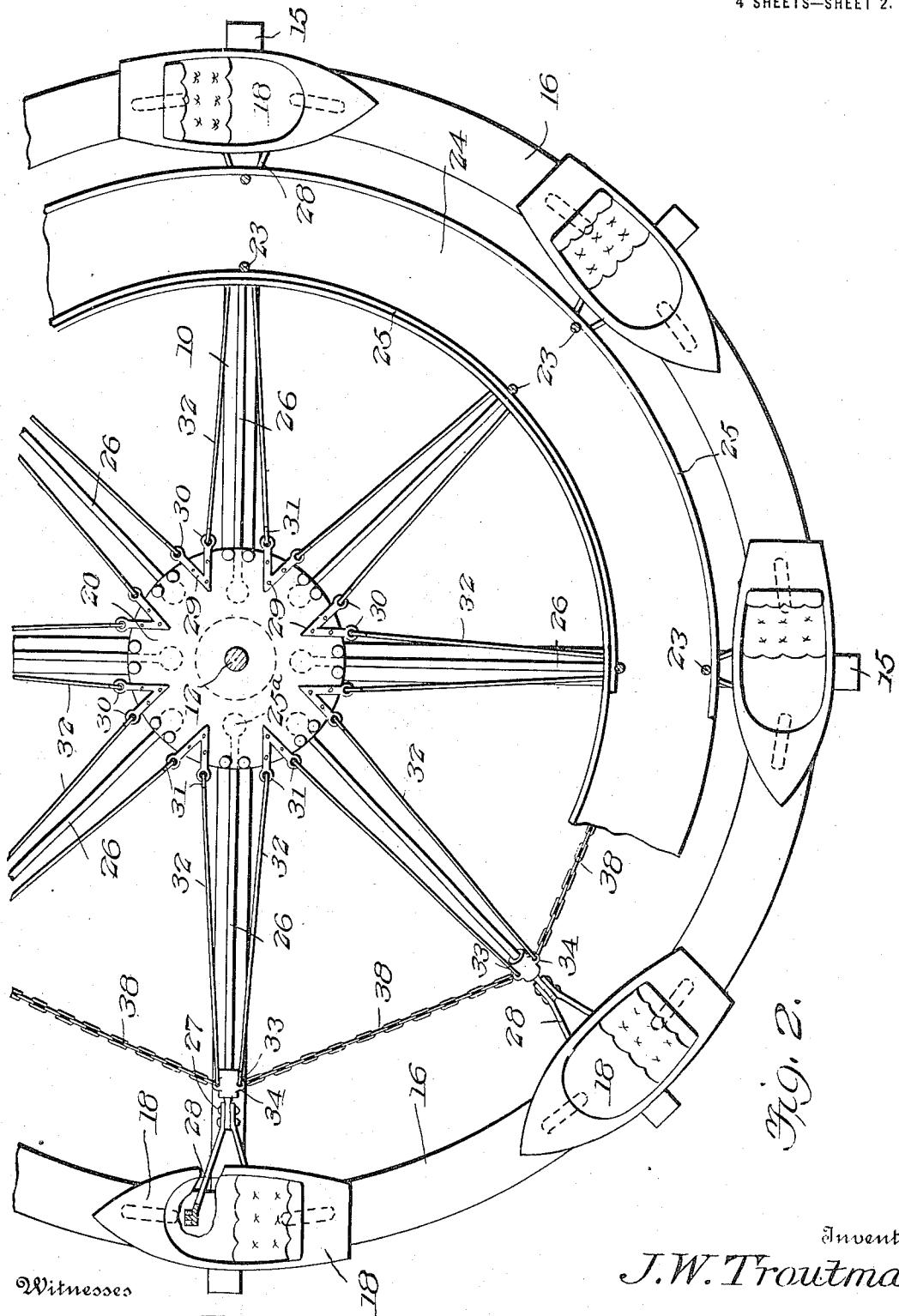


Fig. 2.

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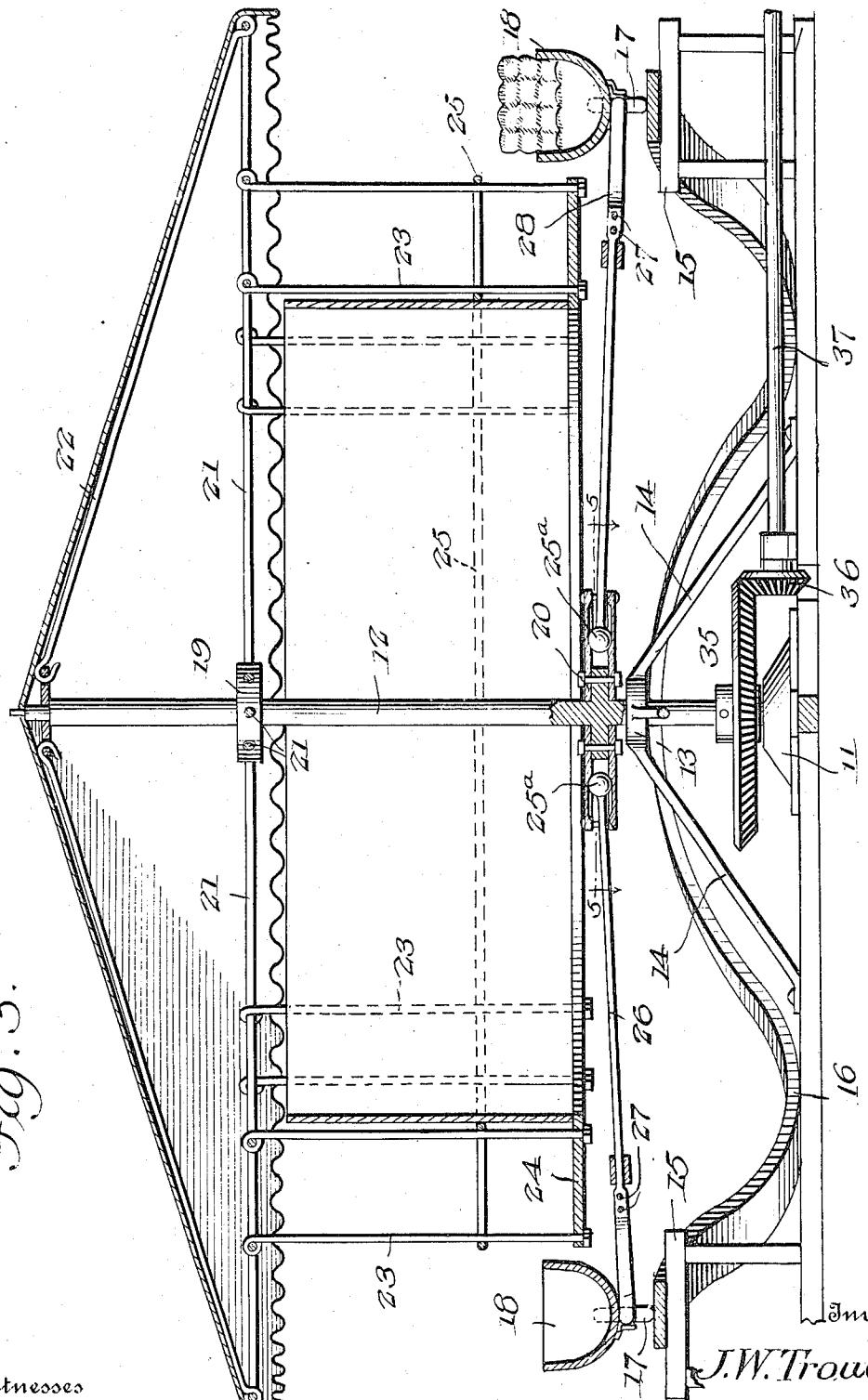
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4 SHEETS—SHEET 3.



Witnesses

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4 SHEETS—SHEET 4.

Fig. 5.

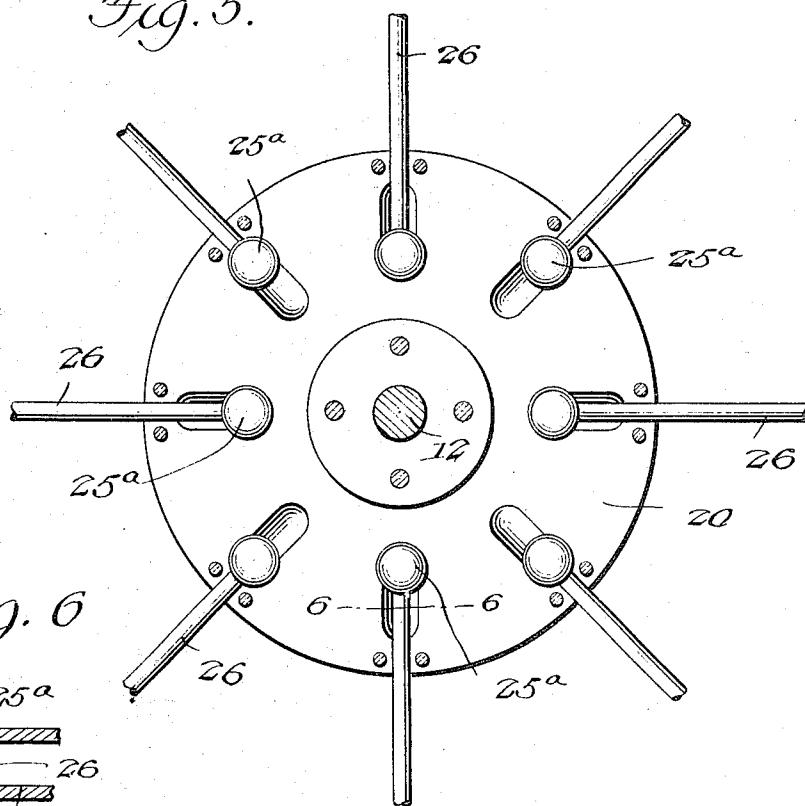


Fig. 6

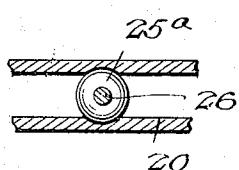
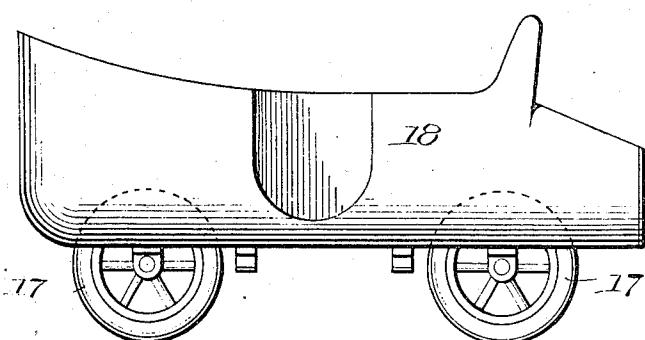


Fig. 4.



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UNITED STATES PATENT OFFICE.

JOHN W. TROUTMAN, OF PADUCAH, KENTUCKY.

CAROUSEL.

1,181,187.

Specification of Letters Patent.

Patented May 2, 1916.

Application filed August 12, 1915. Serial No. 45,171.

To all whom it may concern:

Be it known that I, JOHN W. TROUTMAN, a citizen of the United States, residing at Paducah, in the county of McCracken and State of Kentucky, have invented new and useful Improvements in Carousels, of which the following is a specification.

The invention relates to a carousel, and more particularly to the class of undulating roundabouts.

The primary object of the invention is the provision of a roundabout wherein the cars or carriers simulate boats which have the merry-go-round characteristic, and when traveling have undulating motion, thereby giving pleasure to the user and rendering it attractive.

Another object of the invention is the provision of a roundabout of this character wherein the construction is novel in form to assure the perfect working thereof and safety to the users.

A further object of the invention is the provision of a roundabout of this character which is simple in construction, reliable and efficient in operation, strong, durable, and inexpensive in manufacture.

With these and other objects in view, the invention consists in the construction, combination and arrangement of parts as will be hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereunto appended.

In the drawings:—Figure 1 is a side elevation of a roundabout constructed in accordance with the invention. Fig. 2 is a fragmentary top plan view thereof. Fig. 3 is a vertical longitudinal sectional view. Fig. 4 is an enlarged side elevation of one of the carriers or cars. Fig. 5 is a sectional view on the line 5—5 of Fig. 3. Fig. 6 is a sectional view on the line 6—6 of Fig. 5.

Similar reference characters indicate corresponding parts throughout the several views in the drawings.

Referring to the drawings in detail, the roundabout comprises a plurality of foundation timbers or beams 10, which are connected at their inner ends to a center bed plate 11, the timbers or beams being extended radially therefrom, and in this plate 11 is journaled a vertical shaft 12, which is also journaled in a boxing 13 spaced a distance above the plate 11, and is formed with downwardly divergent braces 14 which at their lower ends are fixed to the foundation tim-

bers or beams 10, and in this manner the said shaft 12 is rotatably supported in perpendicular position. Supported upon the timbers or beams 10 of the foundation concentrically with respect to the shaft 12 are series of trestles 15 of varying heights with respect to each other and arranged at intervals in a circle and radially to the same. These trestles 15 form a support for a circular undulating track 16 upon which travel the wheels 17, preferably rubber tired, of cars or carriers 18, each simulating a boat, and have arranged therein seats for accommodating passengers. Fixed to the shaft 12 are upper and lower disks 19 and 20, respectively, to the former of which are secured a plurality of radial arms 21 supporting a top or canopy frame 22 from which depend at intervals hanger rods 23 supporting a circular platform 24 and a guard rail 25, the platform being designed for use by an attendant for collecting fares or tickets from the passengers in the carriers or cars during the rotation of the roundabout.

Extending radially from the lower disk 20 and connected thereto through the medium of universal joints 25 are sweep arms 26, the same being also connected through the medium of bolts 27 with forks 28 fixed to the bottoms of the carriers 18, while secured to the disk 20 near the periphery thereof and at opposite sides of the sweep arms 26 are substantially V-shaped brackets 29 having eye terminals 30 in which are loosely engaged the inner hook ends 31 of pull rods 32, which have their outer hook ends 33 loosely engaged in eyes 34 at the outer free ends of the sweep arms 26 so as to brace the latter during the rotation of the roundabout.

Fixed to the shaft 12 contiguous to the bed plate 11 is a beveled gear 35 which meshes with a pinion 36 fixed on a driving shaft 37 suitably journaled upon one of the timbers 10 or beams 10, and is adapted for connection in any suitable manner with a driving motor or power transmitting mechanism for operating the roundabout.

Connected with the respective forks 28 are safety chains 38 which sustain the cars or carriers 18 at equal distances apart during the travel thereof on the track. It will be noted that the cars or carriers are permitted to follow the curvatures of the track by reason of the flexible connections, thereby not in any way interfering with the undulating

motion during the rotation of the round-about.

What is claimed is:—

1. In a carousel, a foundation, a vertical shaft centrally of the foundation, a circular undulating track on the foundation and concentrically of the shaft, spaced disks fixed to the shaft and having radially disposed guideways, sweep arms having ball terminals arranged between the disks for slideable movement in the guideways and also for free vertical swinging movement, wheeled carriers movable over the track and having connection with the sweep arms, a top fixed to the shaft for rotation therewith, and a circular platform suspended from the top.

2. In a carousel, a foundation, a vertical shaft centrally of the foundation, a circular undulating track on the foundation and concentrically of the shaft, spaced disks fixed to the shaft, sweep arms having slideable and vertically swinging connections between the disks, wheeled carriers movable over the track and having connection with the sweep arms, a top fixed to the shaft for rotation

therewith, a circular platform suspended from the top, and brace rods loosely connected with the disks and with the outer ends of the sweep arms.

3. In a carousel, a foundation, a vertical shaft centrally of the foundation, a circular undulating track on the foundation and concentrically of the shaft, spaced disks fixed to the shaft, sweep arms having slideable and vertically swinging connections between the disks, wheeled carriers movable over the track and having connection with the sweep arms, a top fixed to the shaft for rotation therewith, a circular platform suspended from the top, brace rods loosely connected with the disks and with the outer ends of the sweep arms, chain connections between the carriers, and means for rotating the shaft.

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

JOHN W. TROUTMAN.

Witnesses:

FRANK N. BURNS,
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