

1,053,100.

Patented Feb. 11, 1913.
2 SHEETS—SHEET 1.

Fig. 6.

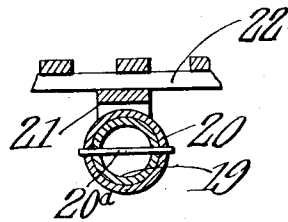
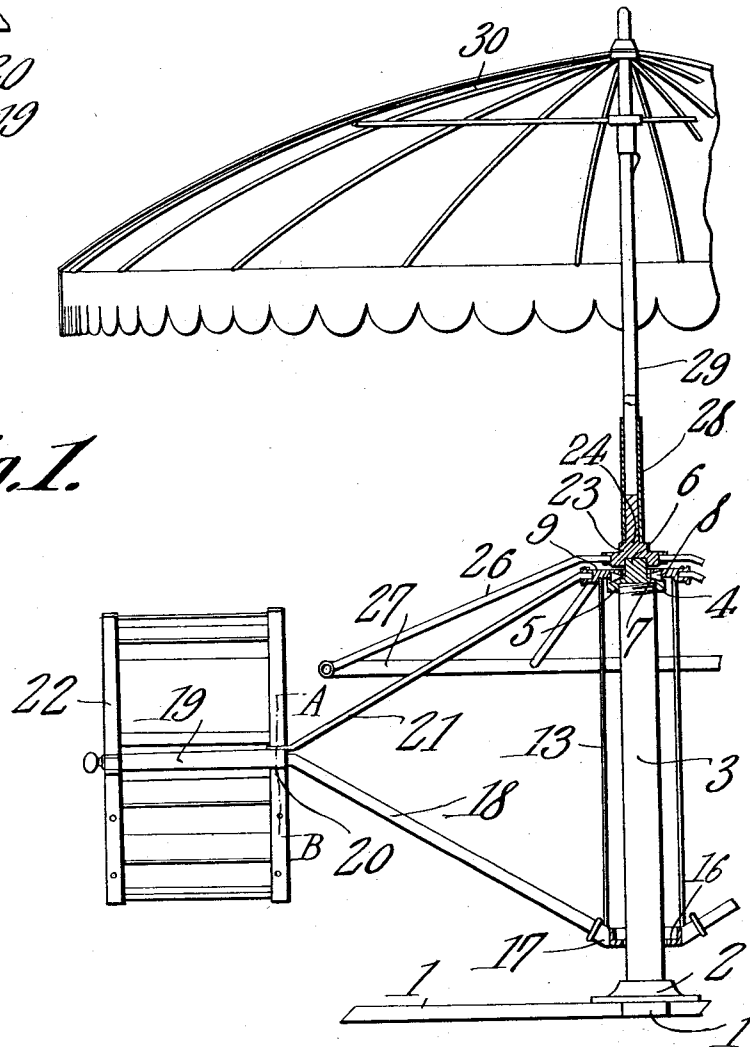


Fig. 1.



Witnesses

E. H. [Signature]
Herbert D. [Signature]

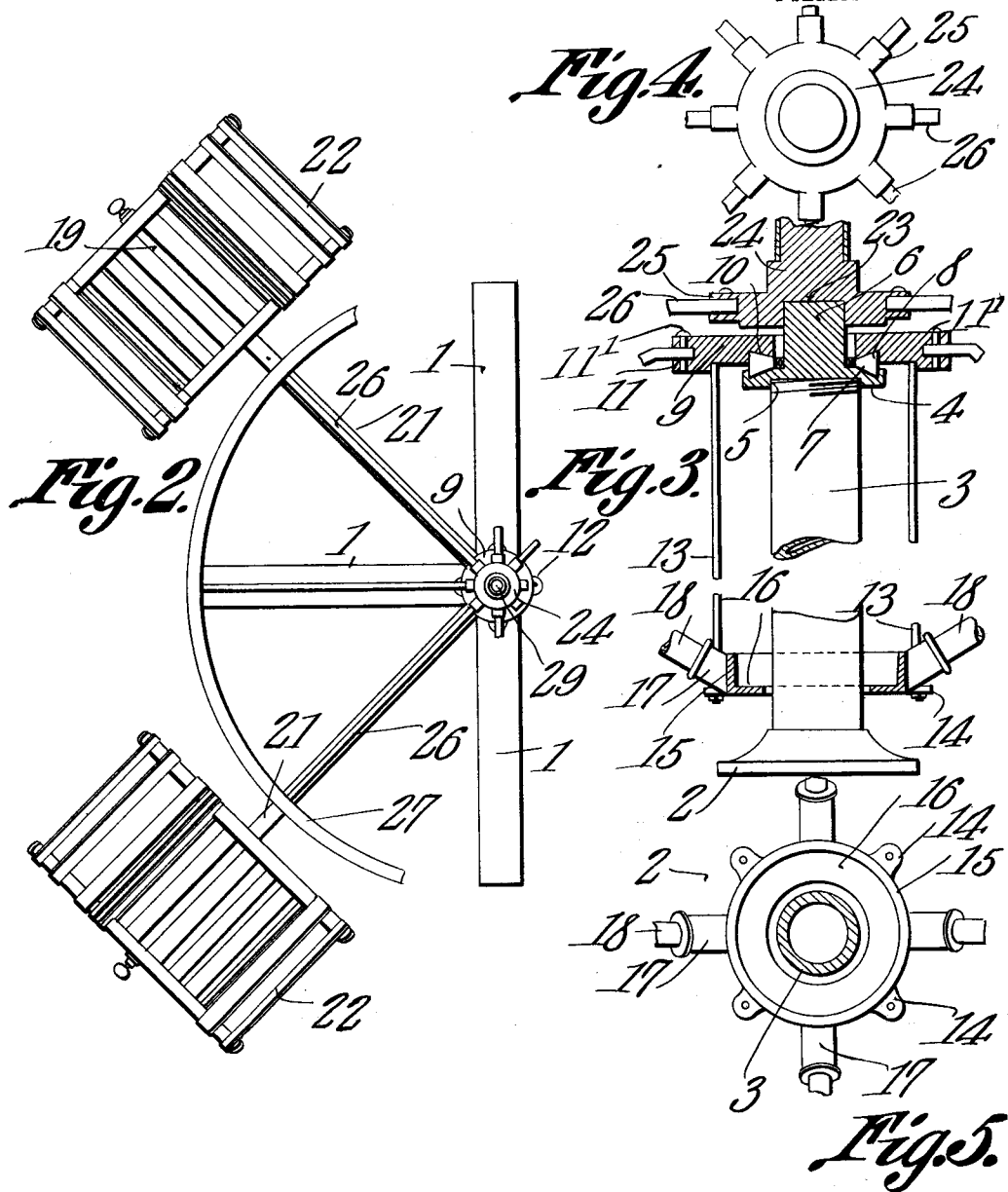
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 ROUNDABOUT.
 APPLICATION FILED MAR. 21, 1910.

1,053,100.

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2 SHEETS—SHEET 2.



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UNITED STATES PATENT OFFICE.

ARTHUR WARREN LYDA, OF CANTON, OHIO.

ROUNABOUT.

1,053,100.

Specification of Letters Patent.

Patented Feb. 11, 1913.

Application filed March 21, 1910. Serial No. 550,621.

To all whom it may concern:

Be it known that I, ARTHUR W. LYDA, a citizen of the United States, residing at Canton, in the county of Stark and State of Ohio, have invented a new and useful Roundabout, of which the following is a specification.

This invention relates to roundabouts and its object is to provide a device of this character wherein there is the least possible strain on the framework when the machine is running.

Another object is to provide a device of this character which is simple in construction, easy to operate, and which is of attractive appearance.

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

In the accompanying drawings the preferred form of the invention has been shown.

In said drawings:—Figure 1 is a view partly in elevation and partly in section of a portion of a roundabout constructed in accordance with the present invention. Fig. 2 is a plan view of a portion of the roundabout, the canopy being removed. Fig. 3 is an enlarged view partly in section and partly in elevation of the central portion of the roundabout. Fig. 4 is a plan view of the cap mounted on the standard and showing the inner portions of the arms radiating therefrom. Fig. 5 is a plan view of the lower revoluble ring of the roundabout and showing the inner end portions of the arms radiating therefrom. Fig. 6 is an enlarged section on line A—B Fig. 1.

Referring to the figures by characters of reference 1 designates crossed base strips on the intersecting portions of which is fastened a socket member 2. A tubular standard 3 is secured within this socket member and extends upwardly therefrom and perpendicularly to the base strip, this standard being closed at the top by a cap 4 in which is formed a threaded socket 5 for the reception of the upper threaded end of the standard. The said cap has a central stud 6 projecting upwardly therefrom and an inclined annular raceway 7 is formed upon the upper face of the cap and around the stud and is adapted to support a series of frusto-conical anti-friction rollers 8. A ring 9 bears upon

and is supported by the rollers and, as shown particularly in Fig. 3, this ring has an annular raceway 10 into which the rollers project. A series of sockets 11 is formed within the peripheral portion of the ring 9 and ears 12 extend from the periphery of the ring at points between the sockets. These ears have tie or supporting rods 13 secured within them and extending downwardly therefrom, the lower ends of the rods being secured within ears 14 which extend radially from the lower ring 15. This ring is preferably provided with an inwardly directed annular flange 16 extending around the standard 3 but out of contact therewith. Socket members 17 extend from the periphery of the ring 15 and are located directly under the sockets 11 heretofore referred to. It will be apparent that the two rings 9 and 15, by reason of the connecting rods 13, are caused to rotate together about the standard 3, the flange 16, however remaining at all times out of contact with the standard and all of the weight of the two rings and the parts carried thereby being supported by the anti-friction rollers 8.

Bracing arms 18, preferably formed of metal pipes, extend from the socket members 17 and are inclined upwardly to points in the same horizontal plane, where the said arms merge into horizontally extending extensions 19. Sleeves 20 are mounted on these extensions 19 and are fixedly attached thereto in any suitable manner, as by a diametrically disposed pin 20^a, said sleeves being attached to the lower ends of supporting strips 21. Each of said strips is inclined upwardly to the upper ring 9 and has its upper end extended into and secured within one of the sockets 11 by pins 11'. The rings or sleeves 20 are fixedly attached to the seats of chairs 22 which are carried by the extensions 19 and are designed to hold the persons riding upon and actuating the roundabout.

The stud 6 heretofore referred to is fixedly secured within a socket 23 formed in the lower face of a supplemental cap 24 from which extend radial socket members 25. Seated within these members and secured thereto in any suitable manner are arms 26, preferably formed of metal pipe and these arms extend downwardly and are attached to a circular hand rail 27. The said rail is supported solely by the arms 26 and is concentric with the standard 3 and within convenient reach of the occupants

of the chairs 22. A tubular extension 28 may be projected upwardly from the supplemental cap 23 for the reception of the staff 29 of a canopy 30 which, as shown, is preferably in the form of an umbrella and which is sufficiently large to extend over the chairs 22. It is to be understood of course that the staff 29 may be connected to the supplemental cap 23 in any other manner than that which has been shown and described.

When it is desired to use the roundabout, the chairs 22 are first occupied and the persons seated therein may then grasp the rail 27 and by pulling thereon, cause the chairs to move in a circle around the standard 3. The chairs may be of any preferred construction, it only being necessary that they be placed diametrically opposite to each other so as to maintain the roundabout perfectly balanced as long as the chairs are all occupied. It will be obvious that all of the movable portion of the apparatus will be supported by the anti-friction rollers 8 and it will therefore be as easy to cause the chairs to travel in a circle by pulling upon the stationary rail 27.

It is of course to be understood that various changes may be made in the construction and arrangement of the parts without departing from the spirit or sacrificing any of the advantages of the invention as defined in the appended claims.

What is claimed is:—

1. A roundabout including a standard, a cap detachably secured upon the upper end of the standard and having a central up-standing stud, said stud being surrounded by an inclined raceway, a cap separate from and extending over and around the stud,

said cap being held against rotation, a circular handrail concentric with and connected to said cap, a ring mounted for rotation upon the stud and interposed between the caps, anti-friction devices interposed between said ring and the raceway, a lower ring extending loosely around the standard, hangers connecting the upper and lower rings, a series of seats adapted to travel in a circle, and connections between said seats and the upper and lower rings.

2. A roundabout including a standard, a cap detachably secured upon the upper end of the standard and having a central up-standing stud, said stud being surrounded by an inclined raceway, a cap separate from and extending over and around the stud, said cap being held against rotation, a circular handrail concentric with and connected to said cap, a ring mounted for rotation upon the stud and interposed between the caps, anti-friction devices interposed between said ring and the raceway, a lower ring extending loosely around the standard, hangers connecting the upper and lower rings, a series of seats adapted to travel in a circle, connections between said seats and the upper and lower ring, a tubular extension upon the shaft to which the handrail is connected, and a canopy standard removably seated within said extension.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

ARTHUR WARREN LYDA.

Witnesses:

U. S. JOHNSTON,

C. B. GERWIG.