

W. G. LLOYD.
MERRY-GO-ROUND.
APPLICATION FILED OCT. 8, 1917.

Patented Feb. 11, 1919.
3 SHEETS—SHEET 1.

1,293,821.

Fig. 1.

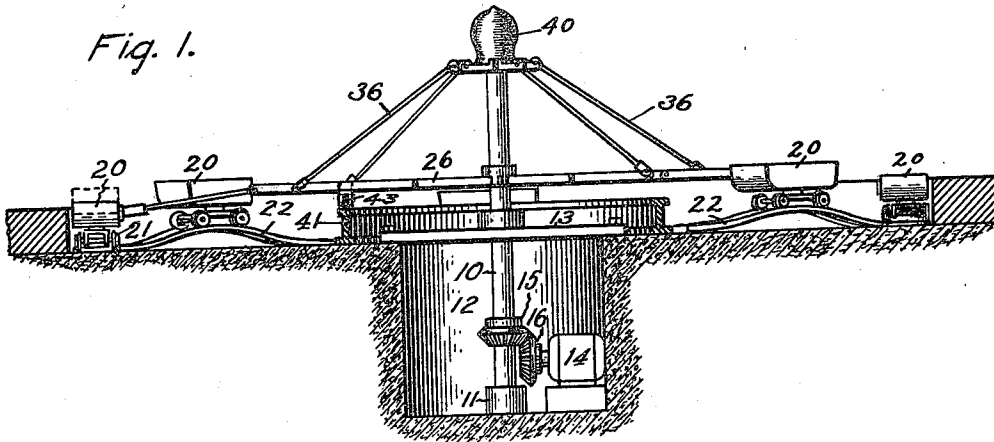
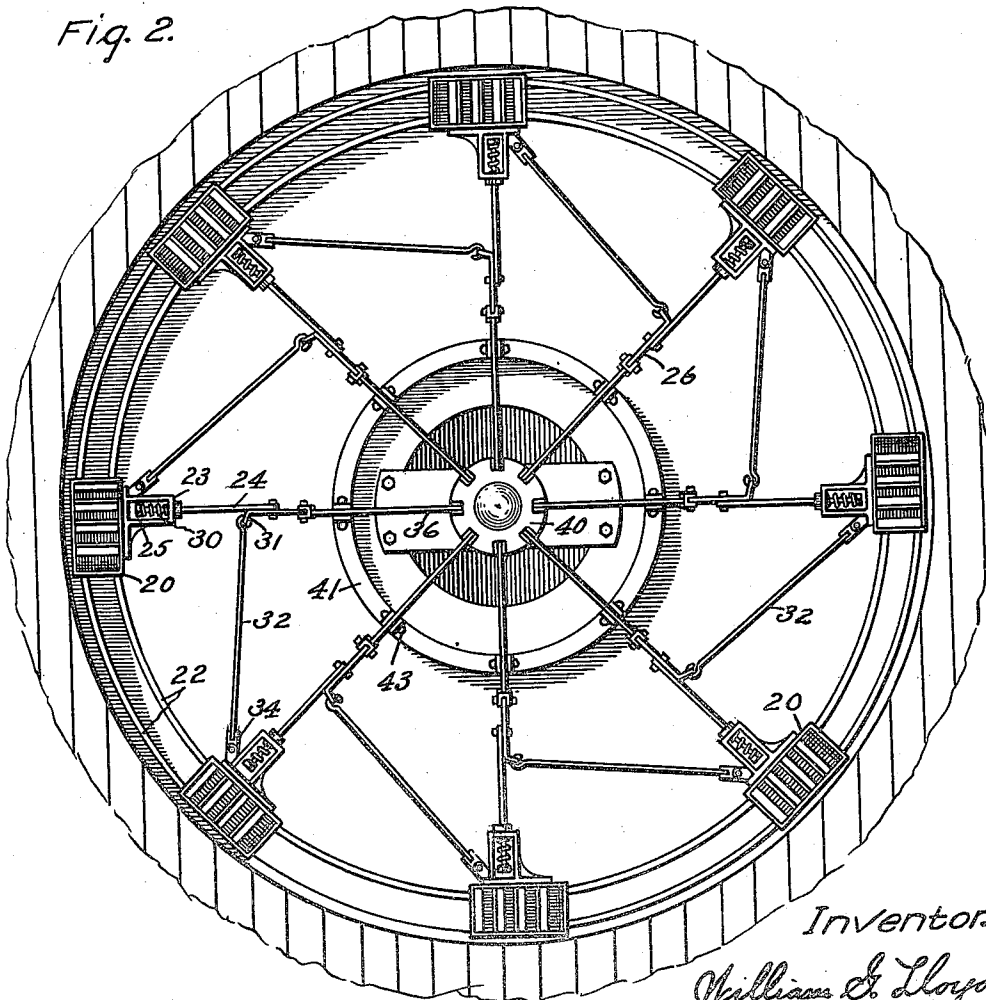
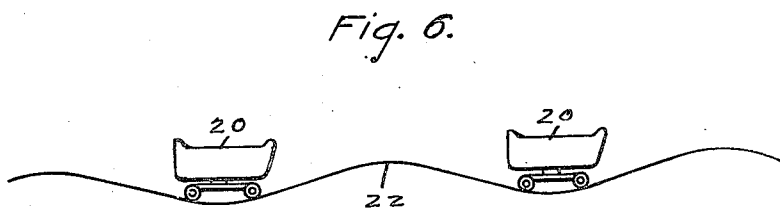
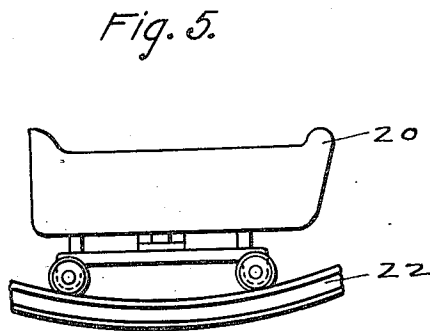
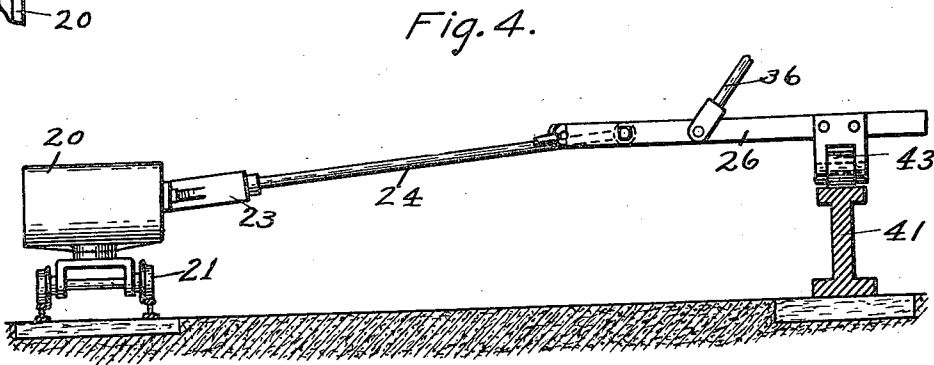
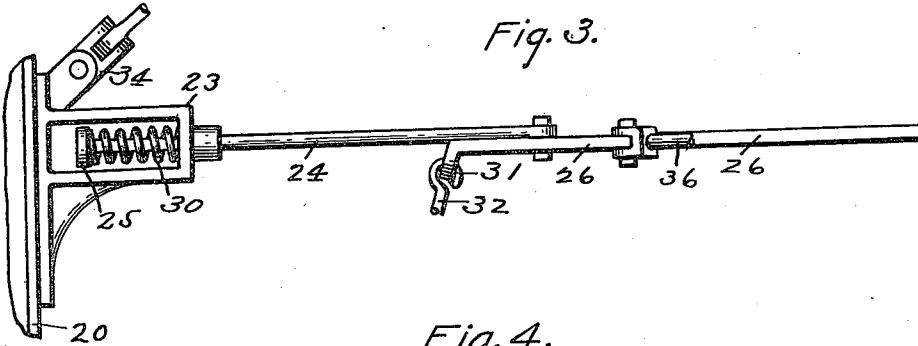


Fig. 2.



Inventor.
William G. Lloyd.

1,293,821.



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William G. Lloyd.

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3 SHEETS—SHEET 3.

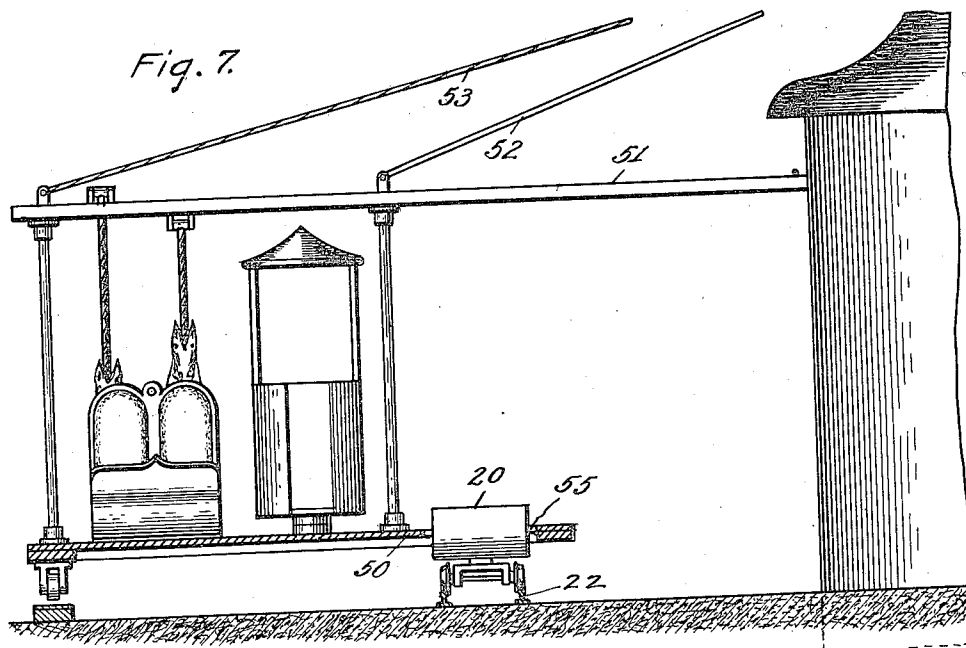
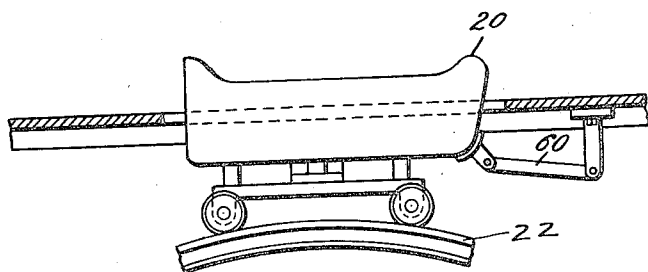


Fig. 8.



Inventor
William G. Lloyd.

UNITED STATES PATENT OFFICE.

WILLIAM G. LLOYD, OF LYNN, MASSACHUSETTS.

MERRY-GO-ROUND.

1,293,821.

Specification of Letters Patent.

Patented Feb. 11, 1919.

Application filed October 8, 1917. Serial No. 195,221.

To all whom it may concern:

Be it known that I, WILLIAM G. LLOYD, citizen of the United States, residing at Lynn, in the county of Essex and State of Massachusetts, have invented certain new and useful Improvements in Merry-Go-Rounds, of which the following is a specification.

My invention relates to an amusement apparatus and has particular reference to new and useful improvements in such apparatus known as a merry-go-round, and consists of a rotating rigging for operating a plurality of cars adapted to run on tracks having a rolling surface to obtain a rolling or wave motion of the car.

The object of the invention is to provide an amusement device in the form of a rolling car having suitable attachments for driving the said car and at the same time allow a plurality of movements to permit the car to rotate and move vertically without interfering with the self adjustment of the car to the tracks.

In the accompanying drawings forming a part of this specification and in which like numerals are employed to designate like parts throughout the same, Figure 1 is a front elevation partly in section. Fig. 2 is a plan view of the same. Fig. 3 is a detail view showing the cushioning and connecting device between the car and the central support. Fig. 4 is a side elevation of the same with a car in position. Fig. 5 is a side elevation of the car. Fig. 6 shows the rolling tracks in the straight line and position of the cars in relation to the said track. Fig. 7 is a vertical section of an ordinary merry-go-round, with the car and rolling track connected thereto. Fig. 8 is a side elevation of the car connected to the merry-go-round.

In the drawings wherein, for the purpose of illustration, I have shown a preferred embodiment of my invention, the numeral 10 designates a vertical shaft which is supported in a step bearing 11, which is located in the pit 12.

Extending across the pit is a guide 13 which is held in position by bolts. The guide retains the shaft 10 in vertical position. The shaft 10 is caused to rotate by the motor 14 through the gears 15 and 16. The shaft 10 supports the rigging which drives the cars 20, the latter being provided with flanged wheels 21. These wheels run on a

circular track 22. The car can be of any size to suit any seating capacity required within certain practical limits. The track 22 is secured to a suitable bed. The car 20 is flexibly secured to the shaft 10, by a bracket 23 which is adapted to receive a rod 24 having a head 25 on one end, and the opposite end is secured to a spoke 26. The spoke 26 is rigidly secured and rotates with the shaft 10. As each car and rigging is identical in construction a description of one will be sufficient. Located between the head 25 of the rod 24 is a spring 30 which receives the vibration of the car as it travels in a circular path on the track 22. The spoke 26 on its outer extremity is provided with a hook 31 which is adapted to receive one end of a rod 32 and at the other end of such rod is a universal joint 34 which flexibly connects it to the car. This device allows the cars to move vertically on the tracks independent of the rigging which drives them. The driving rigging is strengthened by guy rods 36 which are connected to the spokes 26 at one end and at the other to the head 40 which is located on the top of the shaft 10.

The weight of the driving rigging is supported on a track 41 which is adapted to receive anti-friction rolls 43. The track 22 has a rolling surface which imparts a wave effect to the car as it travels in its circular path as indicated in diagram 6.

Figs. 7 and 8 show another application of the same device in relation to an ordinary merry-go-round, consisting of a rotating center housing which supports the platform 50 by the arm 51 and rods 52 and 53. Located on the platform are the well known horses, seats and other figures.

On the inner side of the platform are cavities 55, corresponding to the number of cars to be used.

The cars run on the track as shown on the drawing and are connected to the platform by a link 60, for rotating them when the platform travels in its circular path. Sufficient space between the cars and the platform is allowed to permit the car to run on the track independent of the platform.

In operation a motor 14 receives its power from any suitable source for driving the shaft 10. The movement of the shaft imparts a rotating movement to the cars which travel over the rolling track 22. The rolling track causes the cars to rise and fall

in their path of rotation to obtain a rolling or wave effect.

As the rigging rotates the rod 32 pulls almost in a direct line, that is each car is pulling the next one in as near a direct line as possible and at the same time the spring 30 and the universal joint 34 allow the car to move vertically on the tracks independently of the rigging in relation to the vibration and at the same time has a positive pull for operating the car.

In accordance with the provisions of the patent statutes, I have described the principles of operation of my invention, together with the apparatus which I now consider to represent the best embodiment thereof; but I desire to have it understood that the apparatus shown is only illustrative and that the invention can be carried out by other means.

What I claim new and desire to secure by Letters Patent of the United States is:

A merry-go-round having a rotating rigging, consisting of spokes suitably supported on a vertical shaft, cars having flanged wheels, undulating tracks on which the cars run, extension spokes pivotally secured to the first spokes and free to swing vertically, spring cushions between the cars and extension spokes to allow the cars to run on the tracks, a pulling rod extending from the first spoke to the next car for pulling the said car, universal joints connected to the rod to allow free movement.

In testimony whereof I have affixed my signature, in presence of two witnesses.

WILLIAM G. LLOYD.

Witnesses:

CLARENCE H. UPTON,
MARY F. HATTIE.