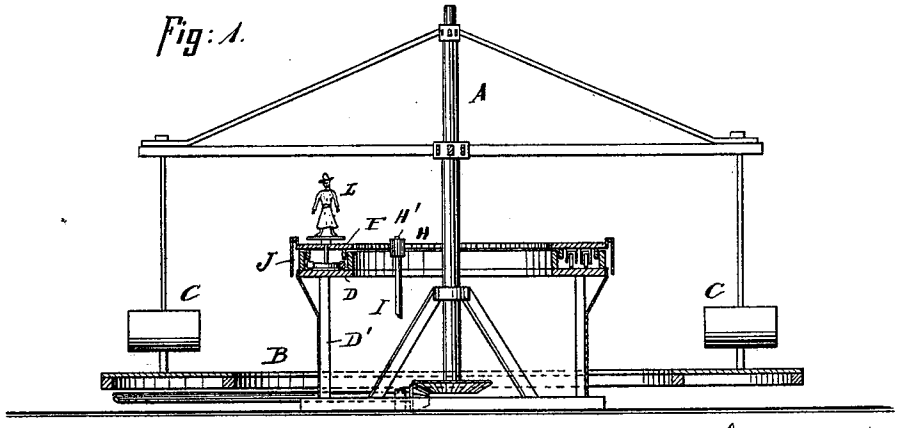
(No Model.)

W. E. MEISSNER.

ROUNDABOUT.

No. 582,756. Patented May 18, 1897.

Fig: 1.



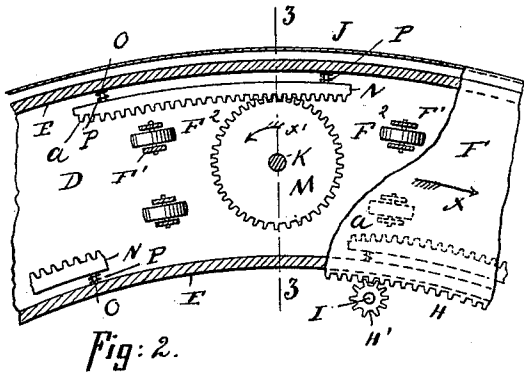
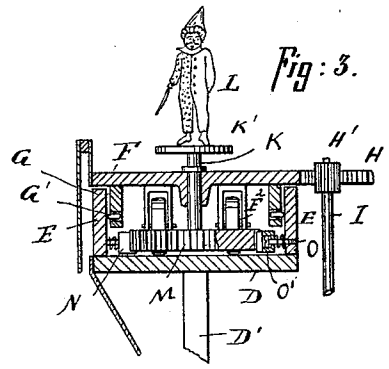


Fig: 2.

Fig: 3.



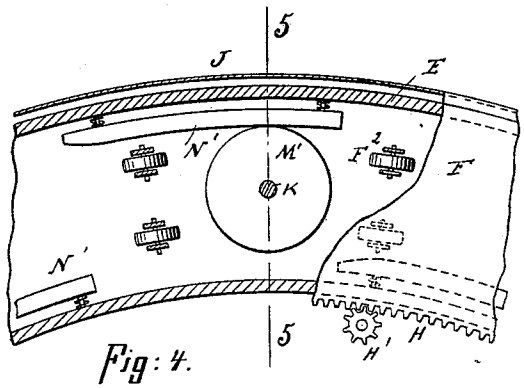
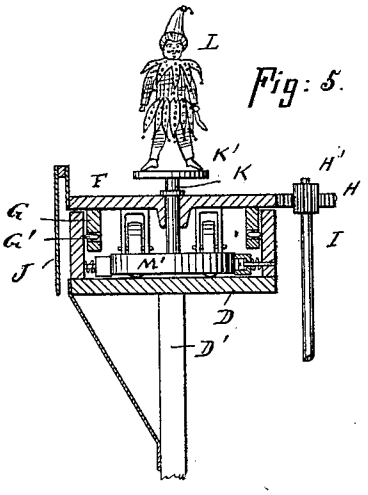


Fig: 4.

Fig: 5.



Witnesses
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UNITED STATES PATENT OFFICE.

WILLIAM E. MEISSNER, OF ROCKAWAY, NEW YORK.

ROUNDABOUT.

SPECIFICATION forming part of Letters Patent No. 582,756, dated May 18, 1897.

Application filed December 16, 1896. Serial No. 615,926. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM E. MEISSNER, a citizen of the United States, and a resident of Rockaway, in the county of Queens, in the State of New York, have invented certain new and useful Improvements in Roundabouts, of which the following is a specification.

This invention relates to roundabouts, and especially to improvements in the same for rotating dolls or figures provided on the same for the purpose of attracting the attention of passers-by and to afford amusement for children.

In the accompanying drawings, forming a part of this specification and in which like letters of reference indicate like parts in all the views, Figure 1 is a vertical transverse sectional view of a roundabout provided with my improvement. Fig. 2 is a plan view of the rotating platform, parts being broken away and others in section. Fig. 3 is a vertical transverse sectional view on the line 3 3 of Fig. 2. Fig. 4 is a plan view of the rotating platform, showing a modified construction, parts being broken away and others being in section. Fig. 5 is a transverse sectional view on the line 5 5 of Fig. 4.

The central main post A, the platform B, suspended from the same, the cars C or their equivalents on the platform, and the driving-gear for the post A and platform B are all of the usual and well-known construction and may be modified or changed at will without in any way affecting my invention.

The post A is surrounded at about half its height by a fixed horizontal circular track D, resting on posts D′, and at the edges of said track the guide-boards or flanges E extend upward.

An annular platform F of about the same diameter as the track D is provided on its under side with hangers F′, in which rollers or wheels F^2 are mounted, which run on the track D, the wheels or rollers and hangers being so arranged that the platform F is above the flanges or guides E, on the inner sides of which flanges or guides the rollers G′ run, which are mounted in guide-blocks G, extending downward from the annular platform F, as shown in Figs. 3 and 5. A rack H is formed on the inner edge of the annular platform F and engages a pinion H′ on a vertical shaft I, which may be driven from the driving mechanism for the roundabout or independently of the same, as may be desired.

On the outer edge of the annular platform F a curtain or drapery J is secured, which conceals the front or outer edge of the track D and its flange.

A series of short shafts K are mounted vertically to turn in the annular platform F and project from the upper and lower surfaces of the same, and on their upper ends each carries a disk K′, on which a doll or other figure L is mounted.

On the lower end of each shaft K a cog-wheel M is fixed horizontally and which is of such diameter that it can engage segmental racks N, arranged alternately at opposite sides of the circular track D within the space bounded by the guide-boards or flanges E. Said racks are mounted to slide toward and from the guide-boards E on pins O, projecting laterally from the inner sides of the guide-boards and provided on their outer ends with heads O′ within recesses in the racks.

The racks N are pressed toward the circular central line by helical or other springs P, interposed between guide-boards and the racks and preferably surrounding the pins O. The said springs keep the racks in position to engage the cog-wheel M and permit them to give laterally, so as to cause proper engagement of the racks and cog-wheel in case the teeth of the rack and cog-wheel strike on end, when the racks and cog-wheel are brought into engagement.

If the racks would not be mounted to yield, the racks and cog-wheel might in certain cases bind, and in such cases the parts would fail to operate or might break.

The springs P normally hold the racks N in proper position.

The racks are preferably slightly tapered at the ends first engaging the cog-wheel, as shown at *a* in Fig. 2.

In place of using the racks N and cog-wheel M, I may use a plain friction-disk M′ and friction-strips N′, mounted like the racks N, as shown in Figs. 4 and 5.

The operation is as follows: The annular platform is moved in the direction of the arrow *x*, Fig. 2, and when the cog-wheel M is engaged with one of the outer racks N, as

shown in Fig. 2, the said wheel and the corresponding disk K′ are rotated in the direction of the arrow x', and when the cog-wheel becomes disengaged from one of said outer racks and is engaged with one of the inner racks N the said wheel M and the corresponding disk K′ are rotated in the inverse direction of the arrow x', and so on alternately.

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

1. In a roundabout, the combination with the usual rotating platform of a circular track, segment-racks located alternately at opposite sides of the same, an annular platform running on said track, shafts mounted on said platform and projecting from the under side of same, a cog-wheel on the lower end of each shaft and a figure on the upper end of each shaft, substantially as herein shown and described.

2. In a roundabout, the combination with the usual rotating platform, of a circular track, segment-racks mounted on the same to yield outwardly in a direction transversely to their length, an annular platform running on said track, shafts mounted in the said annular platform and projecting from the under side of the same and a cog-wheel on the lower end of each shaft to engage the racks, substantially as herein shown and described.

3. In a roundabout, the combination with the usual rotating platform, of a circular track, pins extending over said tracks, racks mounted on said pins to move transversely to their length toward and from the central circular line of the track and springs acting on the racks and pressing them toward said central line, an annular platform running on said annular track, a series of shafts mounted in said platform and projecting from the under side thereof and a cog-wheel fixed on each shaft to engage said racks, substantially as herein shown and described.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of two witnesses, this 9th day of December, 1896.

WILLIAM E. MEISSNER.

Witnesses:
OSCAR F. GUNZ,
H. M. FLANNERY.