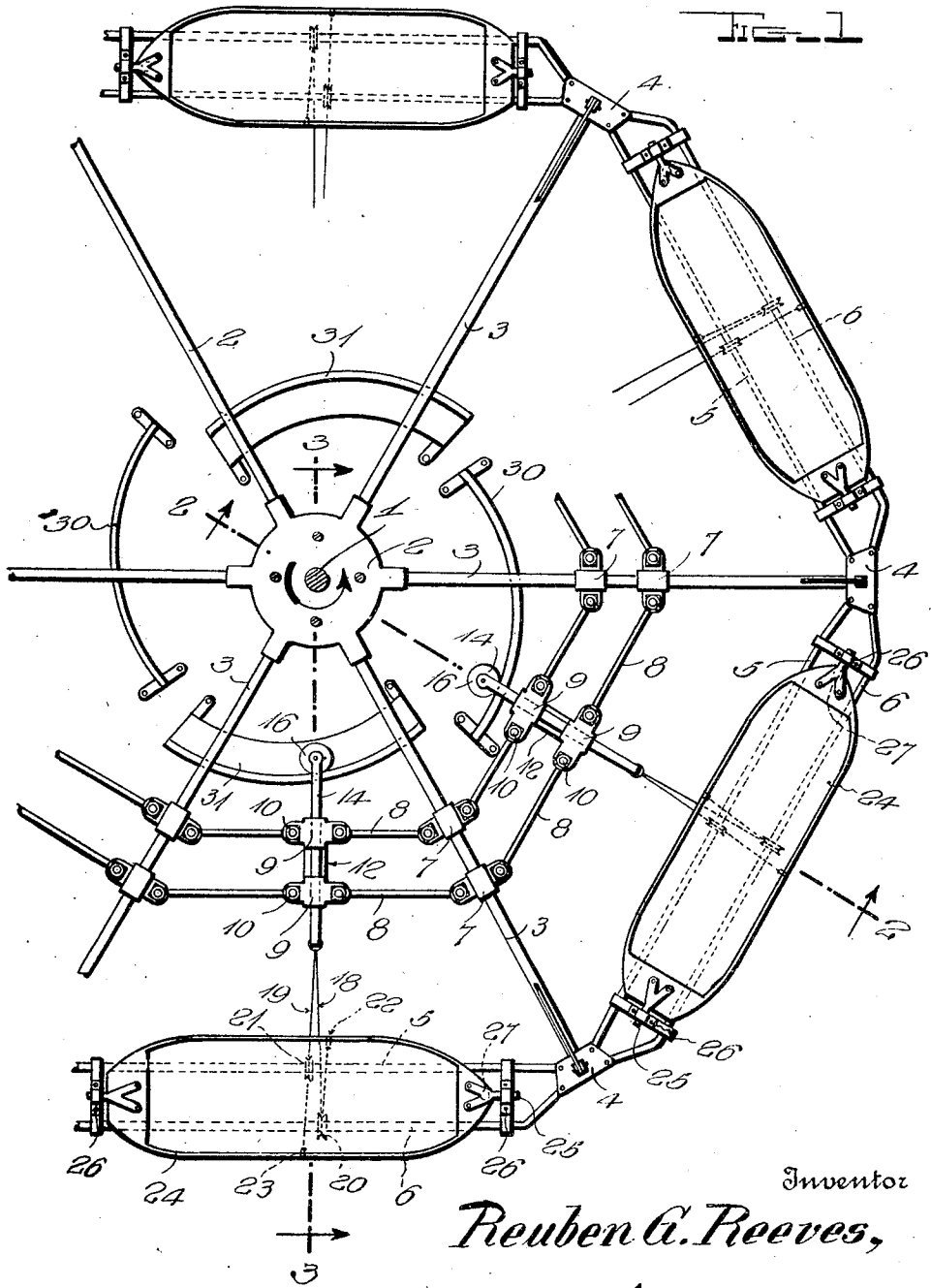
Aug. 4, 1925. 1,548,747

R. G. REEVES

ROUNDABOUT

Filed Dec. 11. 1924 2 Sheets-Sheet 1



Inventor

Reuben G. Reeves,

By James J. Sheehy & Co. Attorneys

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2 Sheets-Sheet 2

FIG. 2

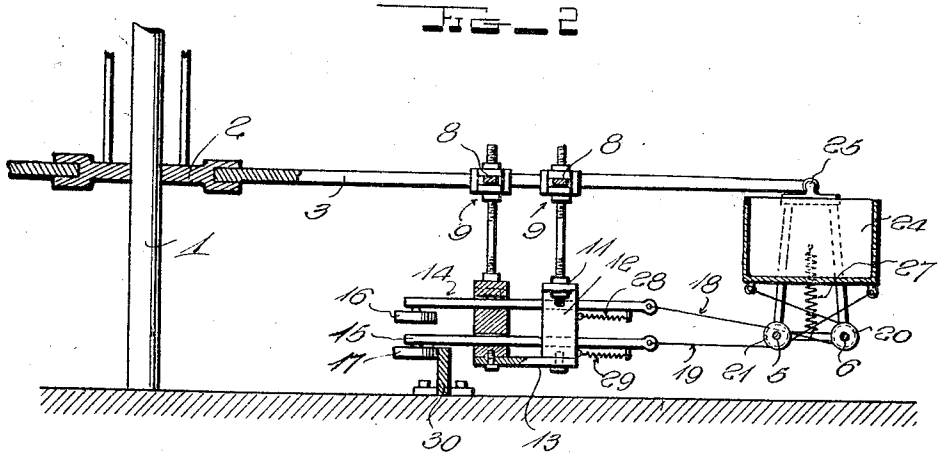


FIG. 3

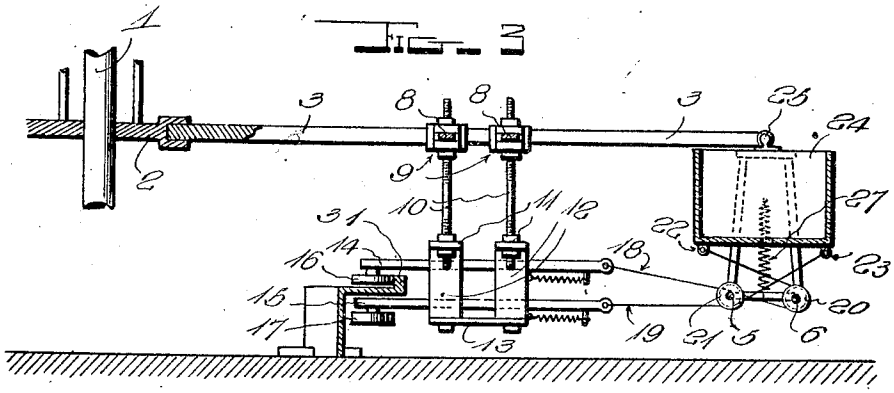
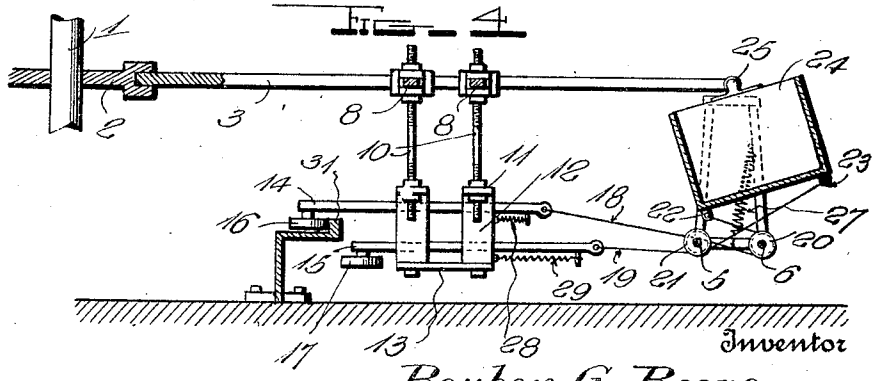


FIG. 4



Inventor

Reuben G. Reeves,

By James J. Sheehy & Co.,

Attorneys.

Patented Aug. 4, 1925. 1,548,747

UNITED STATES PATENT OFFICE.

REUBEN G. REEVES, OF BRIDGETON, NEW JERSEY.

ROUNDABOUT.

Application filed December 11, 1924. Serial No. 755,346.

To all whom it may concern:

Be it known that I, REUBEN G. REEVES, a citizen of the United States, residing at Bridgeton, in the county of Cumberland and State of New Jersey, have invented new and useful Improvements in Roundabouts, of which the following is a specification.

My present invention pertains to merry-go-rounds or round-abouts such as are used in amusement parks and the like and it contemplates the provision of a device in which boats, sail or otherwise are employed in lieu of horses, animals, chariots that are adapted to be operated in such a manner during the rotary motion of the boats that they will simulate the movement of sail boats caused by the swells or rise and fall of the tide in a body of water.

The invention in all of its details will be fully understood from the following description and claims when the same are read in connection with the drawings accompanying and forming part of this specification in which—

Figure 1 is a top plan view showing some of the boats and their relative positions with respect to the center standard.

Figure 2 is a view taken in the plane indicated by the line 2—2 in Figure 1, looking in the direction of the arrows.

Figure 3 is a similar view taken in the plane indicated by the line 3—3 of Figure 1 and showing the boats in their normal position.

Figure 4 is a view similar to Figure 3 and showing one of the boats in a tilting position.

Similar numerals of reference designate corresponding parts in all the views of the drawings.

My novel invention comprises the ordinary well known standard 1 rotatable in the direction of the arrow in Figure 1 by any suitable driving means and secured to the standard 1 and rotatable therewith is the cap 2 to which is secured a series of beams 3 that engage fastening clevises 4 that in turn are secured to frame bars 5 and 6 respectively.

Extending to each clevis 4 at the forward and rear end of each boat is one of the beams 3 and adapted to be secured to the beams 3 are collars or clamps 7 and secondary bars 8 extend from each of these clamps 7 and from one beam 3 to the adjacent beam 3 while secured to the opposite end of the secondary bars are clamps 9 and depending from the clamps 9 are bars 10. Secured at the ends of these depending bars 10 are blocks 12 that are provided with the ears 11 for holding the blocks in relative positions with respect to the depending bars 10, while secured to the lower end of the blocks 12 and extending from one to the other thereof is a bar 13.

Arranged adjacent the blocks 12 are arms 14 and 15 respectively while mounted on one end of the arm 14 is a roller 16 and likewise arranged on one end of the arm 15 is a roller 17 while secured at the opposite ends of the arms 14 and 15 are cables 18 and 19 the former of which takes over a pulley 20 and is secured by means of a ring 22 to one side of the boat 24. The cable 19 passes over a pulley 21 and is fastened by means of a ring 23 to the boat 24 at the opposite side of said boat with respect to the ring 22. The pulleys 20 and 21 are fastened to the frame bars 5 and 6 respectively. The frames 5 and 6 are pivoted at 25 and take into the bearings 26 as clearly shown in Figure 1. In order to limit the movement of the sidewise thrust of the boats I provide the spring 27 that returns the boats to normal position after operation and secured to the block 12 adjacent the boats are springs 28 and 29 that are in turn secured to the arms 14 and 15 respectively.

By reference to Figure 1 it will be noted that I provide a low track 30 that engages the roller 16 and a high track 31 that is adapted to engage said roller during rotary motion of the round-about and the said tracks 30 and 31 are peculiar in that from one end to the other the space between the standard 1 and said tracks is decreased in distance i. e., there is more distance from one end of each track from the standard 1 than the other end of the track, for the reason that the track is curved inwardly from one end to the other. These tracks 30 and 31 are secured to the ground or surface on which the round-about rests.

In the practical operation of the invention, the rollers 16 and 17 will engage the tracks and as they move along said tracks and toward the standard 1 they will be pulled upwardly and this will cause rods or bars 10 to slide in the clamps 9 of the connecting bars 8. This movement will pull cable 18 so that the boat is rocked in one di-

rection and when the roller 17 strikes its complementary track it will pull the boat in the opposite direction while the arms 14 and 15 will be returned to their normal positions by means of the small springs 28 and 29 and will be in a position to be engaged by the succeeding upper and lower tracks 30 and 31. This engaging of the succeeding tracks by the rollers will impart successive side-wise movement to the boat and will produce the same motion to the boat that is encountered during sailing over a body of water and limitation of the thrust of the boats is precluded by the large springs 27 before referred to.

It will be gathered from the foregoing that the invention is extremely simple in construction and operation and will materially add to the thrill of trip on a roundabout and at the same time will greatly enhance the enjoyment to be gained from such a trip.

Having described my invention, what I claim and desire to secure by Letters-Patent is:—

1. In an amusement device, the combination of a standard, supports extending from the standards, clevises secured to the supports, inwardly curved tracks arranged below the supports, boats pivotally mounted on the clevises, brace rods extending from one to the other of the supports, depending bars slidably mounted on the ends of the brace rods, arms secured to the depending bars in slidable manner, rollers arranged on one end of the arms, blocks secured to the depending bars; said rollers being adapted to engage the tracks, springs secured to the arms and to the blocks, cables secured to the arms, a frame in which the boats are held and adapted to receive the cables and pulleys secured to the frames and arranged to permit the cables to pass thereover.

2. In an amusement device the combination of a standard, supports extending from the standard, clevises secured to the supports, tracks arranged below the supports, carriages arranged on the clevises, rods extending from each of the supports to its adjacent support, bars mounted on the rods, arms secured to the bars, rollers arranged on the arms, blocks secured to the bars; said rollers being adapted to engage the tracks, springs secured to the arms and blocks, cables secured to the arms, a frame for supporting the vehicles and adapted to receive the cables and pulleys that are secured to the frames and arranged to permit the cables to pass thereover.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

REUBEN G. REEVES.

Witnesses:
J. ALLEN BRANDT,
MARTHA B. AKER.