

(No Model.)

3 Sheets—Sheet 1.

F. S. BALDWIN.
ROUNABOUT.

No. 535,272.

Patented Mar. 5, 1895.

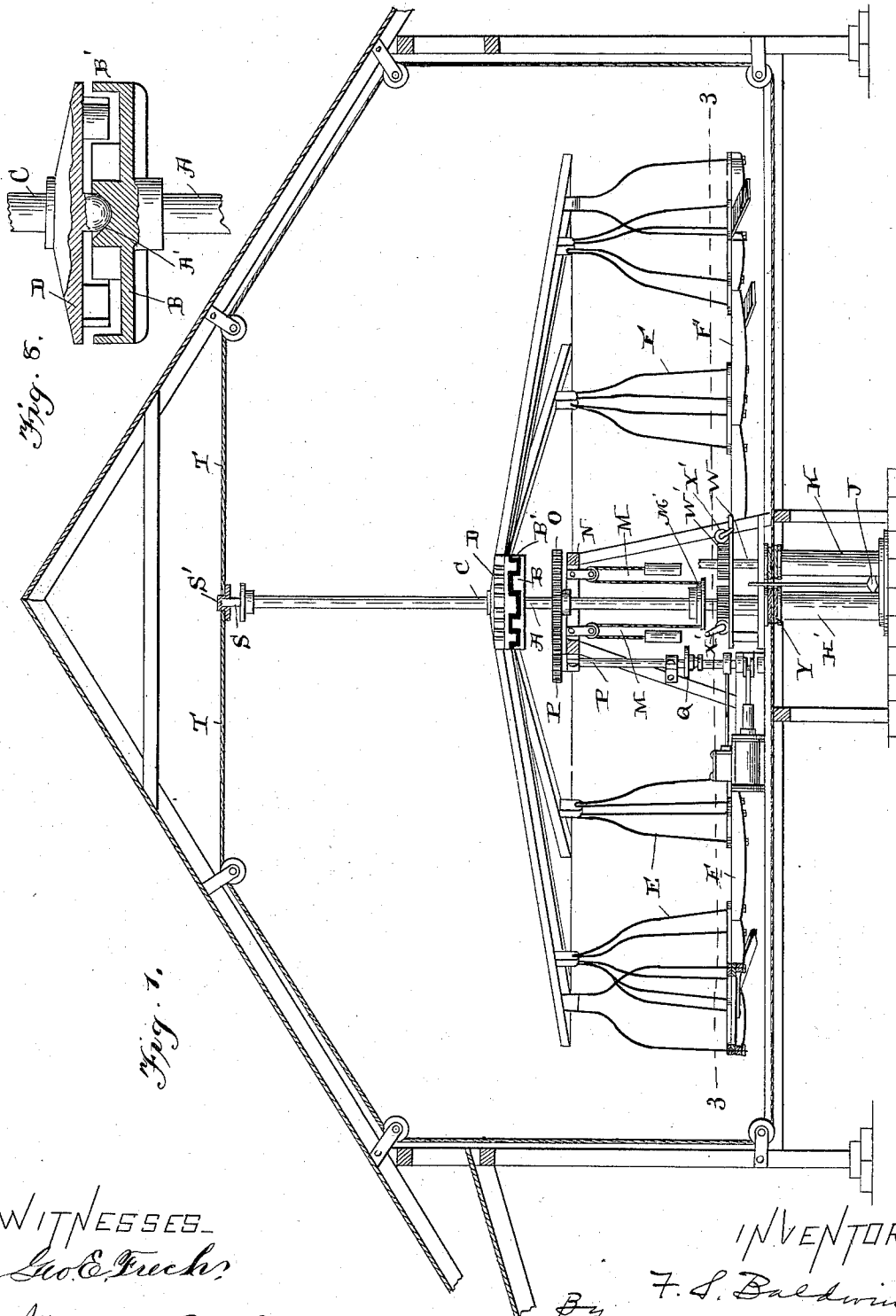


Fig. 5.

Fig. 1.

WITNESSES.
Geo. E. Fuchs
James W. Berard

INVENTOR
By *F. S. Baldwin*
Lehmann Pattison Necht
Atty.

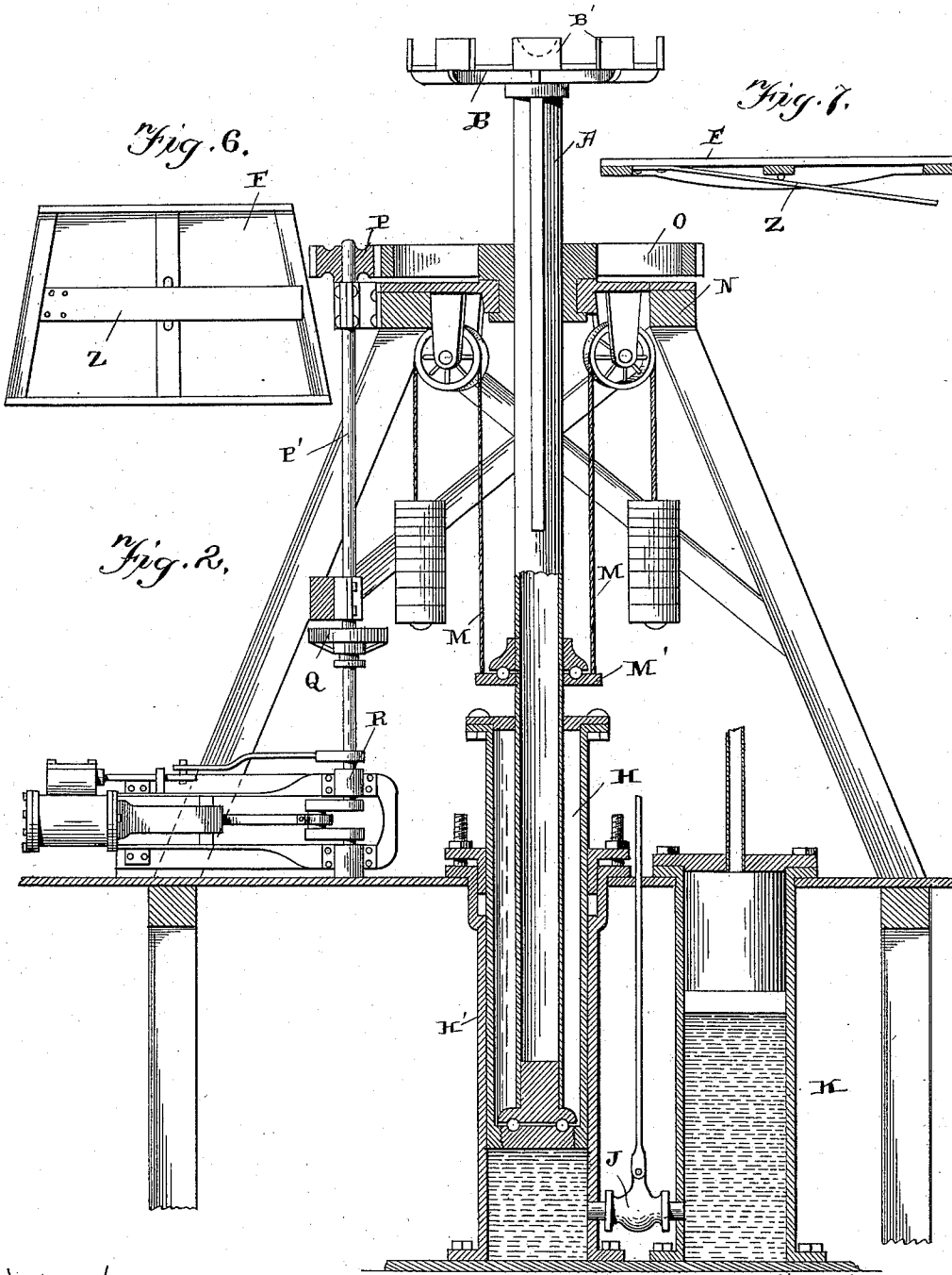
(No Model.)

3 Sheets—Sheet 2.

F. S. BALDWIN.
ROUNDAABOUT.

No. 535,272.

Patented Mar. 5, 1895.



WITNESSES
 Geo. C. Trech
 J. W. Stuley

INVENTOR
 F. S. Baldwin
 By Lehmann & Lattson
 Attys.

F. S. BALDWIN.
ROUNDAABOUT.

No. 535,272.

Patented Mar. 5, 1895.

Fig. 3.

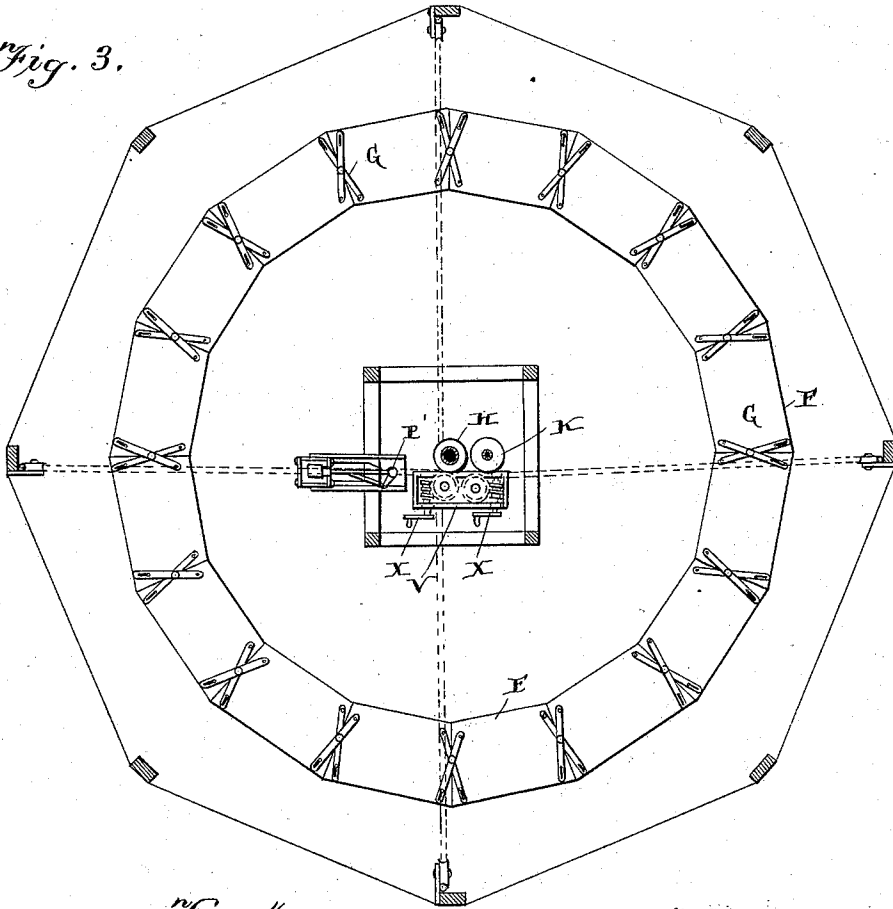


Fig. 4.

Fig. 5.

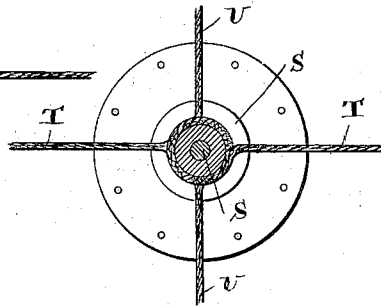
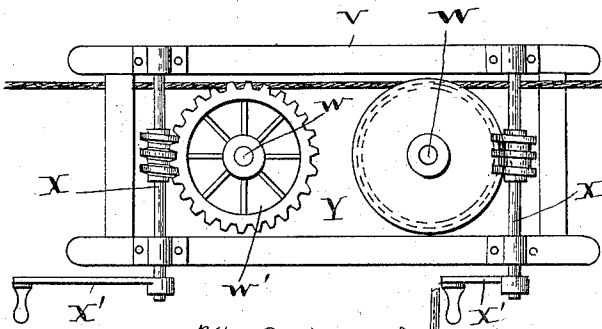
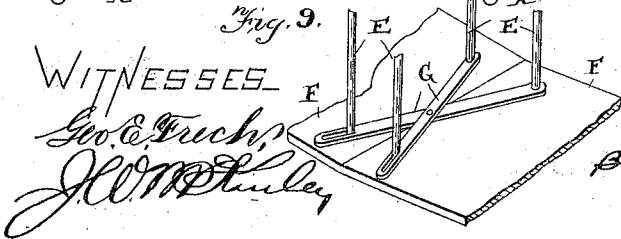


Fig. 9.



WITNESSES.

Geo. C. Truett
J. W. M. Phuley

INVENTOR-

F. S. Baldwin

Bl. Lehmann Patterson & Washburn
attys

UNITED STATES PATENT OFFICE.

FRANK S. BALDWIN, OF NEWARK, NEW JERSEY.

ROUNABOUT.

SPECIFICATION forming part of Letters Patent No. 535,272, dated March 5, 1895.

Application filed April 26, 1894. Serial No. 509,124. (No model.)

To all whom it may concern:

Be it known that I, FRANK S. BALDWIN, of Newark, in the county of Essex and State of New Jersey, have invented certain new and useful Improvements in Roundabouts; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improved roundabout; and the objects of the same are to provide an improved lift for elevating the roundabout to an operative position; to provide an improved rotating mechanism; to arrange an improved means for adjusting the frame to the desired inclination, and to provide an improved connection between the platforms as well as an improved brake therefor.

To these ends the invention consists in the novel features of construction hereinafter fully described and claimed, and illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of the roundabout. Fig. 2 is a vertical sectional view of the operating mechanism. Fig. 3 is a plan view on line 3—3 of Fig. 1. Fig. 4 is a plan view, partly in section of the winch. Fig. 5 is a plan view of the upper end of the roundabout frame. Figs. 6 and 7 are detail views of one of the platforms, showing the position of the brake thereon. Fig. 8 is an enlarged sectional view of the point of support for the roundabout frame. Fig. 9 is a perspective view of a section of the roundabout platform showing the lazy tongs connection.

A is the central revoluble post, having socket A' and head B at its upper end, said head being formed with vertical lugs B'.

C is the central post or spindle of the platform carrying frame D and rests in socket A', while said frame carries a head similar in form to head B which it engages as shown. Depending from the radial arms of frame D are the hangers E to which the platforms F are secured. The adjacent platform ends are connected by the lazy tongs G, the hangers E serving to secure them to the platforms. This form of connection permits the platforms to respond to the centrifugal action but prevents sudden closing and bumping together.

The roundabout is raised vertically from the ground or other support when in operation and for effecting this movement I support post A upon a ball bearing in piston H which is movable vertically in cylinder H', the latter having the valved connection J with a hydraulic forcing cylinder or chamber K, into which the water or other forcing fluid may be injected in any suitable manner. Chamber K serves as a reservoir for the lifting fluid, the latter flowing freely into cylinder H' when the roundabout is being forced upward, and returning thereto when the same is lowered. By this arrangement the liquid may be used indefinitely without being replenished. For assisting the lift the counter weight lines M are provided which are connected to a collar M' which encircles post A as shown and which pass up over pulleys depending from the frame N. Post A is feathered and is movable vertically through gear O suitably journaled on the upper end of frame N, and the said gear meshes with pinion P on the upper end of shaft P' which at its lower end carries friction clutch Q where connection is made with the driving shaft of the engine R, the latter being shown positioned on its side to economize space and afford a direct connection without the interposition of gearing. The clutch is provided in order that the engine may continue in motion all the while for running the organ or for other purposes, it being required only a portion of the time for propelling the roundabout as is apparent. By the arrangement here shown the supporting post may be moved vertically in either direction without interfering with the rotary movement of the roundabout.

At the upper end of post C is the pin S and fitting thereover is the thimble S' to which the right angle ropes T and U are secured. These ropes extend outward to suitable pulleys on the building or other frame erected over the roundabout, and downward therethrough as shown to a line below the building or frame floor. As will be understood each rope is continuous, leaving one side of post C and passing down the frame work, beneath the floor and up the other side of the frame and over the point of beginning. Beneath the floor is the frame V and journaled vertically therein are the shafts W car-

rying at their upper ends gears W' which are rotated by the worm shafts X having cranks X'. At the lower ends of the shafts are the drums Y, one for the rope T and the other
 5 for rope U. Each rope is coiled a suitable number of times around its drum, the central strands of the coils being secured by a staple or other device to the drums to prevent slipping. By rotating the drums through
 10 the medium of the worm shafts above described, either separately or together, the frame D may be given any desired inclination, the ropes being sufficiently slack to permit of the vertical movement of the frame
 15 as well as the inclinations just referred to.

Upon the under side of each platform and secured thereto at one end is a spring board Z which depends at its free end as shown to form a brake for dragging on the floor when
 20 the roundabout is lowered. This form of brake serves to effectually stop the motion of the device without bringing it suddenly to a standstill or subjecting it to sudden jars while being stopped.

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

1. The combination of a roundabout frame, platforms depending therefrom, and lazy-tongs connecting the platforms, substantially
 30 as shown and described.

2. The combination of a roundabout frame,

hangers depending therefrom, platforms at the lower ends of the hangers, and lazy-tongs for connecting the platforms which have their
 35 pivotal points on said hangers, substantially as shown or described.

3. The combination of a tilting roundabout frame a continuous rope connected to the upper end thereof and extended in opposite di-
 40 rections therefrom, and a revoluble drum about which the said rope is coiled, substantially as shown and described.

4. The combination of a tilting roundabout frame, two continuous ropes extended from
 45 its upper end at right angles to each other, and revoluble drums about which the ropes are coiled, for the purpose substantially as shown and described.

5. The combination of a tilting roundabout
 50 frame, continuous ropes extending at right angles from its upper end, pulleys over which the said ropes are guided to pass beneath the roundabout, separate drums for the ropes about which they are coiled, and a means for
 55 propelling the drums, substantially as shown and described.

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

FRANK S. BALDWIN.

Witnesses:

JAMES W. ROOT, Jr.,
 W. J. PURDY.