R. S. LINDAMOOD.

AMUSEMENT DEVICE.

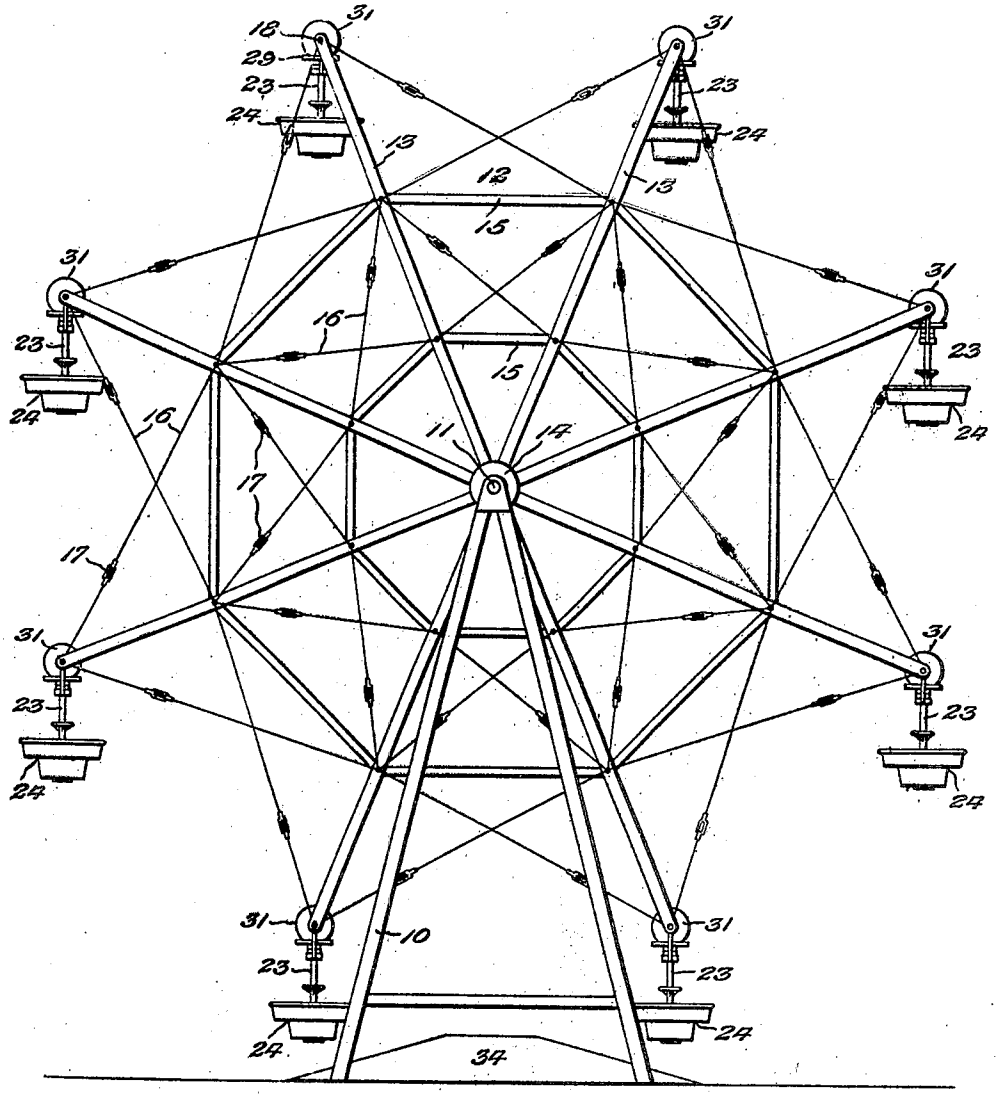
APPLICATION FILED MAR. 12, 1920.

1,379,454.

Patented May 24, 1921.

3 SHEETS—SHEET 1.

Fig. 1.



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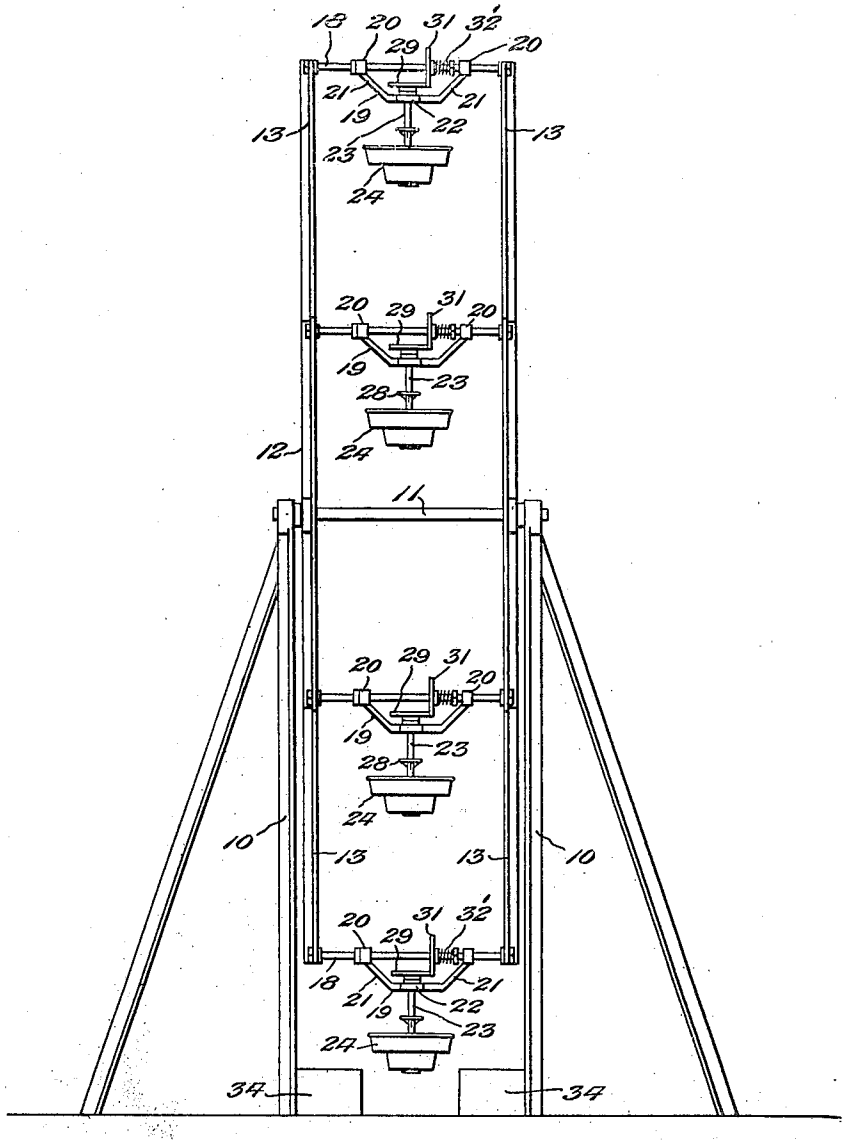
3 SHEETS—SHEET 2.

Fig. 2.



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3 SHEETS—SHEET 3.

Fig. 3.

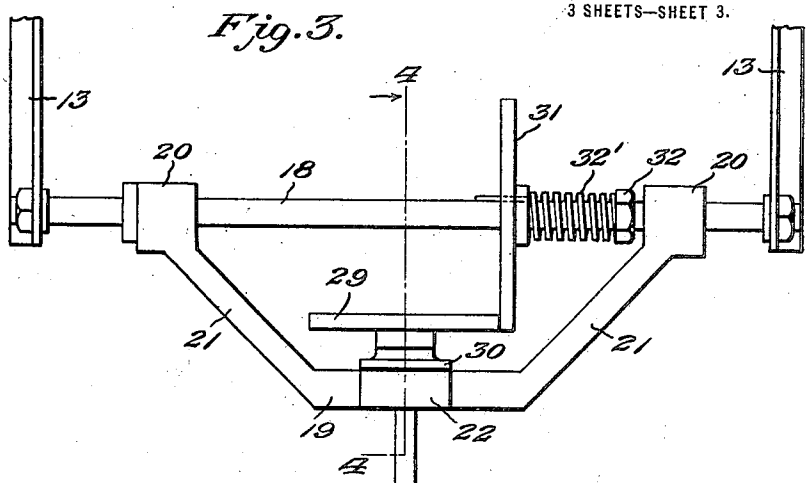
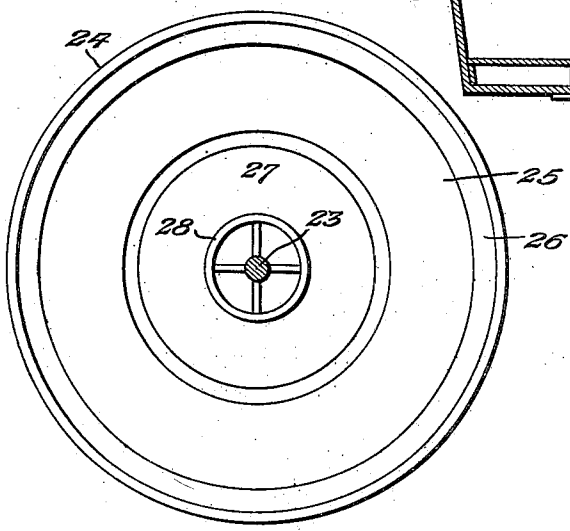
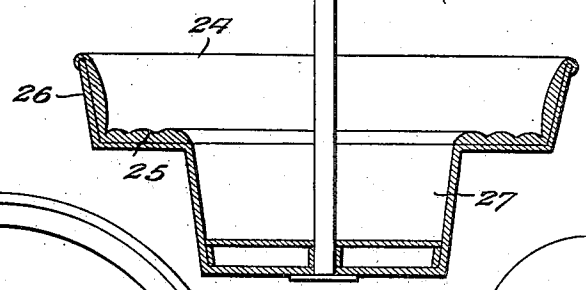


Fig. 5.





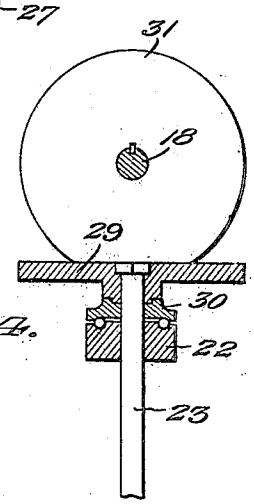


Fig. 4.

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UNITED STATES PATENT OFFICE.

ROY S. LINDAMOOD, OF GALVESTON, TEXAS.

AMUSEMENT DEVICE.

1,379,454. Specification of Letters Patent. Patented May 24, 1921.

Application filed March 12, 1920. Serial No. 365,212.

To all whom it may concern:

Be it known that I, ROY S. LINDAMOOD, a citizen of the United States, residing at Galveston, in the county of Galveston and State of Texas, have invented new and useful Improvements in Amusement Devices, of which the following is a specification.

This invention relates to improvements in amusement devices of that type commonly known as a "Ferris wheel," the primary object being the provision of a wheel of this character in which the baskets or cars, in addition to rotating vertically with the wheel are also rotated horizontally or laterally, so that the occupants thereof may obtain a view of the surrounding scenery and in addition enjoy two different riding sensations.

Another object is the provision of a device of the above character, in which the rotation of the wheel or frame, is utilized to impart an additional rotary movement to the baskets or cars, novel means being provided for accomplishing this result.

With the above and other object in view, the invention further includes the following novel features and details of construction, to be hereinafter more fully described, illustrated in the accompanying drawings and pointed out in the claim hereunto appended.

In the drawings:

Figure 1 is a side elevation of an amusement device embodying the present invention.

Fig. 2 is an end view of the same.

Fig. 3 is an enlarged fragmentary elevation illustrating the means for horizontally rotating the cars.

Fig. 4 is a section on the line 4—4 of Fig. 3.

Fig. 5 is a similar view on the line 5—5 of Fig. 3.

Referring to the drawings in detail, wherein like characters of reference denote corresponding parts, the reference character 10 indicates spaced supports or standards, within which are mounted a transverse shaft 11, the latter being supported in suitable bearings provided in the standard 10 and rotated by any suitable or desired means, the said means forming no part of the present invention and therefore not being illustrated.

Mounted upon the shaft 10 for rotation therewith, is a wheel or frame 12, the latter being of any suitable or desired construction herein shown as comprising spaced parallel spokes or arms 13, which extend regularly from a hub or sleeve 14, mounted on the shaft 11. The spokes or arms 14 are duplicated upon opposite sides of the wheel, and are connected with one another through the medium of bars or braces 15. In addition, there is provided steel wires or rods 16, which are adjustable by means of turn buckles 17, so as to provide a rigid frame of light construction upon each side of the wheel.

These frames are connected at the outer ends of the spokes or arms 13 through the medium of transversely arranged shafts 18, one of these shafts serving to connect the outer ends of oppositely arranged spokes or arms, so that the said shafts are spaced around the periphery of the wheel. The shafts 18 are rigidly mounted with respect to the spokes or arms 13 and carried by these shafts and capable of rotation thereon are suspending frames 19. Each frame 19 includes bearings 20, which surround the shaft 18, these bearings being connected by arms 21. The arm 21 is provided with an additional bearing 22, which is located substantially central thereof and rotatably mounted within this bearing 22 is a vertically disposed shaft 23. The lower end of the shaft 23 has secured thereon a car or basket 24, which may be of any suitable or desired construction. It is preferred however to form the car or basket 24 of circular formation, to provide a circular seat or bench 25 and a surrounding back 26, the intermediate portion of the car extending downward to provide a well 27 to receive, the feet of the occupants. The shaft 23 extends centrally through the car and is provided with an annular hand-grip 28, to be grasped by the persons riding within the car. The upper end of the shaft 23 has secured thereon a gear in the form of a friction disk 29 and between this disk and the bearing 22 there is interposed an anti-friction bearing 30. Slidably mounted upon the shaft 18, but held against rotation with respect to the shaft, is a gear, which is also in the form of a friction disk 31, which engages the edge of the disk 29', being urged into such engagement by means of a coil spring 32. This spring surrounds the shaft 18 and bears against the hub of the disk 31, the opposite

end of the spring engaging an adjusting nut 32, by means of which the tension of the spring may be adjusted. If desired, means may be provided for adjusting the disk 29 radially of the disk 31 to regulate the speed of rotation of the shaft 23.

Positioned beneath the wheel and between the standards 10 are platforms 34, arranged so that the cars or baskets will pass therebetween for convenience in loading and unloading the cars.

In the operation of the device, the weight of the cars 24 will maintain them in a vertical position during the rotation of the wheel 12, and as the disk 31 is held against rotation with respect to this wheel, the disk 29 will be caused to rotate around the disk 21, thereby imparting a rotary movement to the car 24.

The invention is susceptible of various changes in its form, proportions and minor details of construction and the right is herein reserved to make such changes as properly fall within the scope of the appended claim.

Having described the invention what is claimed is:—

An amusement device comprising a rotatably mounted main frame including transversely disposed horizontal shafts arranged around said frame in spaced relation, a suspending frame carried by and capable of rotation about said shaft, a car supported by the suspending frame, a shaft having a bearing in the suspending frame and connected to said car, a slidably mounted spring actuated gear mounted against rotation upon the transverse shaft and a gear secured to the car carrying shaft, whereby rotation of the main frame will impart a horizontal rotary movement to the car, and means for tensioning the spring to control the speed of rotation of the car.

In testimony whereof I affix my signature.

ROY S. LINDAMOOD.