

No. 872,566.

PATENTED DEC. 3, 1907.

G. LACOMME.  
ROUNABOUT.  
APPLICATION FILED AUG. 23, 1907.

Fig. 1.

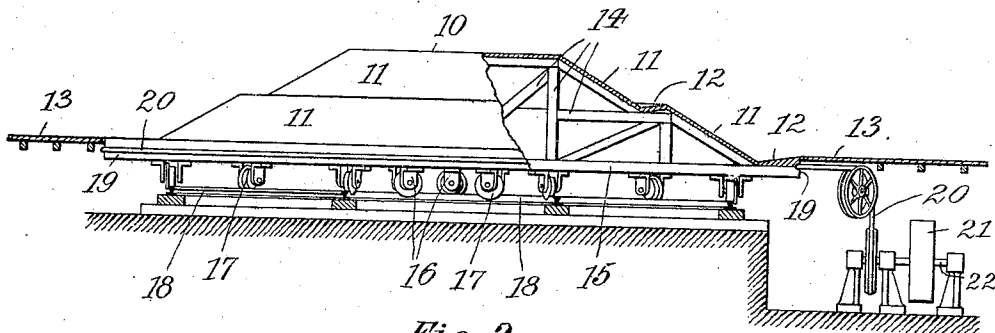
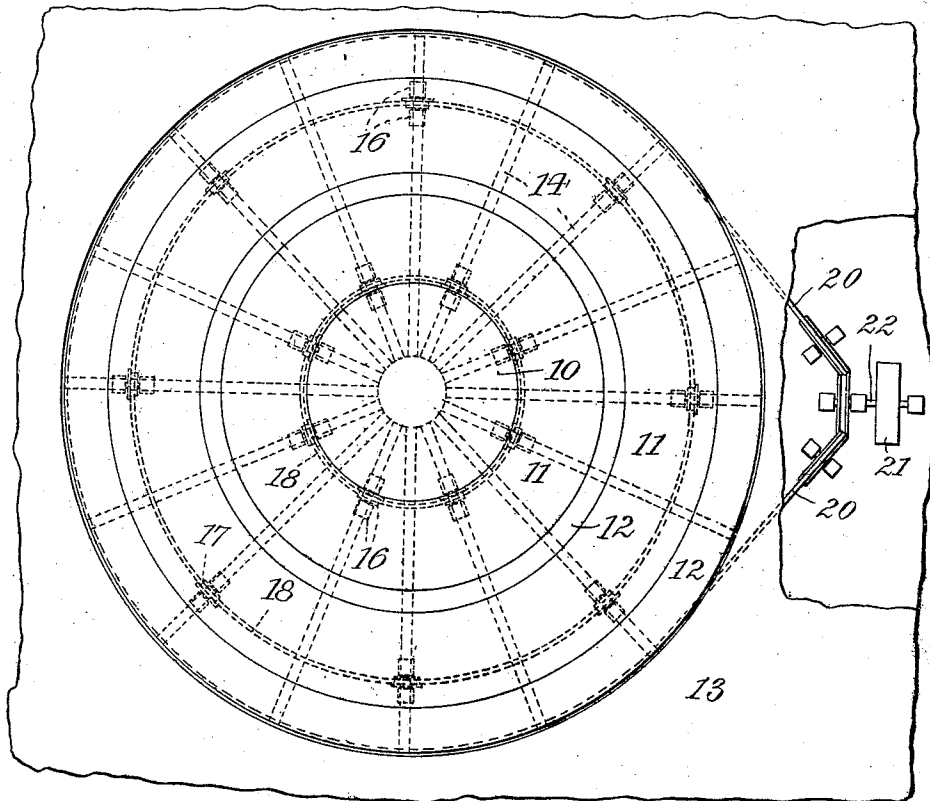


Fig. 2.



Witnesses:  
Arthur E. Gump.  
W. R. Schulz.

Inventor  
Gaston Lacomme  
By his Attorney  
Frank J. Friesen

# UNITED STATES PATENT OFFICE.

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## ROUNABOUT.

No. 872,566.

Specification of Letters Patent.

Patented Dec. 3, 1907.

Application filed August 28, 1907. Serial No. 390,450.

*To all whom it may concern:*

Be it known that I, GASTON LACOMME, a citizen of France, residing at New York city, Brooklyn, county of Kings, State of New York, have invented new and useful Improvements in Roundabouts, of which the following is a specification.

This invention relates to a roundabout which consists of an axially rotatable frame composed of a raised central platform and of a suitable number of terraces descending from such platform. The frame is rotated at such a speed that the passengers standing or sitting on the platform will, by centrifugal force, be propelled outward so as to slide down along the terraces, over which they have to clamber back in order to regain the haven of comparative rest. In this way entertainment is insured and a healthful exercise obtained.

In the accompanying drawing: Figure 1 is a side elevation, partly in section, of my improved roundabout; and Fig. 2 a plan thereof with the floor partly broken away.

The roundabout consists of a dished circular frame which is so mounted as to be rotatable around its axis. This frame is composed of a central circular platform 10 surrounded by a suitable number of descending steps or terraces. Each terrace is composed of a first longer inclined side or riser 11 that descends towards the periphery, and of a second shorter inclined side or tread 12 that ascends towards the periphery. Of these, riser 11 constitutes a slide along which the passengers descend, while tread 12 constitutes a gallery for gaining a foothold, the upward dip of such gallery counteracting somewhat the centrifugal force of the rotating frame. Flush with the outer edge of the bottom tread 12 is the floor 13, into a circular opening of which the frame is received.

Within the frame are fitted braces 14 which are so built up as to securely support the platform, as well as the steps. To the horizontal bottom braces 15 are secured the bearings 16 of two sets of wheels 17 arranged in two

concentric circles. These wheels engage a pair of concentric circular rails 18 upon which the frame is thus rotatably supported.

The roundabout is operated in suitable manner. As shown, rim 19 of the frame is engaged by an endless rope 20 that receives motion from power-shaft 22 driven by pulley 21.

As has been stated the frame is rotated at such a speed that the passengers standing or sitting upon the platform will have an impulse imparted to them to fly outward. This impulse may be either resisted, or it will be followed, so that the passengers will slide down the inclines 11 and thus reach the galleries 12, to be finally landed upon floor 13. The more active passengers may, however, regain the platform by re-climbing the inclines against the centrifugal action, thus inviting the exercise of skill and agility.

I claim:

1. In a roundabout, a central raised platform, a downwardly sloping riser surrounding the platform, and a tread surrounding the riser, combined with an axially rotatable frame that supports the platform, riser and tread, substantially as specified.

2. A roundabout composed of an axially rotatable frame having a central raised platform, a downwardly sloping riser surrounding the platform, and an upwardly sloping tread surrounding the riser, substantially as specified.

3. A roundabout composed of an axially rotatable frame having a central raised platform, a downwardly sloping riser surrounding the platform, an upwardly sloping tread surrounding the riser, and a floor flush with the outer edge of the tread, substantially as specified.

Signed by me at New York city, (Manhattan,) N. Y., this 27th day of August, 1907.

GASTON LACOMME.

Witnesses:

FRANK V. BRIESEN,  
EDWARD C. EUSTACE.