J. H. BRAMKAMP.

ROUNDABOUT.

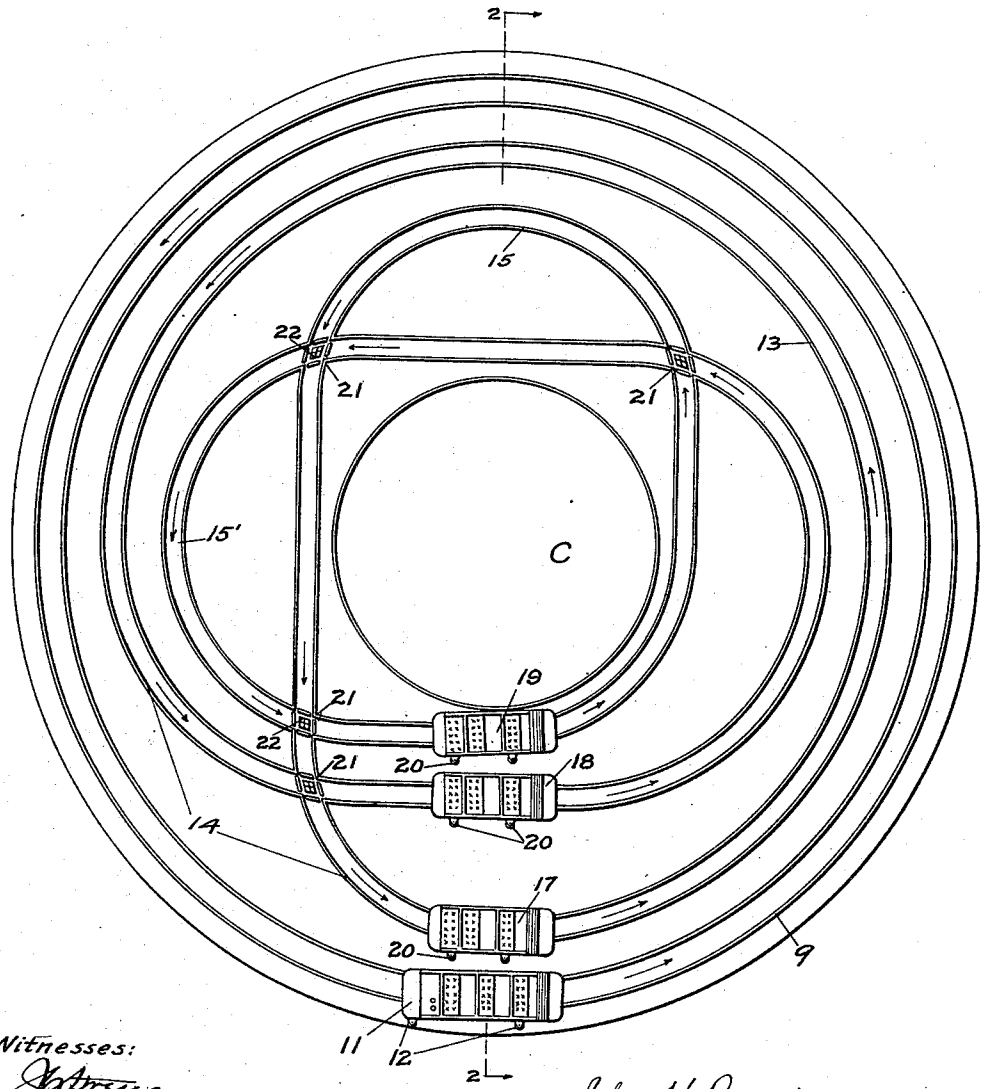
APPLICATION FILED FEB. 24, 1915.

1,150,246.

Patented Aug. 17, 1915.

2 SHEETS—SHEET 1.

Fig. 1.



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2 SHEETS—SHEET 2.

Fig. 3.

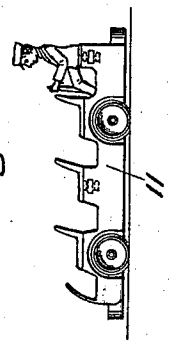


Fig. 7.

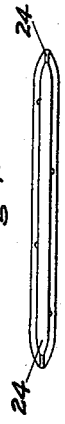


Fig. 4.

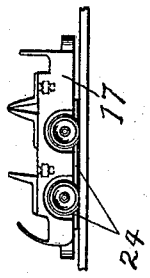


Fig. 2.

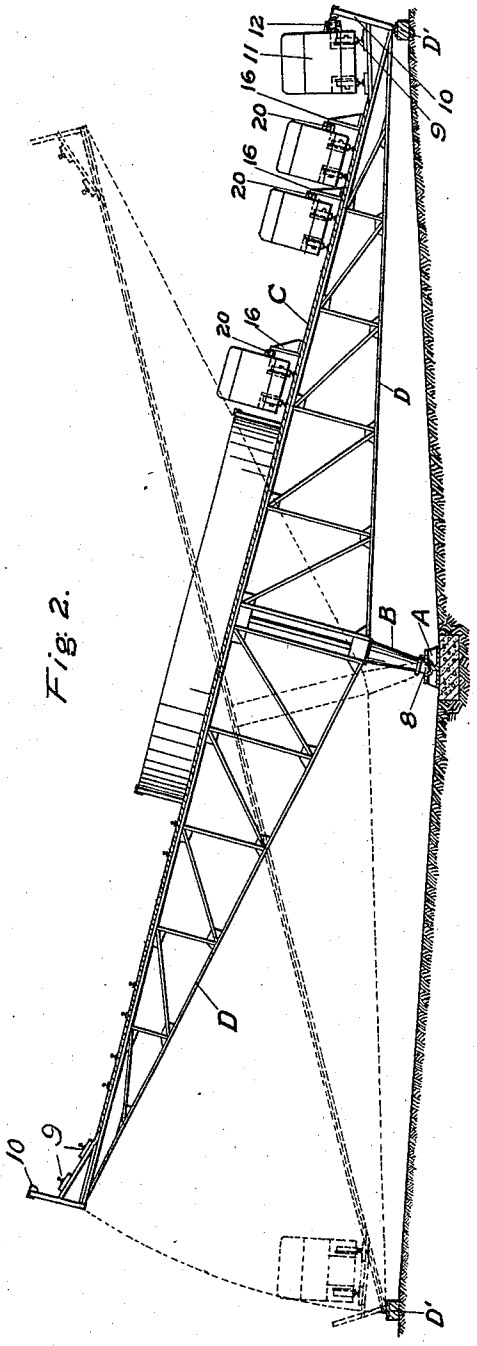


Fig. 5.

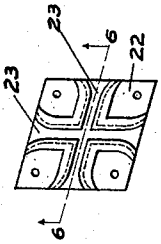
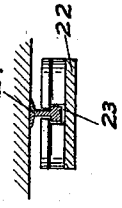


Fig. 6.



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ROUNDABOUT.

1,150,246. Specification of Letters Patent. Patented Aug. 17, 1915.

Application filed February 24, 1915. Serial No. 10,187.

To all whom it may concern:

Be it known that I, JOHN H. BRAMKAMP, a citizen of the United States, residing at Portland, in the county of Multnomah and State of Oregon, have invented a new and useful Improvement in Roundabouts, of which the following is a specification, reference being had to the accompanying drawings.

My invention relates to roundabouts or moving amusement apparatus having seats, swings, cars or other novel means for riding.

The object of my invention is to provide an amusement apparatus similar to that described in Letters Patent No. 953,119, heretofore issued to me on March 29, 1910, for an improvement in roundabouts, and particularly for improvements upon the device described in said patent.

I now propose to provide the device with a peculiarly arranged track upon the table, for cars to travel upon, also to provide a motor car for operating the table or platform, which shall travel upon the latter.

I attain these objects, as well as other distinct advantages, by the mechanism, construction and arrangement of parts illustrated in the accompanying drawings, which form a part hereof.

Figure 1 is a plan view of the table or platform of the device showing arrangement of the car tracks thereon and starting position of cars. Fig. 2 is a sectional elevation of the device on the line 2—2 of Fig. 1. Fig. 3 is a side elevation of the motor car. Fig. 4 is a side elevation of a car. Fig. 5 is a plan view of a track crossing safety guide. Fig. 6 is a sectional elevation of a track crossing guide and car guide T-rail on line 6—6 of Fig. 5. Fig. 7 is a plan view of the car guide rail.

Like letters or numerals refer to like parts throughout the views.

A is a socket secured to the earth.

B is a shaft, having an integral rounded lower end 8, adapted to rotate in the socket A in an inclined position.

C is a circular table or platform, the center of which is secured upon the upper end of the shaft B. The table is rigidly secured upon the shaft by means of the system of stay braces D.

A circular track D′ is secured upon the earth at a distance from the lower end of the shaft B which will allow the rim of the table to roll thereon.

A circular track 9 is placed upon the outermost surface of the table C.

An outside continuous guard railing 10 is provided on the edge of the table.

A car 11 provided with power means to drive it is placed upon the track 9. The car 11 is also provided with guide rollers 12 which engage the guard railing 10.

Within the outer track 9 is a second track 13, upon the surface of the table C. This track is circular and parallel with the track 9 to a certain division 14 thereof. At the division, the track 13 extends inwardly of its own circumference and forms therein two loops 15—15′, each somewhat approaching an oval form, the said loops transversely crossing each other, and upon completion thereof the track again extends outwardly at the division into its outer circumference.

Along the outer side of the track 13 is placed a guard railing 16 extending throughout the length of said track except at the crossings. For convenience of illustration the railing 16 is omitted in Fig. 1 and also in the upper half of Fig. 2, but it is understood that it extends along the tracks to each crossing where it stops in order to permit the cars to pass over each crossing and through the guard rail.

Upon the track 13 are placed traveling cars 17—18—19. These cars are provided with guide rollers 20 which engage the outer railing 16. All cars are shown in starting position for the direction of the arrows.

Upon the surface of the table at and within the intersections of the track 13 are placed transverse guides 22 having slots 23. See Figs. 5—6. The guides are rounded at the outside entrances as shown to facilitate the sliding engagement of the guide rail therein. A crossing car guide T-rail 24 is rigidly secured upon the lower surface of the cars 17—18—19. One of these cars 17 is illustrated in Fig. 4 with a guide thereon. The guide rail 24 is positioned and arranged longitudinally of the car and is pointed at each end, and is thus adapted to enter and pass through the slots 23 and slidably engage the guides 22 as the car moves over the track crossing.

It will now be seen that when my device is erected in operative position, as illustrated

in the drawings, the motor car 11 is started. The car then causes the table rim to roll along the track D′ and thus moves the table in its inclined position along the circumference of the track D′. The table being thus caused to roll, for example in the direction of the arrow shown before the car 11 in Fig. 1, the other cars are immediately driven by the imparted motion of the table, from their standing position, in the direction of the arrows before them along the length of the track 13. It will be observed that the cars are all started from the same radius of the table and thereupon the car 17 having a lower grade to ascend on the moving table will acquire immediately higher speed than the others and will precede them in reaching the succeeding crossings in respective order until it emerges again into the outer part of the track. The same rule applies to cars 18 and 19 respectively, each in turn becoming the outer car 17. This causes the cars to have the appearance of racing with each other on parallel tracks, but by reason of the arrangement of the track 13 and pre-determined starting positions, the cars never meet at the same crossing.

The car guide rails and the crossing guides are provided to insure safety of passengers. The car rollers and guard rails are also provided for the same reason.

It will be noted that my present device differs in certain respects from my previous one, illustrated in the Letters Patent hereinbefore referred to. It also differs from another application for similar Letters Patent, Ser. No. 838,336, filed May 13, 1914, and still pending at this time. These differences are the application of motive power by means of a car provided with power traveling on the surface of the table, and a peculiarly arranged track within the circumference of the table upon which cars may travel as described.

I wish also to note that I can use a device of smaller proportions of the same character as herein described, for a toy. Also for the purpose of displaying advertising matter when a like device is constructed in suitable form.

Having thus fully described my invention I claim:

1. A roundabout comprising a circular table supported in the center by a shaft in an inclined position, a circular track in which the rim of the table rolls, a circular track upon and near the margin of the table, a car, provided with motive power means therein to drive it, placed upon said track, substantially as described.

2. A roundabout comprising a circular table supported in the center by a shaft in an inclined position, a circular track in which the rim of the table rolls, a car track upon the surface of said table extending around it in a circular direction to a division, thence extending inwardly of its own circumference, forming therein two transverse loops, each approaching an oval form and said track finally extending outwardly from the loops into its own circumference at the division, substantially as described.

3. A roundabout comprising a circular table supported in the center by a shaft in an inclined position, a circular track in which the rim of the table rolls, a car track upon the surface of said table extending around it in a circular direction to a division, thence extending inwardly of its own circumference, forming therein two transverse loops, each approaching an oval form and said track finally extending outwardly from the loops into its own circumference at the division, two or more cars placed upon said track in a pre-determined position from which each can travel the length of the track and return without meeting at any track crossing formed in the same, substantially as described.

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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents. Washington, D. C."