

(No Model.)

C. R. SILABON.
ROUNDAABOUT.

No. 266,907.

Patented Oct. 31, 1882.

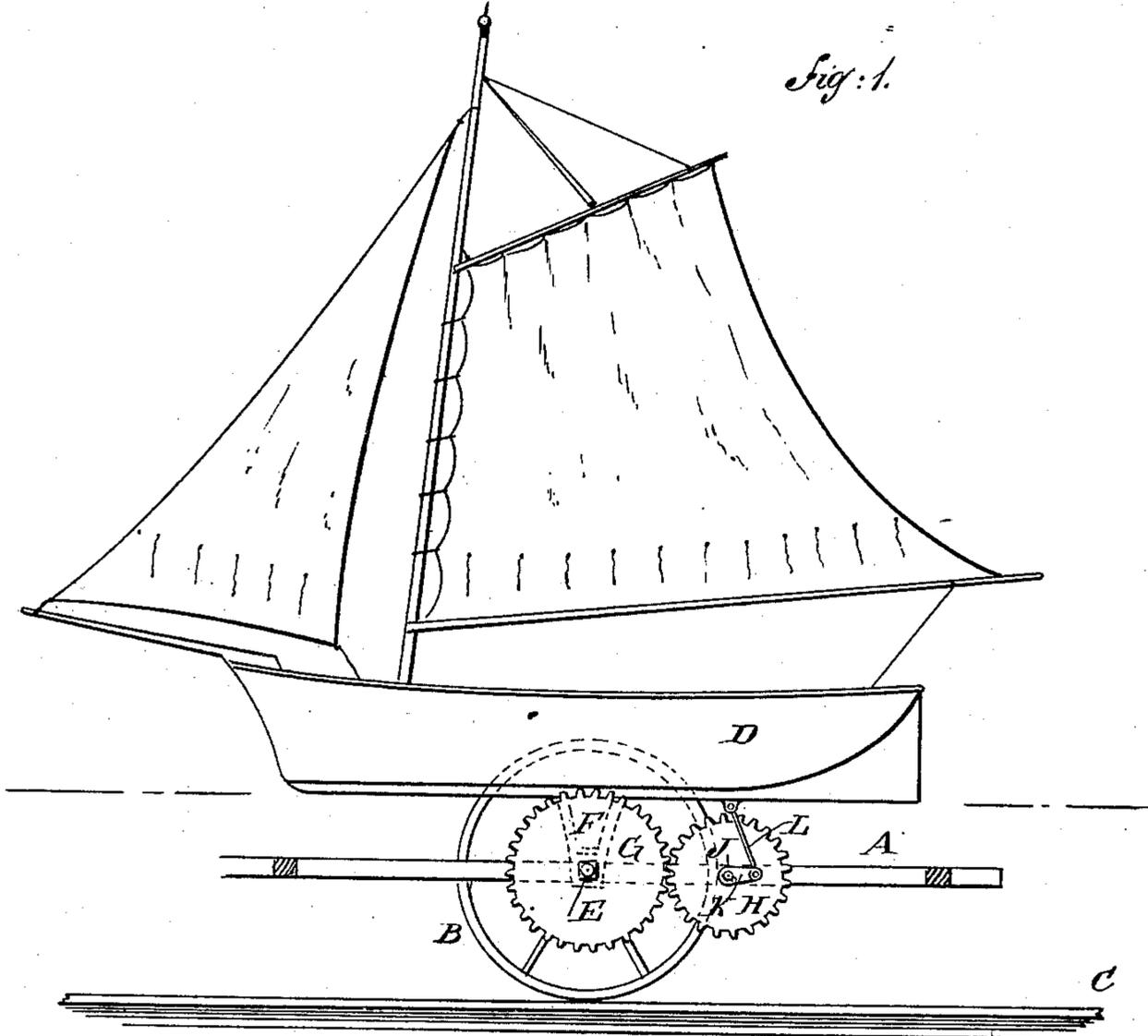


Fig. 2.

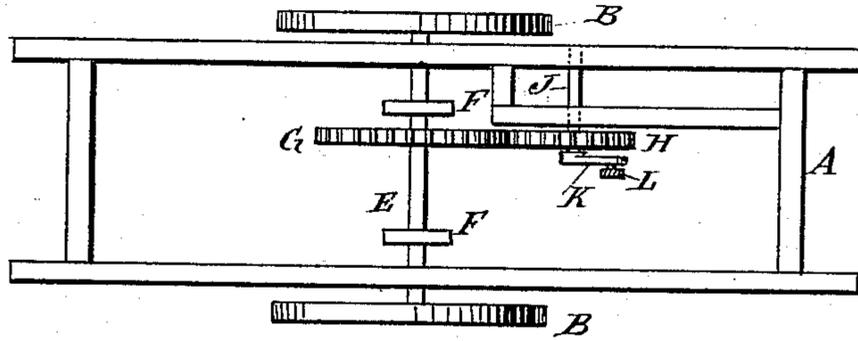
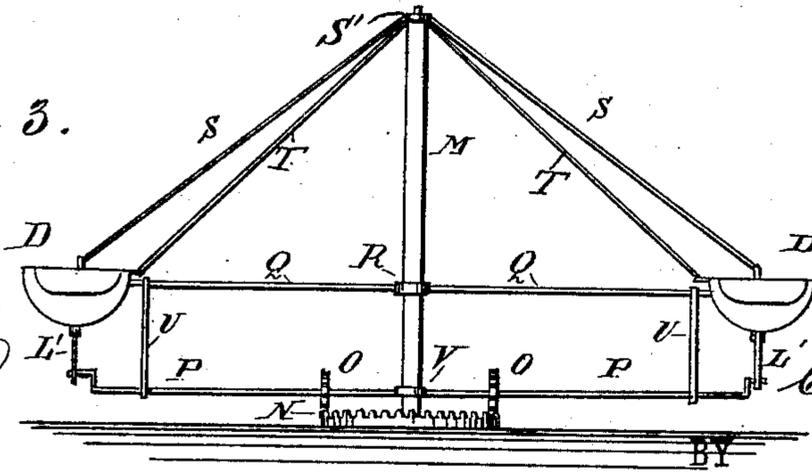


Fig. 3.



WITNESSES:

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CORNELIOUS R. SILABON, OF HULL, COUNTY OF YORK, ENGLAND.

ROUNABOUT.

SPECIFICATION forming part of Letters Patent No. 266,907, dated October 31, 1882.

Application filed August 7, 1882. (No model.) Patented in England May 3, 1880, No. 1,812, and in Germany August 10, 1881, No. 14,656.

To all whom it may concern:

Be it known that I, CORNELIOUS R. SILABON, of Hull, in the county of York, England, have invented a new and Improved Roundabout, of which the following is a full, clear, and exact description.

My invention relates to a ship-roundabout; and it consists of means whereby the ships are given a rocking or undulatory movement, in imitation of the motion of a ship at sea.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of one of the ships in the roundabout, showing the means for rocking the ship, the frame being shown in section. Fig. 2 is a sectional plan view of the frame, and Fig. 3 is a rear elevation, showing a modification of the means for rocking the ship.

The frame A will in most cases be circular in form, and it is supported upon several sets of wheels, B B, which run upon the circular track or tramway C. There will be two, four, six, or eight sets of these wheels, and there will be as many of the ships D as there are sets of wheels, and the ships will be supported principally on the axles E of the wheels upon the supports or blocks F F. Upon each axle is secured a large cog-wheel, G, which meshes with the cog-wheel H, fixed upon the shaft J. The inner end of this shaft is formed or provided with the crank K, to which is attached one end of the connecting-rod L. The other end of this connecting-rod is attached to the keel of the ship, as shown in Fig. 1, so that the crank, as the frame is forced along the track or tramway, will cause the ship to have a slow rocking movement upon the axle E, very much like the motion a ship receives in passing over waves at sea.

The frame A or the ships will in most cases be stayed from a center-pole, M, as shown in Fig. 3, and the roundabout may be forced around the track by hand or by any other suitable power.

In the construction shown in Fig. 3 I dispense with the plain track or tramway and the frame A and impart to the ships the desired rocking motion by means of the circular cogged track N and cog-wheels O, which are secured to the crank-shafts P, which are connected to the ships by the connecting-rods L', the ships

being supported by the arms Q, reaching out from the collar R, placed upon the center-pole M, in which collar they are pivoted. The pole M is secured in a broad base or platform, and S S are guys that reach from the center of the ships to the collar S' at the top of the pole, and T T are the guy-ropes, that reach from the said collar S' to the inner side of the ships. The outer ends of the crank-shaft P are supported from the arms Q Q by the tie bars or plates U U, as shown, and the inner ends thereof are pivoted in the collar V, placed upon the pole. Thus constructed, upon causing the roundabout to turn around the pole by hand or other power, the revolution which the crank-shafts receive from the cog-wheels O, running in contact with the cogged track N, will impart to the ships through the cranks of the shafts and connecting-rods the desired rocking motion. Other means for imparting this rocking motion to the ship might be devised; but the means shown and described are preferred, since they are at once effective, cheap, durable, and strong.

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

1. The combination, with a ship, D, supported upon a block, F, of the axle E, cog-wheels G H, crank-shaft J K, and the rod L, connecting crank K with the keel of the ship, substantially as shown and described.

2. In a roundabout, the ships D, in combination with the crank-shafts J, connecting-rods L, and suitable gearing for revolving the crank-shafts, substantially as and for the purposes described.

3. In a roundabout, the frame A, supported upon the wheels B B and axle E, in combination with the ship D, cog-wheels G H, crank-shaft J, and connecting-rod L, substantially as and for the purposes described.

4. In a roundabout, the center-pole M, arms Q, pivoted in the collar R, and ships D, secured upon the outer ends thereof, in combination with the cogged track N, crank-shafts P, cog-wheels O, and connecting-rods L', the crank-shafts being pivoted at their inner ends in the collar V, placed upon the pole, substantially as and for the purposes set forth.

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Witnesses:

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