(No Model.)

2 Sheets—Sheet 1.

J. S. SEYMOUR.

ROUNDABOUT.

No. 437,909. Patented Oct. 7, 1890.

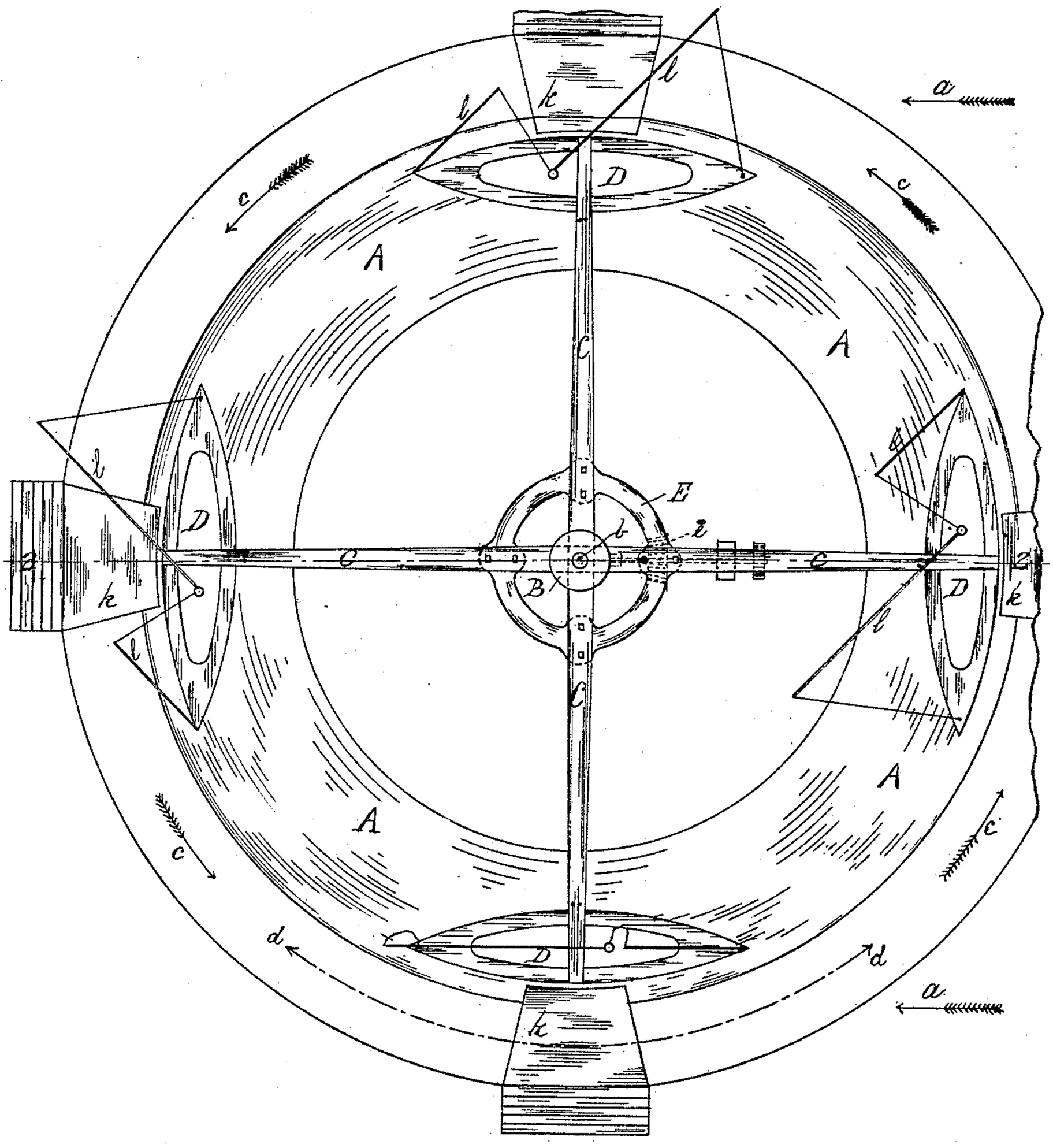

FIG. 1

WITNESSES.

Jos. W. Crooker

Wm. M. Byrne.

INVENTOR.

John S. Seymour by Paul Bakewell his attorney.

(No Model.) 2 Sheets—Sheet 2.

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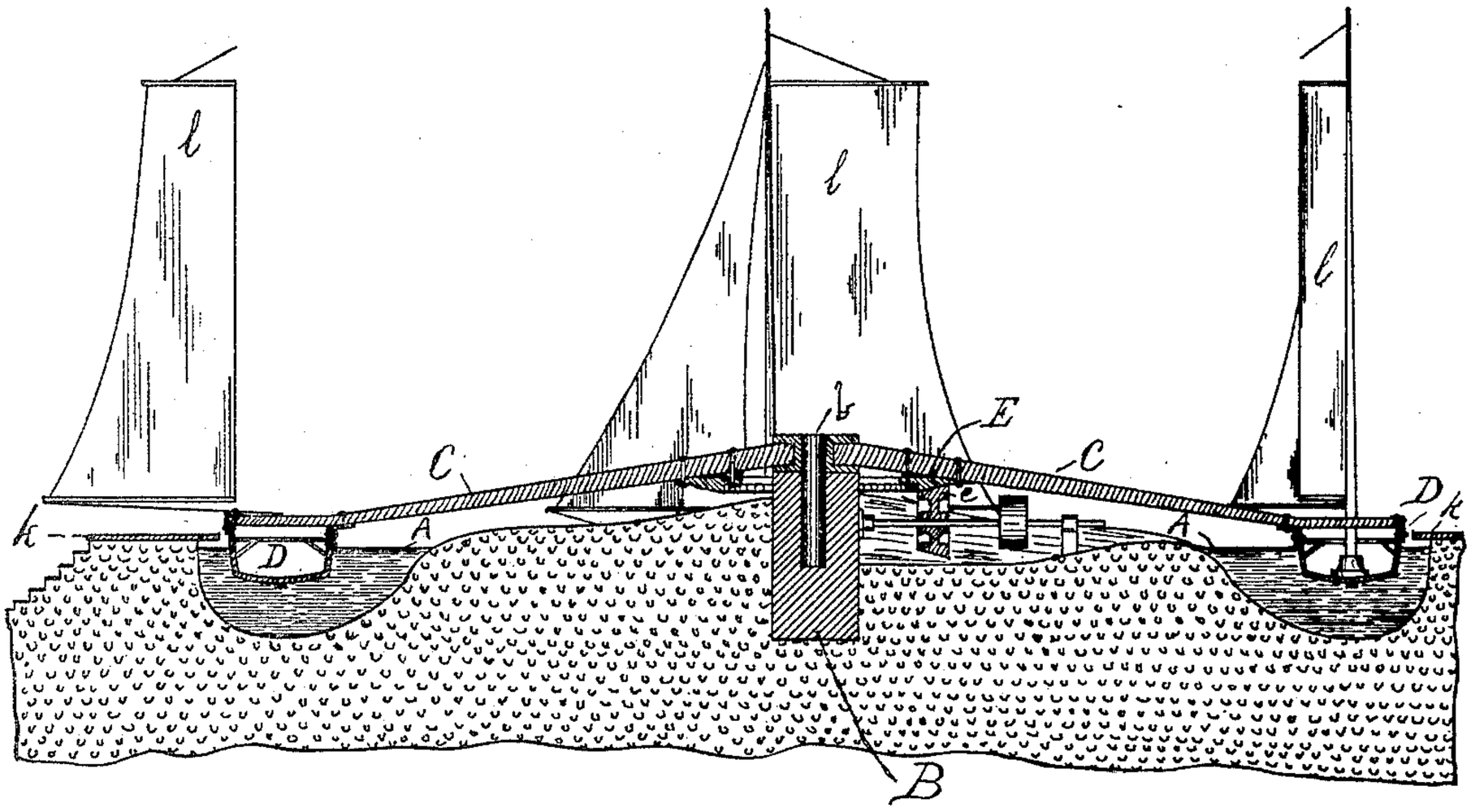

FIG. 2.

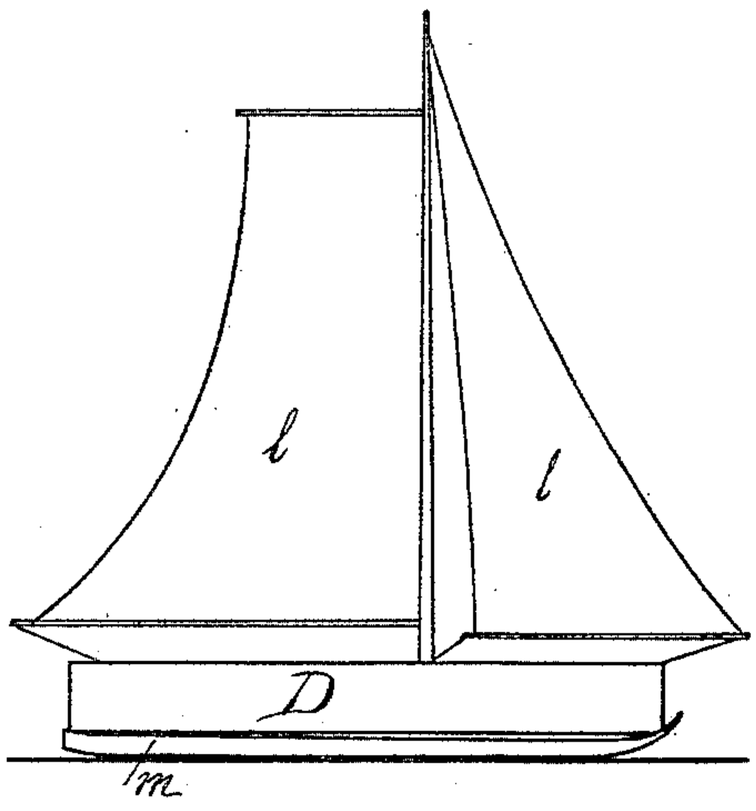

FIG. 3.

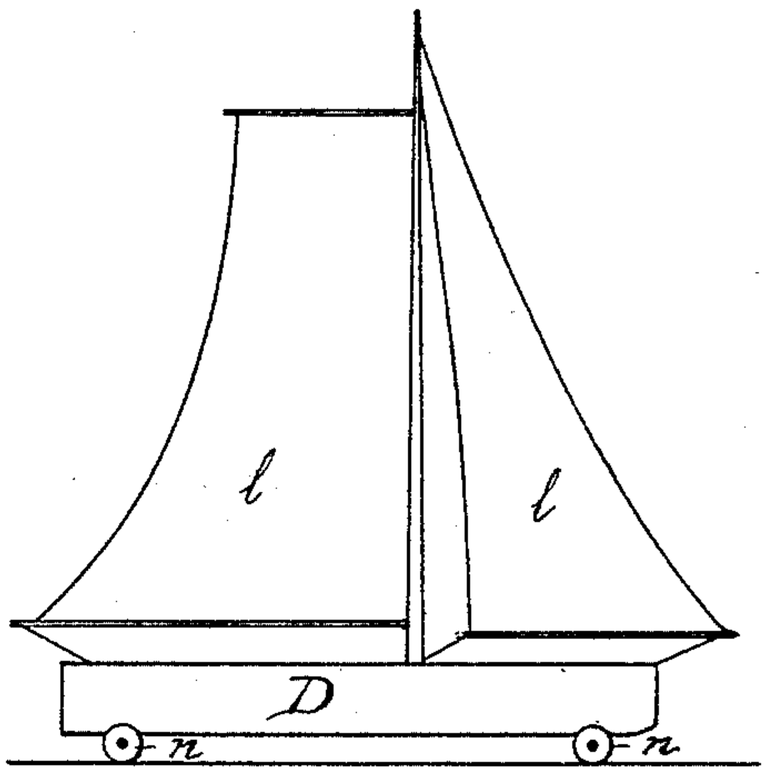

FIG. 4.

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UNITED STATES PATENT OFFICE.

JOHN S. SEYMOUR, OF ST. LOUIS, MISSOURI.

ROUNDABOUT.

SPECIFICATION forming part of Letters Patent No. 437,909, dated October 7, 1890.

Application filed June 14, 1890. Serial No. 355,402. (No model.)

To all whom it may concern:

Be it known that I, JOHN S. SEYMOUR, a citizen of the United States, residing in the city of St. Louis and State of Missouri, have invented certain new and useful Improvements in Apparatus for Circuitous Pleasure Riding, of which the following is a full, clear, and exact description.

My invention relates to improvements in pleasure apparatus in which one or more cars or floats are suspended from or supported by a frame-work which is pivoted on a central point and capable of being revolved, and to which a motion of rotation is given by applying some motive power, and has for its object to make the cars or floats self-supporting, as far as the central pivot-point about which they revolve is concerned, and self-operative, as far as the motive power required to revolve them is concerned.

It consists in the novel features of using boats for the cars or floats and running them in a circular water-way and in using the wind as a source of power.

In the accompanying drawings, in which like letters of reference denote like parts in the several figures, Figure 1 is a plan view of a circular water-way on which are floated my sail-boats. Fig. 2 is a cross-section taken on the line 2 2 in Fig. 1; and Figs. 3 and 4 are elevations of sail-boats, showing modifications in the ways of supporting the same when used in my pleasure apparatus, as hereinafter described.

In the center of a circular water-way A, I place a post B, into the top of which is driven the pivot-bolt *b*. This acts as a support for the inner ends of the radial arms C, which are placed and secured so as to be at right angles to each other and as a pivot about which they can revolve. The outer ends of the arms C are supported on the boats D, which are secured thereto, so that the boats occupy and maintain positions in the water-way a quadrant apart. The boats D, being secured to the ends of the arms C, are forced to travel in a circle, as indicated by the arrows *c*, the wind acting on the sails *l*, when properly placed, for over three-fourths of the way round. As shown in the drawings, Fig. 1, the wind blowing in the direction of the arrows *a*, more or less force will be exerted on the sails of any one boat by the wind, dependent on the position of the boat in the circle of revolution, except when between the points *d*, where the wind is directly in the bow. Over this dead part of the circuit the boat is carried by being connected with the other boats which are being acted on by the wind.

The arms C are braced together by a circular piece E, which may be formed with a bevel-gear on its under side, which engages with the pinion *e*, which in turn may be used to operate other mechanism, such as an advertising-display or a pump for replenishing the water in the water-way.

Around the water-way, at points corresponding with the position of the boats when standing still, there are placed four platforms *k*, convenient for getting in and out of the boats.

When the water-way is frozen over, skids or runners *m* can be placed under the boats, as shown in Fig. 3; or when it is not convenient to have a water-way they may be run on a circular track and mounted on wheels *n*, as shown in Fig. 4, in each instance, however, making use of the wind as a source of power to propel the boats or revolve the apparatus as a whole.

It will be obvious that I am only limited in the number of boats used by the diametrical size of my water-way or the conditions where the sails of one boat will take the wind out of the sails of another boat.

I claim—

1. In an apparatus for circuitous pleasure riding, the combination of one or more boats provided with sails properly mounted on the same, so as to be capable of an adjustment to take the greatest advantage of the wind, the said boats being rigidly secured to the ends of radial arms, whereby the force of the wind acting on the sails of the boats can be used to the best advantage, the said radial arms being secured together and pivoted on a central pivot-point with a circular water-way, substantially as described.

2. In an apparatus for circuitous pleasure riding, the combination of one or more cars or floats properly supported, provided with sails properly mounted on the same, so as to be capable of an adjustment to take the greatest

advantage of the wind, the said cars or floats being rigidly secured to the ends of radial arms, whereby the force of the wind acting on the sails can be used to the best advantage, the said radial arms being secured together and pivoted on a central pivot-point, with a circular track, substantially as described.

In testimony whereof I have affixed my signature, in presence of two witnesses, this 5th day of June, 1890.

JOHN S. SEYMOUR.

Witnesses:
J. W. CROOKES,
A. RAMES.