

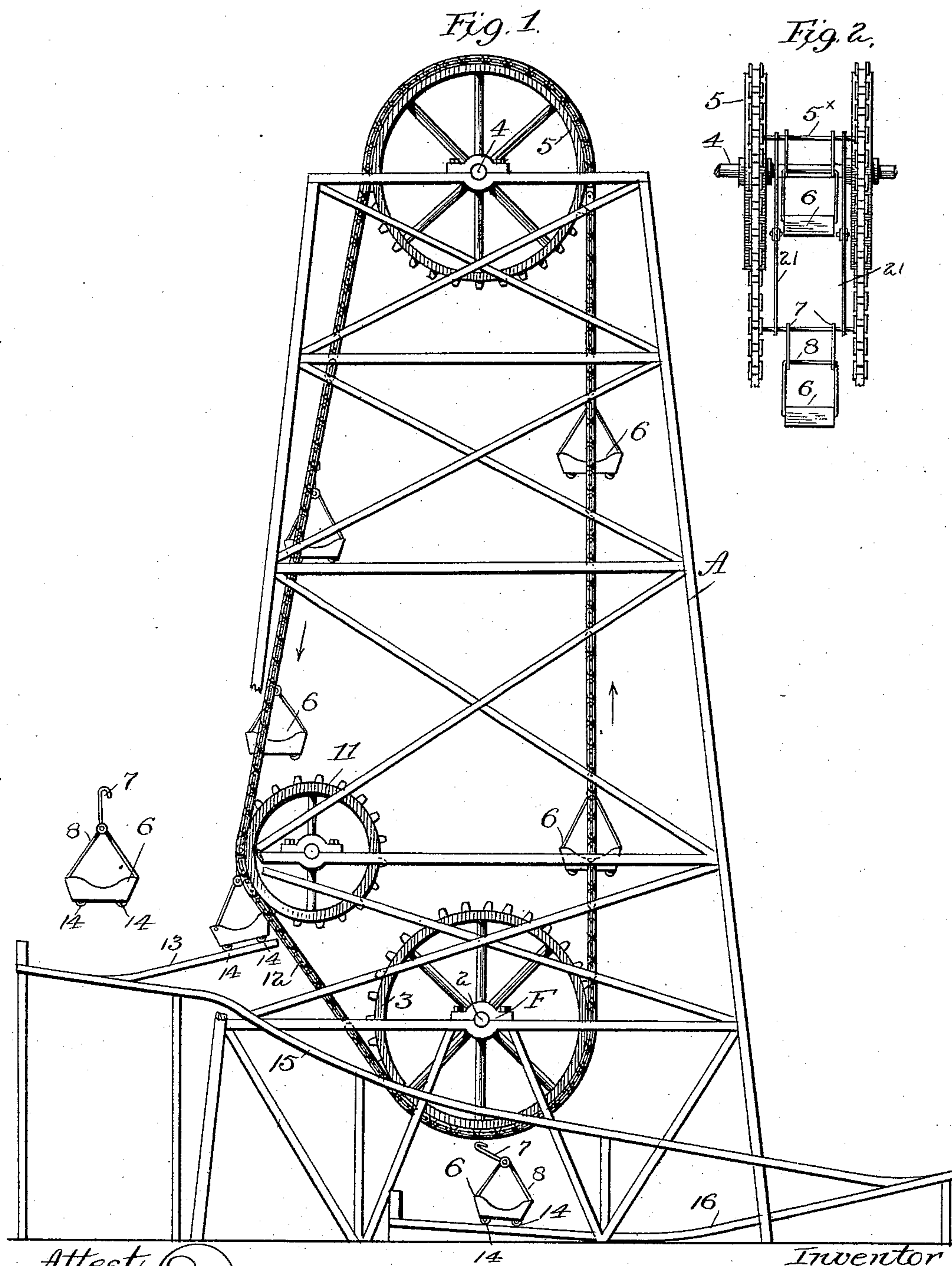
(No Model.)

2 Sheets—Sheet 1.

J. F. FRALINGER.  
ROUNDAABOUT.

No. 485,495.

Patented Nov. 1, 1892.



Attest  
Walter Donaldson  
F. L. Middleton

Inventor  
Joseph F. Fralinger  
by Ellis Spear  
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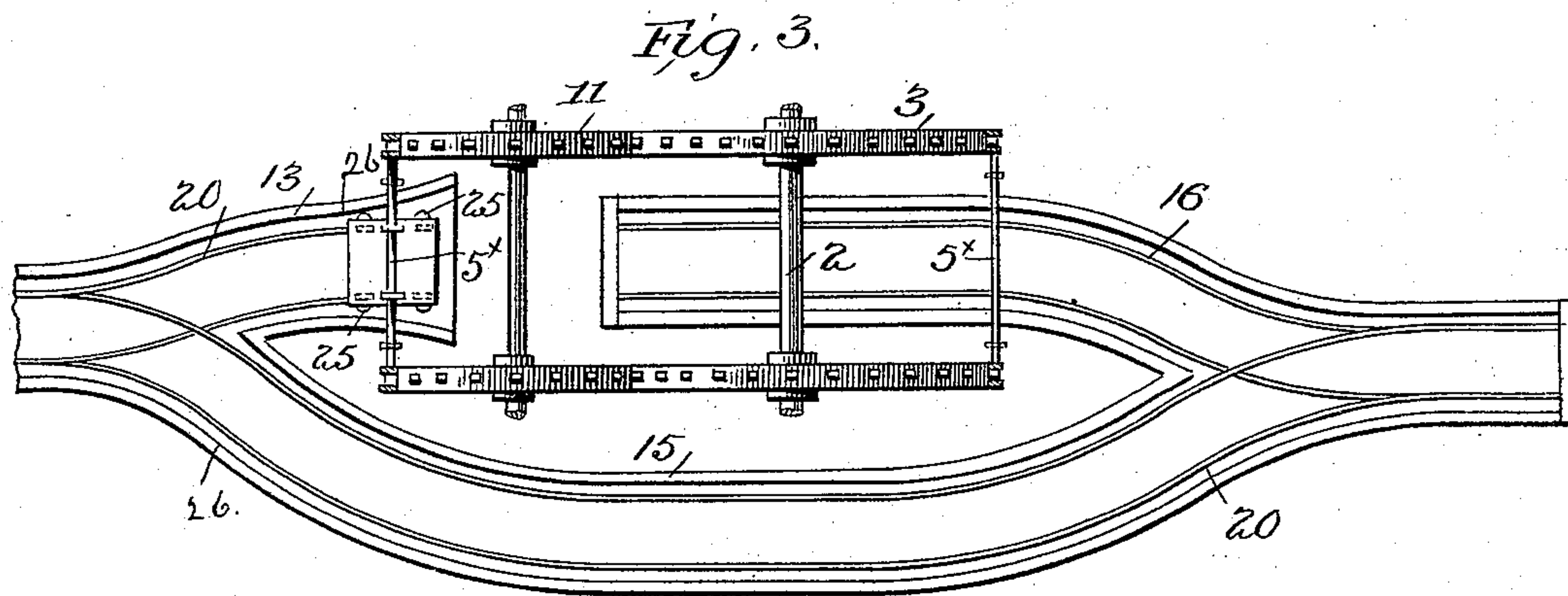
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*Walter Middleton*  
*J. L. Middleton*

*Inventor*  
*Joseph F. Fralinger*  
*by Elias Spear*  
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# UNITED STATES PATENT OFFICE.

JOSEPH F. FRALINGER, OF ATLANTIC CITY, NEW JERSEY.

## ROUNABOUT.

SPECIFICATION forming part of Letters Patent No. 485,495, dated November 1, 1892.

Application filed March 23, 1892. Serial No. 426,077. (No model.)

*To all whom it may concern:*

Be it known that I, JOSEPH F. FRALINGER, a citizen of the United States of America, residing at Atlantic City, in the county of Atlantic and State of New Jersey, have invented certain new and useful Improvements in Roundabouts, of which the following is a specification, reference being had therein to the accompanying drawings.

10 It is the object of my invention to provide an apparatus designed for the amusement of pleasure-seekers which will combine the characteristics and effects of a roundabout with those of an observation-tower, up and down  
15 which the passengers are moved by an elevating device. I also aim to combine with such apparatus a toboggan-slide or gravity-railroad along which the cars containing the persons are allowed to move after being released from the elevating mechanisms, said  
20 toboggan-slide directing the cars to the foot of the tower, where they may be refilled and connected with the elevating mechanism for repeating the round of movement.

25 In the drawings, Figure 1 is a side view of the apparatus complete. Fig. 2 is a detail front view, and Fig. 3 a plan view, of the toboggan-slide.

30 The observation-tower A may be of any well-known skeleton construction. At its base in bearings F is journaled a shaft 2, having at each end within the tower a toothed wheel 3. A similar shaft 4, with wheels or drums 5, is journaled at the top of the tower, and about  
35 these drums a sprocket-chain passes, engaging with the teeth thereof. Cross-bars 5<sup>x</sup> extend between the chains, and these cross-bars carry the cars 6, which are connected thereto detachably by the pivoted hooks 7 on the  
40 bails 8. The tower is of such a height as will answer the purposes of observation and the passage of the cars up over the upper drum will produce the desired effect in amusing and interesting the passengers. The cars are au-  
45 tomatically released from the elevating-chain on the down side, and for this purpose the chain is passed around idler-drums 11, journaled on a shaft extending across the tower-frame, so that a short overhanging section of  
50 chain is provided between this idler-wheel and the lower wheel, as at 12, and this permits the car as it reaches the idler-wheel to

be firmly engaged throughout its length by the platform or incline 13. This incline, by reason of the slant of the chain at this point, 55 extends under the same and directly across the path of the car. As soon as the car strikes the incline the movement of the chain will carry the bar below the hook and the car will then be free to roll down the incline 13, it 60 being provided with suitable trucks 14. The hook is pivoted to swing backward; but I prefer to limit its forward movement, or toward the chain, so that the chain will release it-  
65 self from the hook easily and without danger of accident, for it will be noticed that the relation of the parts is such that when the car strikes the incline the cross-bar engaging the hook has yet to pass a short distance verti-  
70 cally before it reaches the slanting part of the chain, and thus there will not be any lateral pull or drag on the hook. The incline 13 connects with the other portions of the gravity-railway or toboggan-slide, as shown  
75 at 15 16, the latter section returning the car directly below the lower part of the chain, where by means of the pivoted hook it can be attached to the desired cross-bar. The  
80 hook is pivoted, so that the carriage may be moved to the left, Fig. 1, without causing the hook to strike the cross-bars, said hook then being swung down into position shown. When  
the car is in proper position, the attendant throws the hook into engagement with the cross-bar from the inside of the chain-circuit, 85  
so that when the car reaches the discharge-station the shank of the hook will be on the outside of the chain to be freely disengaged. The arrangement of the gravity-way is such  
90 that the car when it reaches the starting-point on its return faces the proper way for starting again. The car rolls upon a track 20, and the momentum acquired by the passing down the incline 13 carries it up the up-  
95 per inclined portion of the middle section, which is inclined reversely to the first section, where it switches onto the track of the latter section, and passes thence to the next section 16, inclined similarly to the first, which re-  
100 turns it to the starting-point. Instead of having the gravity-way formed in sections described, it may curve around from the discharge to the starting point. Safety-bars 21 connect the cross-bars with each other. Suit-



able side rollers 25 may be used on the car, which may bear against the flanges 26 of the inclined way.

I claim as my invention—

5 1. In combination, the supporting structure, the cars, the carrying means for said cars, the detachable connection between the cars and the carrying means, and the platform extending across the downward path of the cars  
10 for arresting the same and causing them to be detached from the carrying means, substantially as described.

2. In combination, the supporting structure, the carrying means, the cars with detach-  
15 able connections thereto, the platform extending across the downward path of the cars for arresting and detaching them from the carrying means, and the incline for automatically leading the car away from the platform,  
20 substantially as described.

3. In combination, the supporting structure, the carrying means consisting of the wheels and the flexible carrier passing about the same, with a portion running at an incli-  
25 nation, to provide an overhanging portion, the cars with detachable connections to the flexible carrier, and the platform extending across the down path of the cars under the overhanging part of the carrier, substantially  
30 as described.

4. In combination, the tower, the upper and lower wheels, the idler-wheel, the flexible carrier passing over the wheels and having an overhanging section between the idler and the lower wheel, the cars with detachable con- 35  
nections to the flexible carrier, and the platform extending under the said overhanging part, substantially as described.

5. In combination, the tower, the elevating means, the discharge-station on the "down" 40  
side of the elevating means, the gravity-way leading from the discharge-station to the starting-point, the cars, and the detachable connections from the same to the elevating means, substantially as described. 45

6. In combination, the tower, the flexible carrier and drums, the cars, the detachable connections therefrom to the carrier, the discharge-station, and the gravity-way leading from said discharge-station, said way consist- 50  
ing of the reversely-inclined sections with switches between, whereby the cars are returned to the starting-point, facing in the proper direction, substantially as described.

In testimony whereof I affix my signature in 55  
presence of two witnesses.

JOSEPH F. FRALINGER.

Witnesses:

GEO. T. INGHAM,  
S. CAMERON HINKLE.