(No Model.) 2 Sheets—Sheet 1.

C. L. BARNHART.

MERRY-GO-ROUND.

No. 539,717. Patented May 21, 1895.

Fig. 1.

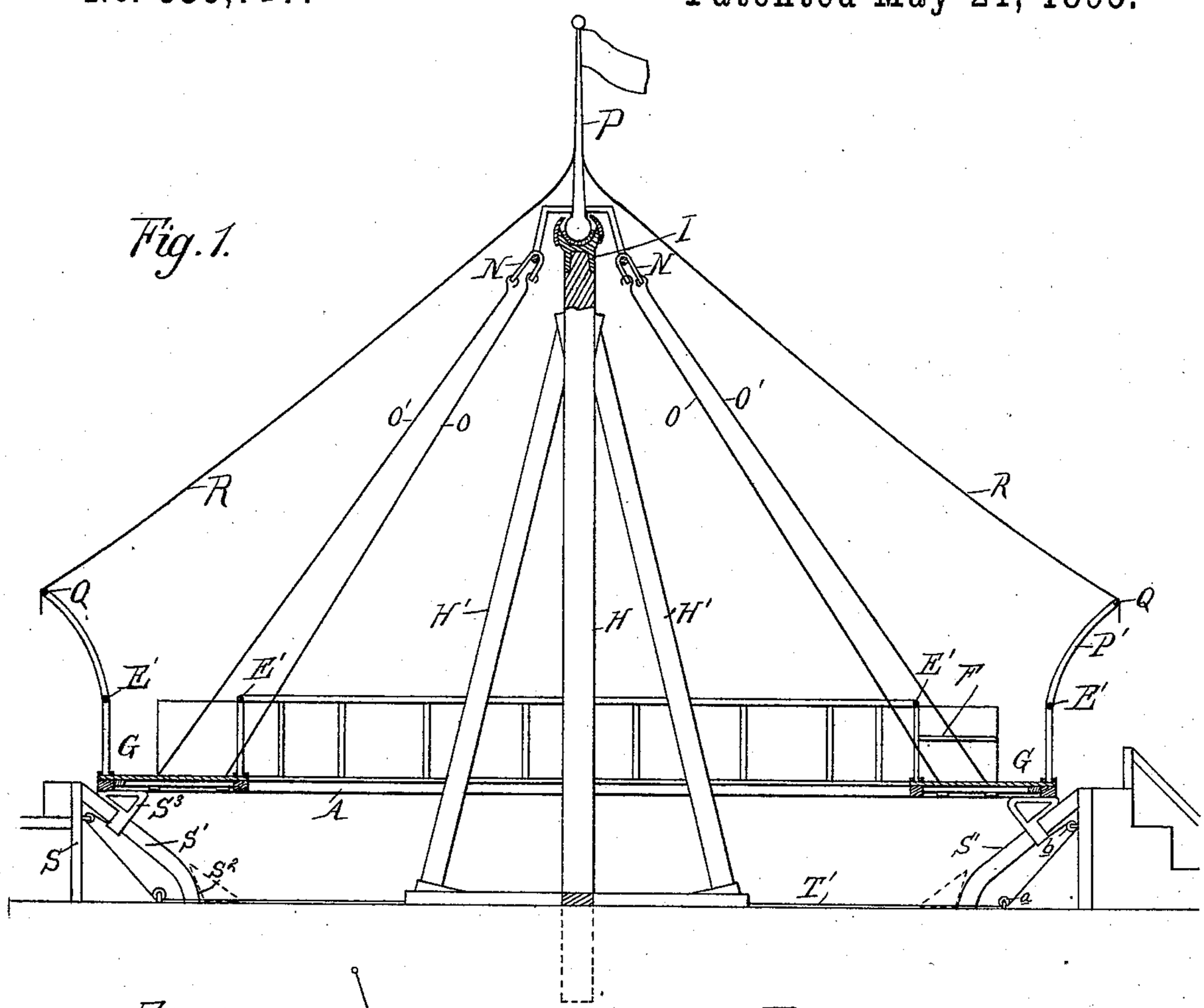


Fig. 2.

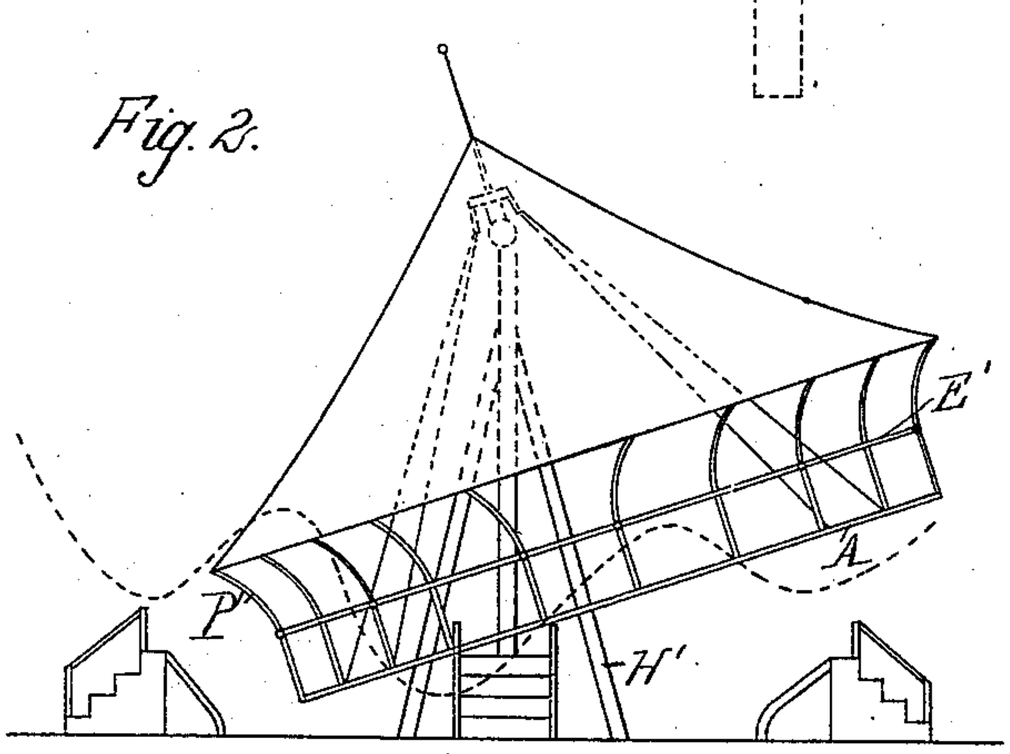
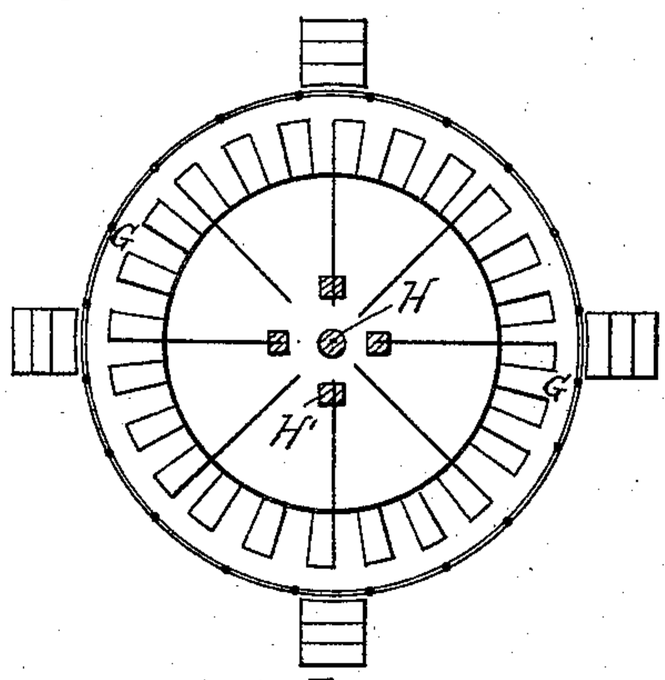


Fig. 3.



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Attorneys

(No Model.) 2 Sheets—Sheet 2.

C. L. BARNHART.

MERRY-GO-ROUND.

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Fig. 4

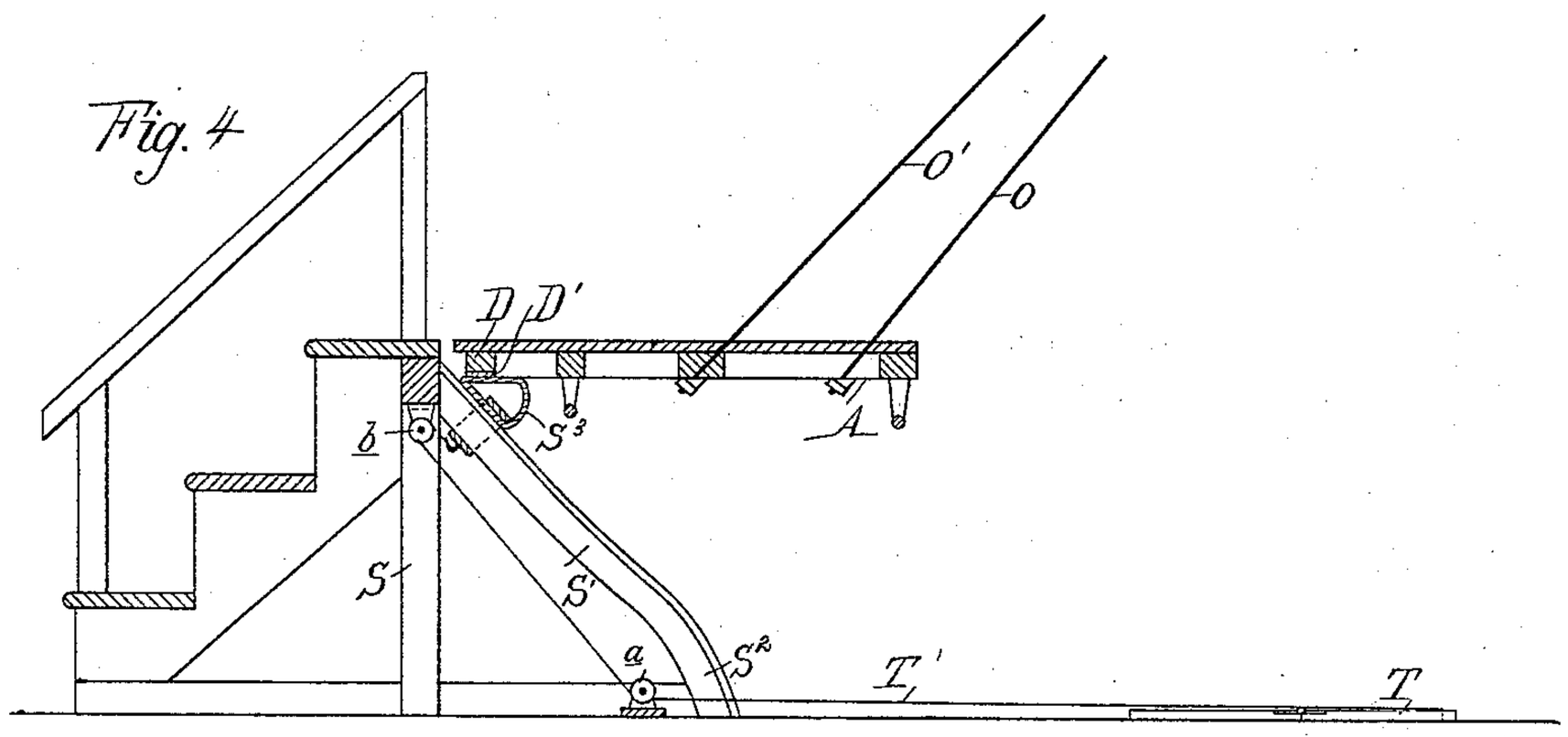


Fig. 5.

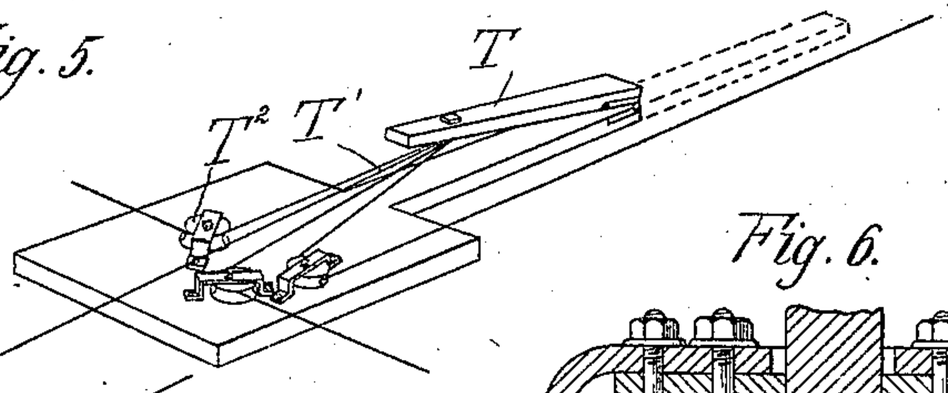


Fig. 6.

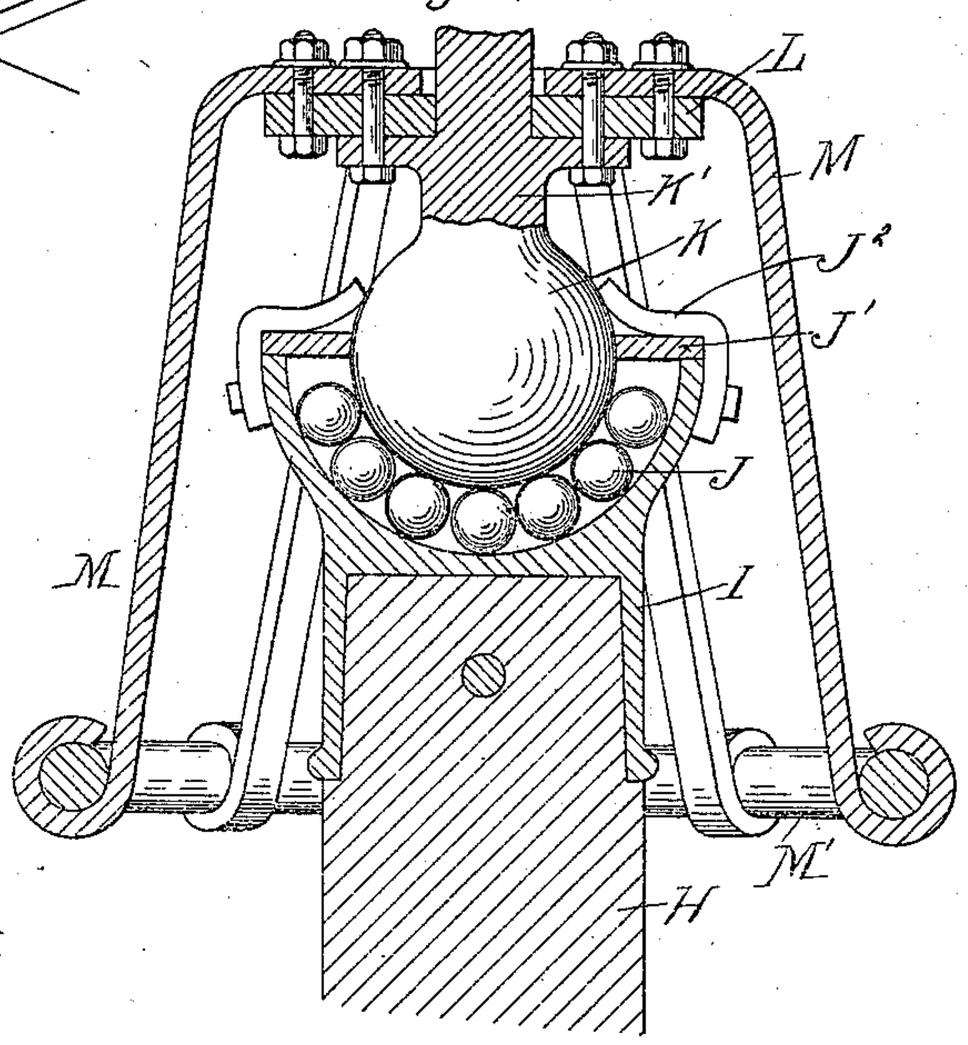
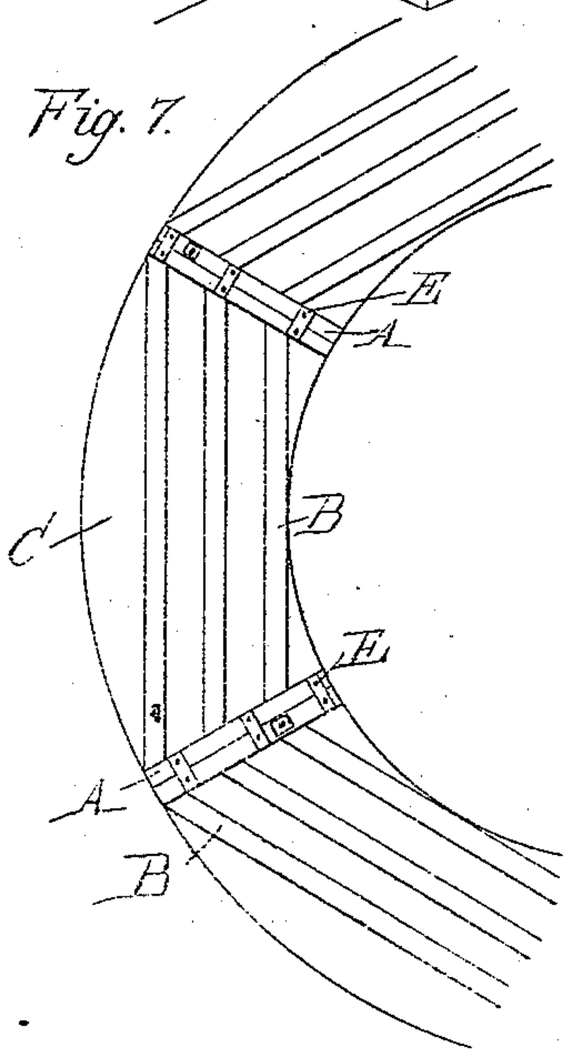


Fig. 7.



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UNITED STATES PATENT OFFICE.

CLARENCE L. BARNHART, OF FLINT, MICHIGAN.

MERRY-GO-ROUND.

SPECIFICATION forming part of Letters Patent No. 539,717, dated May 21, 1895.

Application filed October 20, 1894. Serial No. 526,460. (No model.)

To all whom it may concern:

Be it known that I, CLARENCE L. BARNHART, a citizen of the United States, residing at Flint, in the county of Genesee and State of Michigan, have invented certain new and useful Improvements in Merry-Go-Rounds, of which the following is a specification, reference being had therein to the accompanying drawings.

The invention consists in the peculiar construction of a ring shaped platform, supported by cables or cords upon a central post or mast, the cables being connected to a plate to the under side of which depends a ball engaged with a cup shaped cap on the mast, thus forming a ball and socket joint, forming a support for the platform, which may thus be given a circular and gyrating movement around the mast.

The invention further consists in the peculiar construction of the supports and brakes for the platform; further in the peculiar construction, arrangement and combination of the various parts, all as more fully hereinafter described.

In the drawings, Figure 1 is a vertical central section of my improved device. Fig. 2 is a side elevation thereof, showing it as in operation. Fig. 3 is a horizontal section through Fig. 1 above the platform. Fig. 4 is an enlarged section through the platform and the steps to the platform, illustrating the brake. Fig. 5 is a perspective view of the brake-actuating lever. Fig. 6 is an enlarged section through the top of the mast, illustrating the construction of the ball-and-socket joint. Fig. 7 is a plan view of the bottom.

The platform I preferably form of a number of sections of the construction shown in Fig. 7, comprising radially extending timbers A, connected together by the sills B, the whole being covered with the flooring C. The outer edge of these sections is provided with a circular depending rail D, preferably having a railing plate D′ on its under side. These sections are secured together by the tie plates E, extending across the timbers A of the adjoining sections, as plainly shown in Fig. 7 and secured thereto, by screws or bolts. Upon the upper face of the platform on each edge are secured railings E′ and extending outwardly from the inner railing are suitable seats F, leaving an aisle or passage way G, between the outer railing and the edge of the seats entirely around the platform, as plainly illustrated in Fig. 3. It is evident that this platform may be taken apart for shipment by simply removing the tie plates E, thus separating it into the sections which can be easily packed and shipped. The seats may likewise be folded and movably secured to the platform for the same purpose.

H is a mast having suitable braces H′ which forms the support for the platform. At the top this mask is provided with a cup-shaped cap I, shown in detail in Fig. 6, in which are a series of balls J. J′ is a ring shaped cover for the cup to prevent the disengagement of the balls and bearing above the center line of the ball shaped head K which fits into the cup shaped cap I and rests on the balls therein. This cover J′ is secured to the cap I by the straps J^2. On the upper surface of the head preferably integrally formed therewith, is a neck or standard K′, to which is secured the plate L from which depend the rigid straps or bars M connected into the ring M′ at their lower ends. Over this ring are engaged U-shaped links N, with which the upper ends of the cables or cords O O′ engage, the cables O being secured in the end bars A of the sections of the platform, at or near the end thereof, while the cables O′ are secured to said end bars, at or near the middle thereof, passing between the sides, so as not to interfere with the seating room, or with a free passage way around the aisle. The standard K′ preferably extends above the plate L in the shape of a pole P which may serve as a flag pole.

From the outer railing E′ I preferably extend the curved arms P′ connected together at their outer ends by the rail Q to which is secured the lower edge of the canvas R, the upper portion thereof being secured to the standard P, thus entirely covering the platform. The device is intended to be operated by a person within the ring of the platform taking hold thereof and moving it circularly, at the same time giving it a wave-like motion,

as shown in dotted lines in Fig. 2 in imitation of the motion of a boat, of which this motion is a very close reproduction, and this wave may be changed at will to short quick gyrations, or to give the effect of long billows. To check this gyrating motion and to support the platform while people are getting on and off, I employ the following construction:

S are step frames arranged outside of the platform and of a height equal to the normal height of the platform. Extending from the top of these frames are the inclined standards S′ having a substantially vertical portion S^2 at the foot. Upon these standards slidingly engage the shoes S^3, which, when the device is to be operated will fall to the lower end of the standard and have their upper faces arranged in line, or below the line of the upper face of the standards S′, thus being entirely out of the way of the platform in its movement.

If it is desired to apply the brake while the device is in operation, it is done by turning a lever T arranged centrally of the device in convenient proximity to the operator, to which lever is secured cords T′, passing over pulley blocks T^2 and over sheaves *a b* on the outer face of the inclined standards and connected to the shoes S^3. The movement of the lever T will draw upon the cords and lift the shoe up the standard so that the rail plate D′ on the rail D of the platform will strike against the upper face thereof and check the oscillations or gyrations of the platform and at the same time act as a brake to stop it from revolving. When these shoes are at their upper position they support the top of the platform in line with the steps, as shown in Fig. 4, to permit of ready ingress and egress by way of the steps.

What I claim as my invention is—

1. In a merry-go-round, the combination with a platform suspended from a central standard free to revolve and swing, a plurality of fixed standards, an adjustable brake on each of the fixed standards below the plane of the platform adapted to engage the platform, and means for adjusting the brakes substantially as described.

2. In a merry-go-round, the combination of the ring shaped platform suspended from a central standard free to revolve and to swing, of inclined standards beneath the platform out of its line of movement shoes sliding thereon, and actuating devices to move the shoes up the standards to support and brake the platform, substantially as described.

3. In a merry-go-round, the combination of the ring shaped platform suspended from a central standard free to revolve and swing, of inclined standards S′ under the platform out of the line of its swinging movement, the vertical section S^2 at the foot of the standards, the shoes S^3 sliding on the standards, cords from all the shoes and a common actuating lever to which said cords are secured by means of which the shoes are raised into contact with the platform to brake and support the same, substantially as described.

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

CLARENCE L. BARNHART.

Witnesses:
JAMES WHITTEMORE,
L. J. WHITTEMORE.