

No. 608,081.

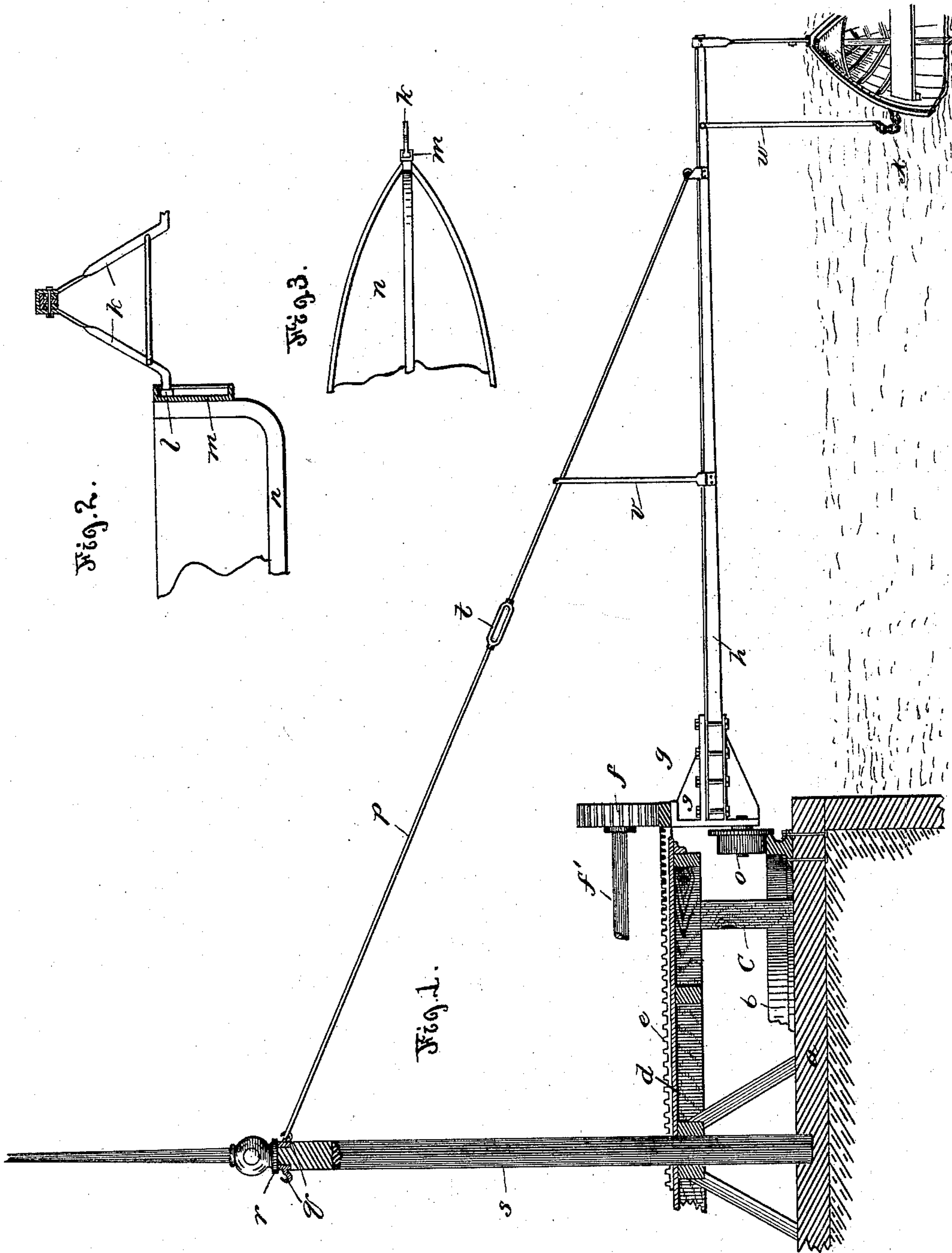
Patented July 26, 1898.

G. W. SEBOLT.
MARINE MERRY-GO-ROUND.

(Application filed Apr. 10, 1897.)

(No Model.)

2 Sheets—Sheet 1.



Witnesses:
J. P. Appleman.
A. M. Wilson

Inventor.
George W. Sebolt
By
Henry C. Everett
Att'y

No. 608,081.

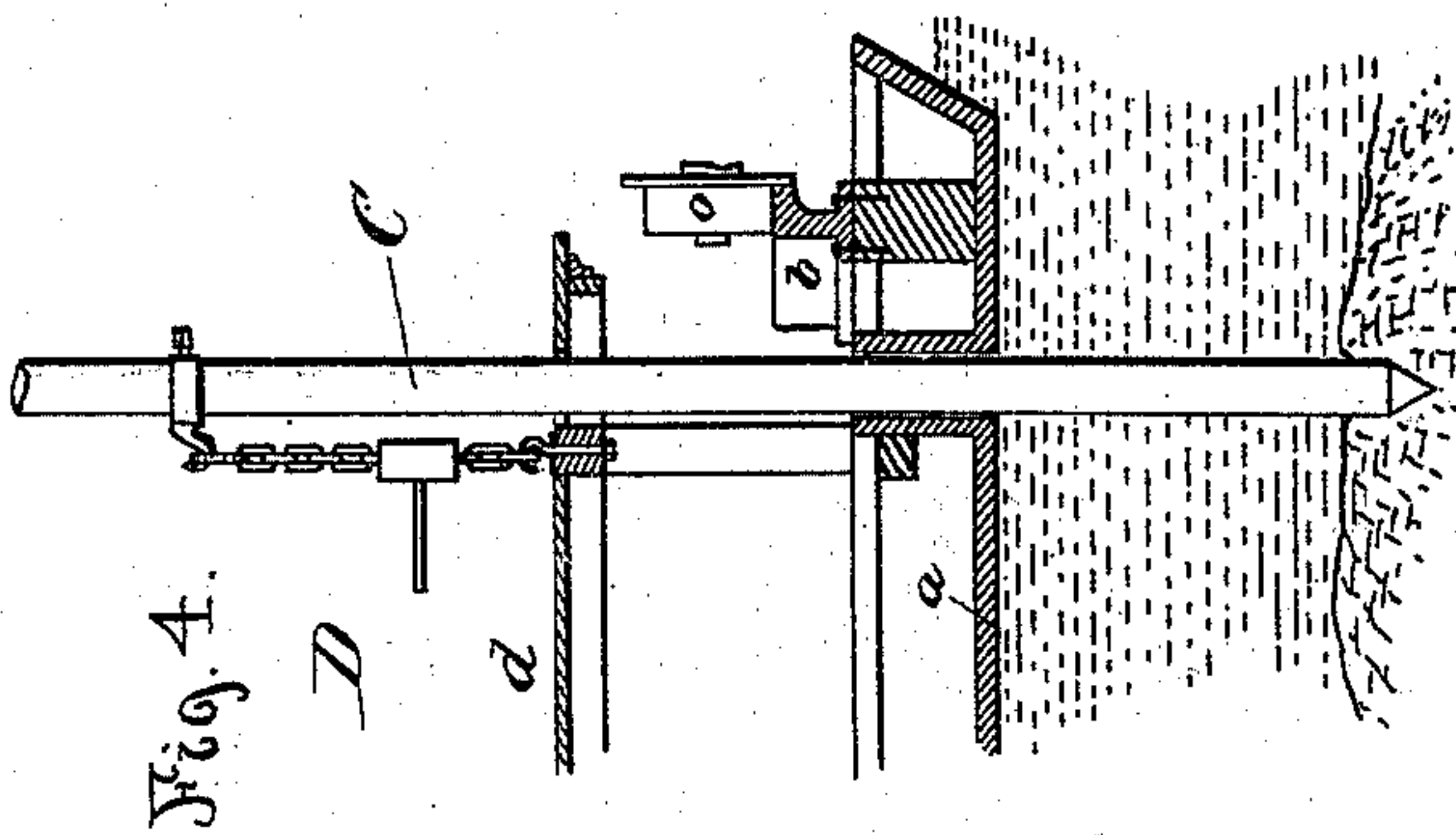
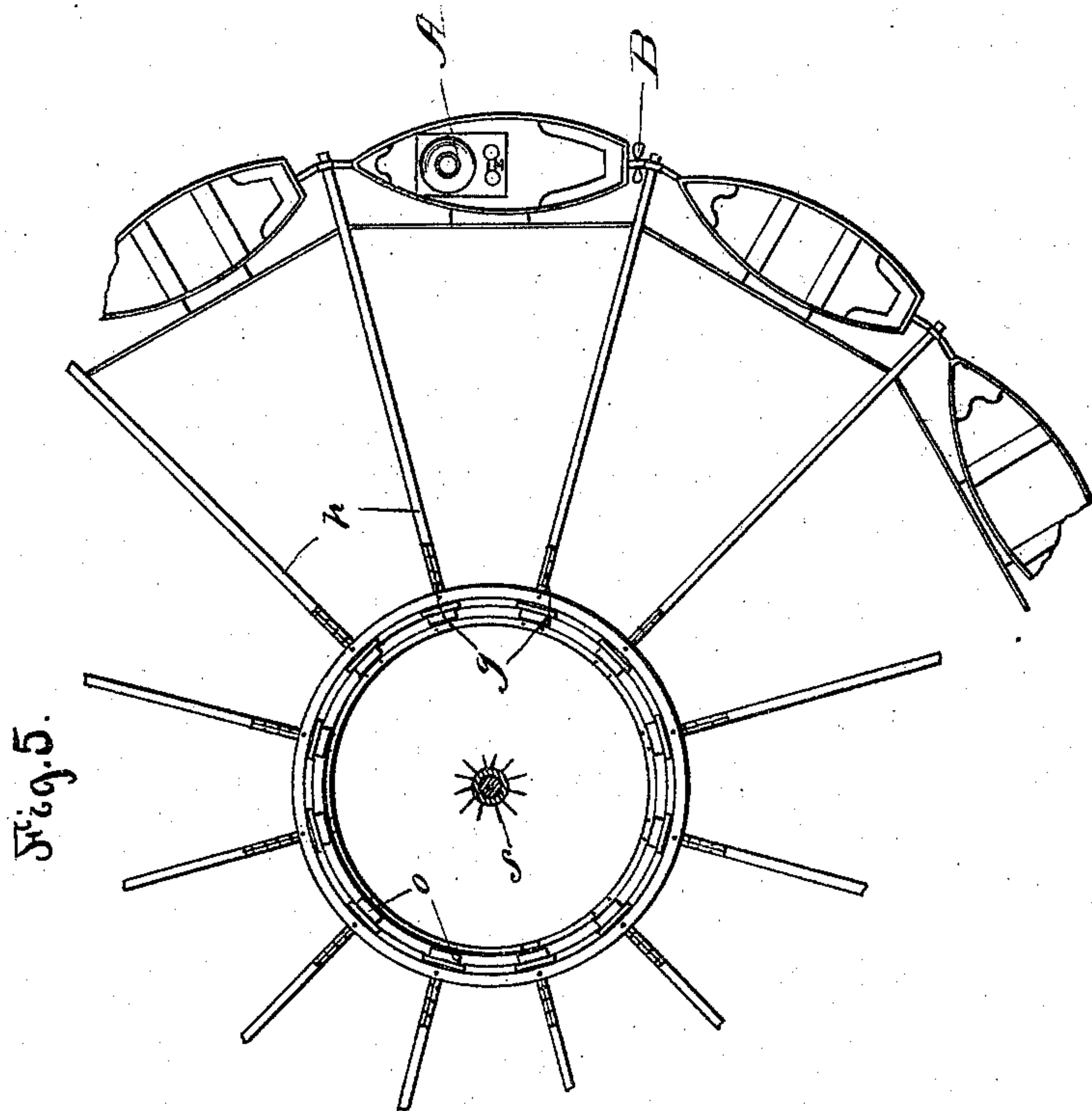
Patented July 26, 1898.

G. W. SEBOLT.
MARINE MERRY-GO-ROUND.

(Application filed Apr. 10, 1897.)

(No Model.)

2 Sheets—Sheet 2.



Witnesses:
J. P. Spelman
A. M. Wilson

Inventor.
George W. Sebolt
By *Henry C. Everett* Atty

UNITED STATES PATENT OFFICE.

GEORGE W. SEBOLT, OF GLENFIELD, PENNSYLVANIA.

MARINE MERRY-GO-ROUND.

SPECIFICATION forming part of Letters Patent No. 608,081, dated July 26, 1898.

Application filed April 10, 1897. Serial No. 631,529. (No model.)

To all whom it may concern:

Be it known that I, GEORGE W. SEBOLT, a citizen of the United States of America, residing at Glenfield, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Marine Merry-Go-Rounds, of which the following is a specification, reference being had therein to the accompanying drawings.

10 This invention relates to certain new and useful improvements in marine merry-go-rounds, and has for its object to construct a device adapted to be anchored upon a body of water and provided with a track and driving mechanism whereby a series of boats will be drawn in a circle upon the top of the water, and to further provide in connection with the device absolute safety, whereby the boats are prevented from capsizing, and other novel features of construction, combination, and arrangement of parts, to be hereinafter more specifically described, and particularly pointed out in the claims.

25 Figure 1 is a central section of a portion of the device, showing a platform built in the water. Fig. 2 is a view of a portion of a boat, partly in section and also showing the safety-hanger. Fig. 3 is a plan view of a portion of a boat. Fig. 4 is a central sectional view of a portion of the platform, showing means for anchoring same in the water and slight modification in construction. Fig. 5 is a top plan view of a portion of the device, the upper platform being removed and one of the boats showing a battery or other device for furnishing driving power.

35 Referring now to the drawings, *a* represents the platform, on which is secured the circular T-rail *b*, forming a track to receive the supporting-wheels of the outwardly-extending beams to which the boats are attached. This platform *a* supports, by suitable bars *c* or other means, an upper platform *d*, a rack-bar *e*, adapted to be engaged by the driving-cogs *f*, said rack-bar having attached to its underneath face frames *g g*, in which are firmly secured the beams *h h*, to the outer ends of which are secured the safety-stays *k*, formed in the shape of an inverted V and provided on their free ends with a head *l*, which engages and travels in the groove *m*, secured to the front of the boat *n*. The frames *g* carry suitable wheels

or rollers *o*, which travel on the circular track *b*, and the beams are further supported by means of guy-rods *p*, attached near their outer end and to hooks *q*, formed on a collar *r*, which is adapted to revolve on the central pole *s*, this pole being rigidly secured in the platform *a*. These guy-rods *p* may be provided with turnbuckles *t*, and stiffening-braces *v* may be attached to the beam and to the said guy-rods, if desired, and to prevent danger of the boat capsizing I have provided near the outer end of the beam an arm *w*, having a chain *x* on its lower end, adapted to be attached to the side of the boat, this construction, together with the safety-stays *k*, preventing the capsizing of the boat, the chain being slack when the boat is in the upright position and only permitting the same a certain incline to either side, this incline being the amount afforded by the slack in the chain.

40 In Fig. 5 I have shown a motor or storage battery *A* to propel the propeller *B* in the one boat, which will of course propel all the boats of the circle, the attachment of the beams being the same as heretofore shown and described, and in Fig. 4 I have shown an anchoring means for the platform, consisting of a pile *C* and a stay and adjusting-chain *D*, the platform in this construction being shown with a boat-shaped body, the balance of the construction being the same as shown in Fig. 1. The power may be transmitted by any suitable means, and when the shaft *f'* is driven it causes the cog-wheel *f* to revolve, and consequently, by reason of its engagement with the circular rack-bar *e*, turn the upper platform and carry around the beams in such a manner as to propel the boats in a circle around the platform.

45 It will be observed that by such construction the device can be anchored in any suitable body of water and will be particularly adapted for small lakes in parks and the like, and will afford a novel and attractive form of amusement.

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

1. In a marine merry-go-round, the beams *h*, and the triangular-shaped safety-stays *k* secured to their outer ends, and provided with

the heads *l*, combined with the boats *n*, provided with the slotted grooved castings secured to the ends of the boats, and in which the heads *l* are made to catch, whereby the
5 distance that the boats shall sink in the water is regulated, substantially as shown.

2. In a marine merry-go-round, the beam *h*, the V-shaped safety-stays *k*, and suitable means secured to the boats for connecting
10 them with the stays, combined with the ver-

tical rod *w*, and the chain *x* which has one end fastened to the boat, and by means of which the boat is prevented from upsetting, substantially as described.

In testimony whereof I affix my signature 15
in presence of two witnesses.

GEORGE W. SEBOLT.

Witnesses:

A. M. WILSON,

GEO. B. PARKER.