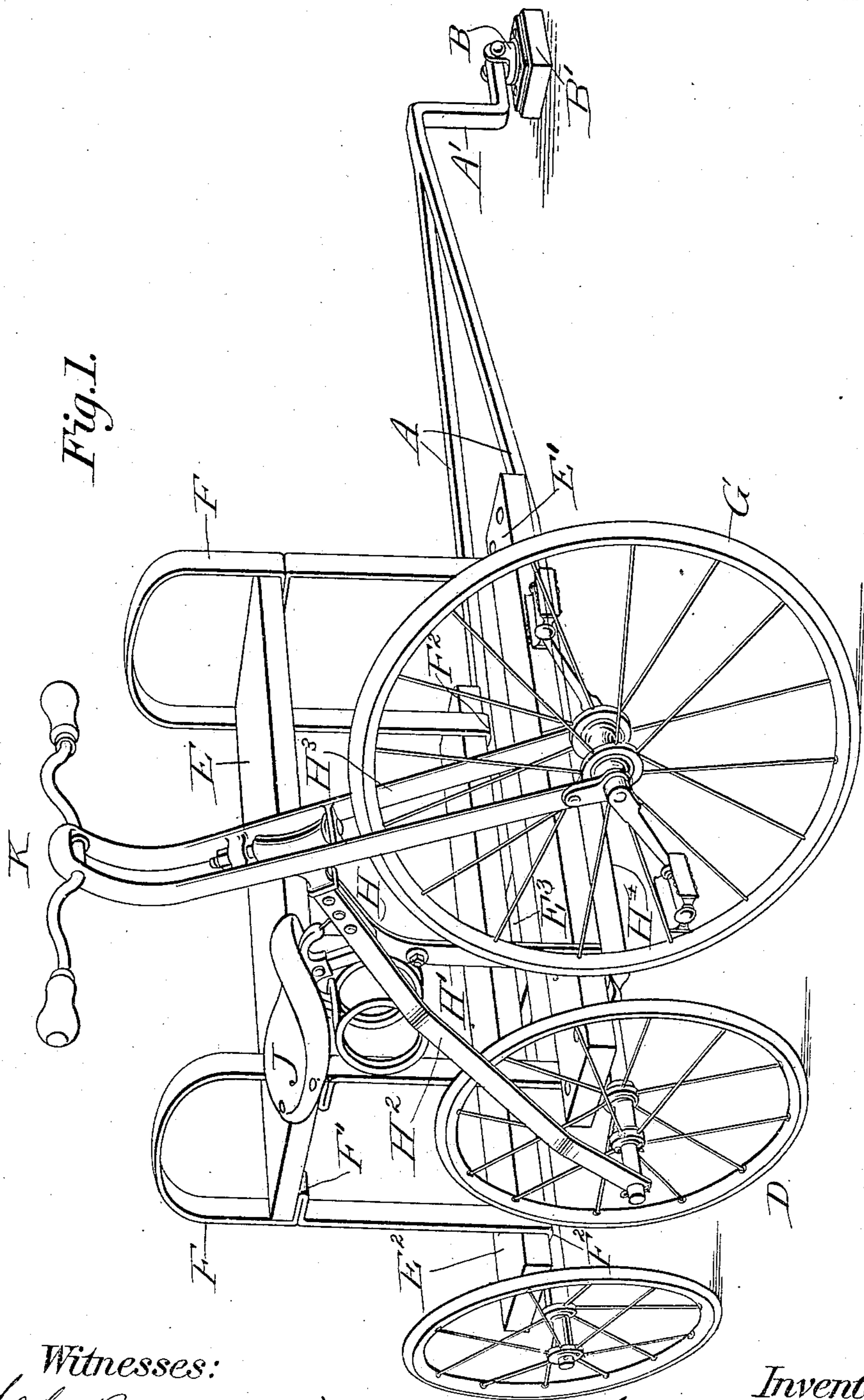


No. 863,876.

PATENTED AUG. 20, 1907.

J. T. REESE.
MINIATURE MERRY-GO-ROUND.
APPLICATION FILED SEPT. 10, 1906.

2 SHEETS—SHEET 1.



Witnesses:
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 E. R. Whitman

Inventor:
John T. Reese
By Julian C. Powell Hon
his Attys.

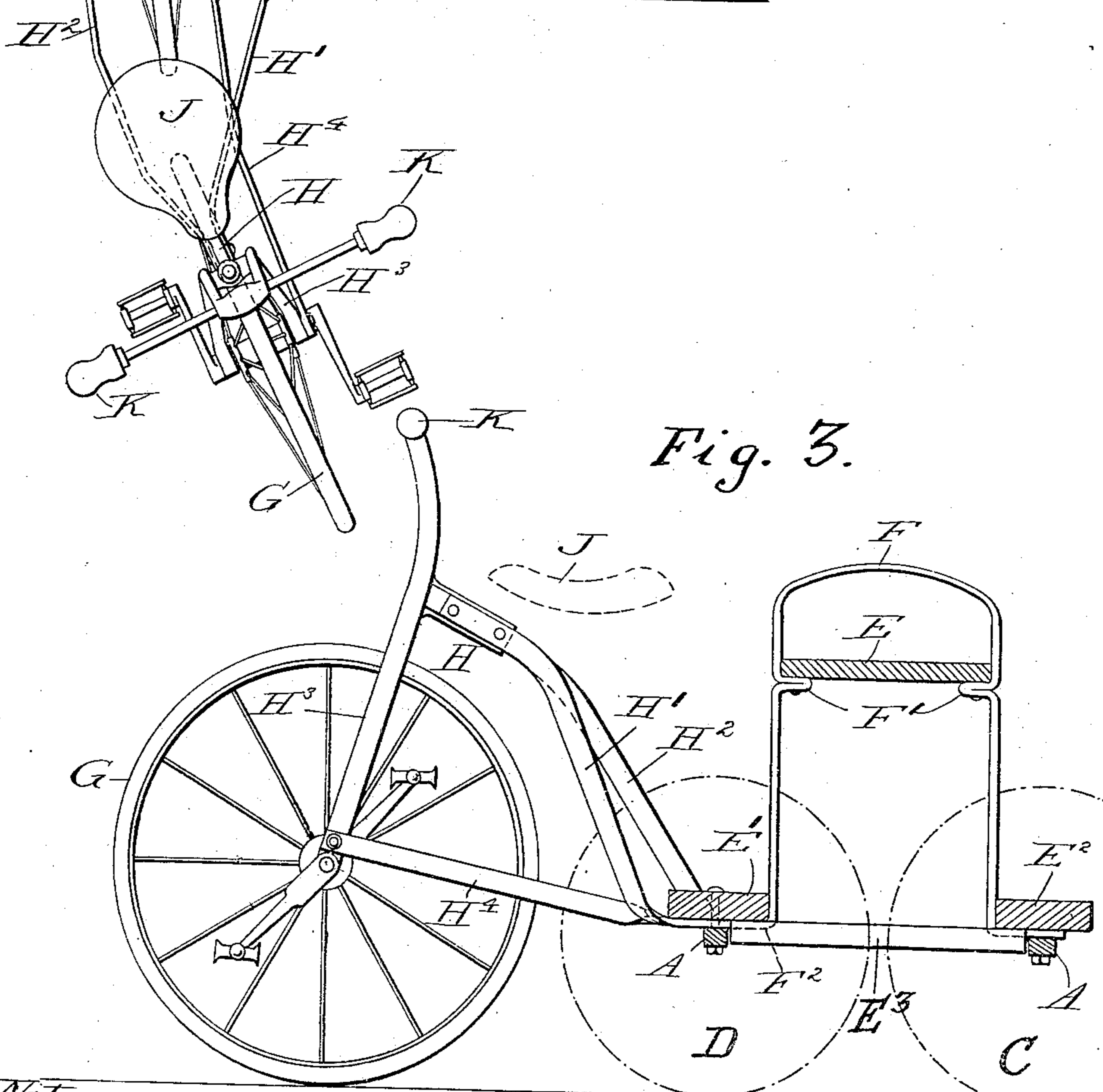
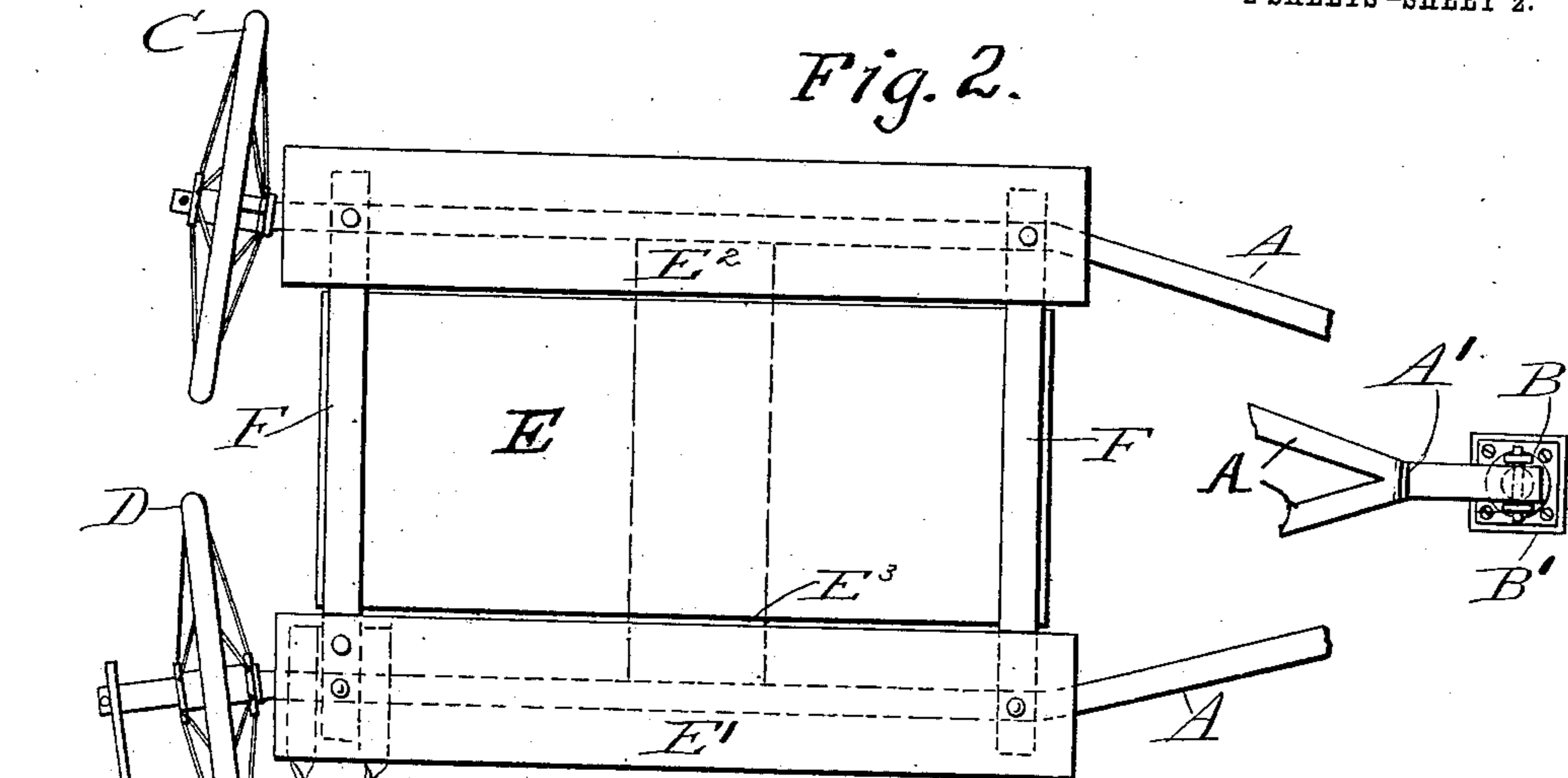
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2 SHEETS—SHEET 2.



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UNITED STATES PATENT OFFICE.

JOHN THOMAS REESE, OF PULASKI, TENNESSEE.

MINIATURE MERRY-GO-ROUND.

No. 863,876.

Specification of Letters Patent.

Patented Aug. 20, 1907.

Application filed September 10, 1906. Serial No. 333,965.

To all whom it may concern:

Be it known that I, JOHN THOMAS REESE, a citizen of the United States, residing at Pulaski, in the county of Giles and State of Tennessee, have invented certain
5 new and useful Improvements in Miniature Merry-Go-Rounds; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

10 This invention is designed to provide an attractive, safe and healthful amusement and exercising device for children.

It is an improved merry-go-round of the miniature style or type adapted for home use.

15 The machine can be set up and operated either in-doors or out-doors, and is suitable for use in a room of ordinary size.

It is adapted to seat several children or "passengers" at once, and it can easily be propelled by a small child,
20 this being done through the agency of an ordinary cycle or velocipede-wheel having pedal cranks.

The invention is an improvement over other devices of this nature both in general design and mechanical construction, whereby the apparatus is made light,
25 strong and durable, while its construction is simple and inexpensive.

In the accompanying drawings, which constitute a part of this specification, I have illustrated an efficient form of the apparatus embodying my invention, which
30 I now regard as a preferred construction; it being understood however that the invention is susceptible of other or modified embodiments, and that various changes may be made in the general form, proportions and details of construction and arrangement of the
35 machine.

Without limiting myself therefore to the specific construction illustrated, the invention will hereinafter be fully described by reference to said drawings, and then more particularly pointed out and defined in the
40 appended claims.

Figure 1 is a perspective view of said apparatus. Fig. 2 is a top plan view thereof, a portion of the machine being omitted. Fig. 3 is an inner side elevation of the propelling portion of the apparatus, together
45 with a vertical section of the trailing car or passenger portion.

The apparatus is of course arranged to run in a circle around a fixed axis. It comprises, in the main, a radially-disposed wheel-supported frame carrying a
50 car or seat for the "passengers," and a cycle or pedal-wheel hitched or attached thereto for propelling the same; the several wheels being tangential to the circle of travel and preferably arranged to track after one another.

A denotes the said frame; B indicates the axis or
55 pivot thereof; C and D are the supporting wheels at the outer end of the frame; E is the car or seat mounted in frame-members F; and G designates the front pedal-wheel.

The frame A comprises a pair of spaced horizontally-
60 disposed bars or rods, preferably made of iron. These bars are substantially parallel at their outer portions, where the car or seat E is mounted, and their outer ends are formed to provide suitable spindles for the wheels C and D. From the inner end of the car, said bars are
65 bent inwardly so as to converge, and their inner ends are brought together and joined (as by forging or welding) to form a common downwardly-extending stub-portion or leg A¹. This part A¹ is shown angle-shaped, and its foot is attached to a fixed pivot B (the axis of
70 rotation of the apparatus) in such manner as to support the inner end of the frame at an elevation appropriate to the elevation of the outer end thereof. The pivot for said frame A may of course be provided by any device or contrivance suitable for the required
75 purpose. For example, said pivot B may be an ordinary pivot-bolt, stationed or journaled in a socket-member B¹. In this connection, I preferably employ a pin or other swivel contrivance having a ball-bearing within its socket, and having a bifurcated or forked
80 head in which the foot of the angle-piece or leg A¹ is secured by a cotter-pin or bolt, as shown. An ordinary ball-bearing caster may be utilized for this purpose, the roller or caster proper being removed and the foot of the leg A¹ being secured in the bifurcated shank of
85 the caster. In the present case, the pivot B is represented as such a caster, having its plate secured on the member B¹. The member B¹ may be a block secured on the floor when the apparatus is used in-doors; or it may be a suitable post driven in the ground when the
90 apparatus is used out-doors.

The car or seat E is desirably a flat board of suitable width to provide a comfortable seat, and of such length as to accommodate several children. Said seat, together with a front foot-board E¹ and a rear foot-board
95 E², is mounted upon the frame A by means of an upright seat-frame comprising two companion yokes F, one at each end of said seat. These yokes, made preferably of strap-iron, are substantially inverted U-shaped or in the form of wickets or arches. The seat
100 E has its opposite ends fitted within the yokes, and is supported upon shoulders or lugs F¹, which shoulders are formed on the inner sides of the yokes by doubling and bending inwardly the strap-iron at these points. The upper portions of the yokes, extending above the
105 seat, constitute convenient hand-rails. The lower ends of the legs of the yokes are bent outwardly, providing feet F² which support the foot-boards E¹ and E² respec-

- tively. Any competent fastenings may be employed, such as screws or bolts, for securing the seat E and foot-boards E¹ and E² upon their respective supports. The seat-frame as a whole is braced by a cross-beam E³ 5 which rigidly connects the foot-boards E¹ and E²; and the whole car is set upon the frame A and attached thereto by inserting bolts or other suitable fastenings through the foot-boards E¹ and E² and the parallel bars of the said frame A.
- 10 The front pedal-wheel G, by means of which the apparatus is propelled, may be and is preferably the front or large wheel of an ordinary boys' velocipede or tricycle; the two remaining wheels of the tricycle being utilized as the supporting wheels C and D, while the 15 velocipede-frame H is also availed of for hitching or attaching the pedal-wheel to the car. In this connection, the inner leg or member H¹ of the velocipede-frame is attached to and under the front foot-board E¹; while the outer leg or member H² is attached to the outer end 20 of the spindle of the adjacent wheel D. Said spindle of the wheel D is desirably lengthened or extended outwardly about three inches beyond the hub of said wheel, so as to receive the frame-member H² at a proper position. The fork H³ of the velocipede-frame, in which 25 the pedal-wheel G is mounted, is kept from turning by means of the rigid brace H⁴, shown connecting the inner side of the fork H³ with the front foot-board E¹; so that the pedal-wheel is held in its proper relation tangentially to the circle of movement, to be tracked by 30 the wheels C and D. Thus the necessity and the possible danger of steering is avoided. The saddle J and handle-bars K provide the seat and handles for the child who propels or operates the apparatus.
- It is intended that the frame A shall be supported by 35 its outer wheels at an elevation of about six inches, while the seat E is raised a suitable elevation above the foot-boards E¹ and E² to afford a convenient seat for the children and allow them to keep their feet upon the foot-boards while the apparatus is being revolved.
- 40 It will be observed that the merry-go-round as thus constructed is a perfectly safe means of affording healthy exercise and sport, and it is also a device in which the children will find delight.

Having thus fully described my invention, what I claim as new and desire to secure by Letters Patent of 45 the United States is:—

1. A miniature merry-go-round for children comprising a boy's velocipede having its wheels arranged to track in a circle, the pedal-wheel being foremost and carrying a saddle for the child operating the pedals thereof, a 50 radially-disposed frame pivotally mounted at its inner end and carrying spindles at its outer end on which the two rearward wheels are journaled, thereby supporting said frame at its outer end, a car or seat for passengers mounted on said frame closely adjacent to the supporting 55 wheels thereof, and means holding rigid the fork of the front pedal-wheel.
2. In a merry-go-round, the combination of a radial frame pivotally-mounted at its inner end and having a spindle at its outer end and a supporting-wheel thereon, 60 a car or seat for passengers mounted on the outer portion of said frame, and a pedal-wheel of a boy's velocipede or tricycle having its bilbranched back-frame attached to said car, one leg or member of said back-frame being connected to the outer end of said spindle 65 and the other leg being connected to the car-portion of the apparatus, and a brace holding the fork of said pedal-wheel rigid to maintain said pedal-wheel in proper relation.
3. In a merry-go-round, the combination of a radially- 70 disposed frame pivotally-mounted at its inner end and wheel-supported at its outer end, and a car mounted thereon comprising upright companion yokes or arches having inside shoulders upon which a seat or board is supported and having outwardly-projecting feet or lower 75 ends upon which foot-boards are supported.
4. In a merry-go-round, the combination of a radial frame comprising iron bars having parallel outer portions and converging inner portions, the inner ends thereof being joined together and pivotally-mounted, and 80 their outer ends having spindles with supporting-wheels journaled thereon, and a car mounted on said outer parallel portions of said bars, said car comprising upright yokes or arches of strap-iron having inwardly-projecting doubled portions constituting shoulders and 85 having a seat or board supported on said shoulders and having outwardly projecting feet and foot-boards supported thereon.

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

JOHN THOMAS REESE.

Witnesses:

GORDON KIMBRO,
ATHA CULPS.