

A. F. BIAVATI.
 CAR FOR OBSERVATION WHEELS.
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899,286.

Patented Sept. 22, 1908.

Fig. 1.

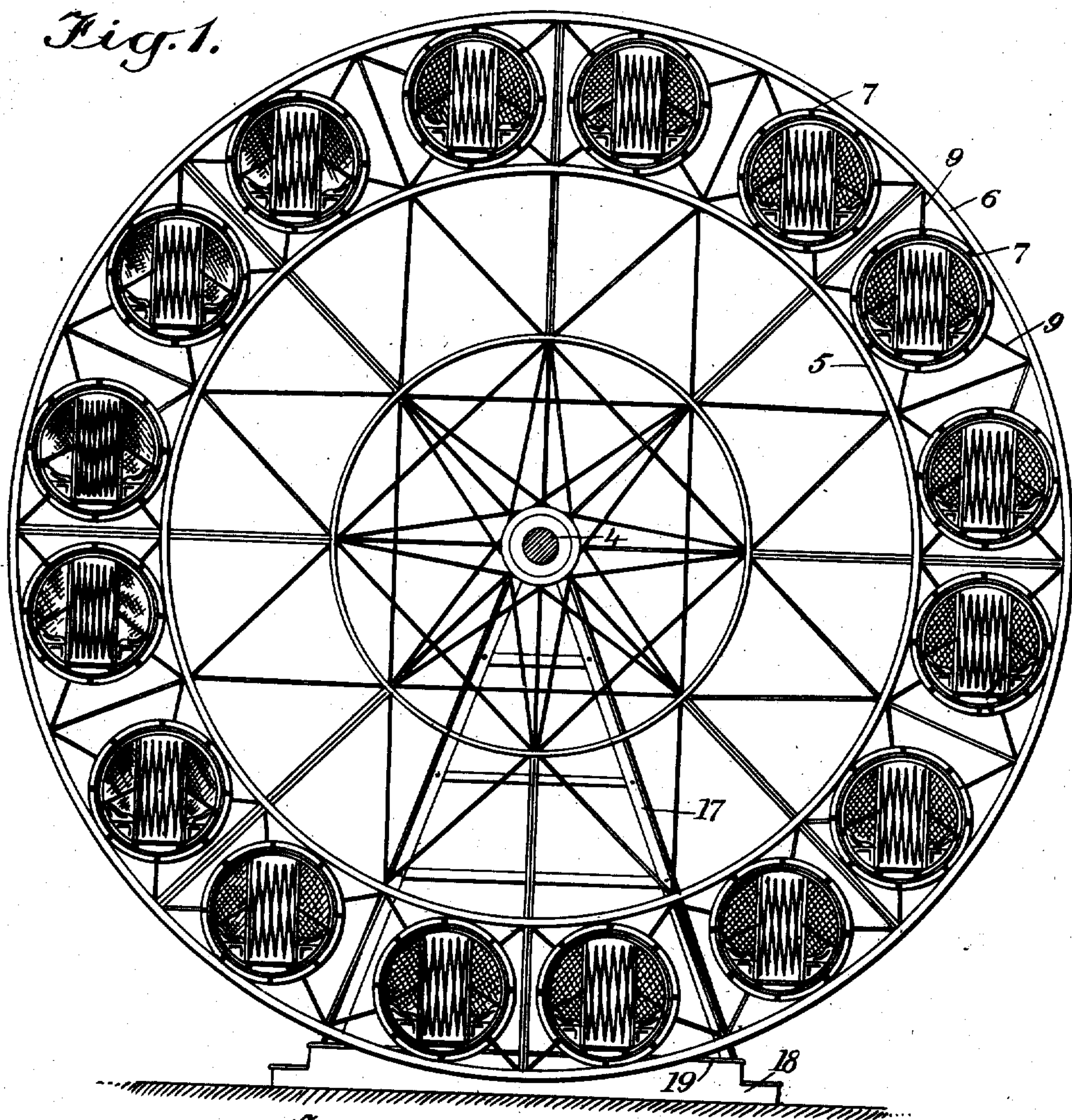
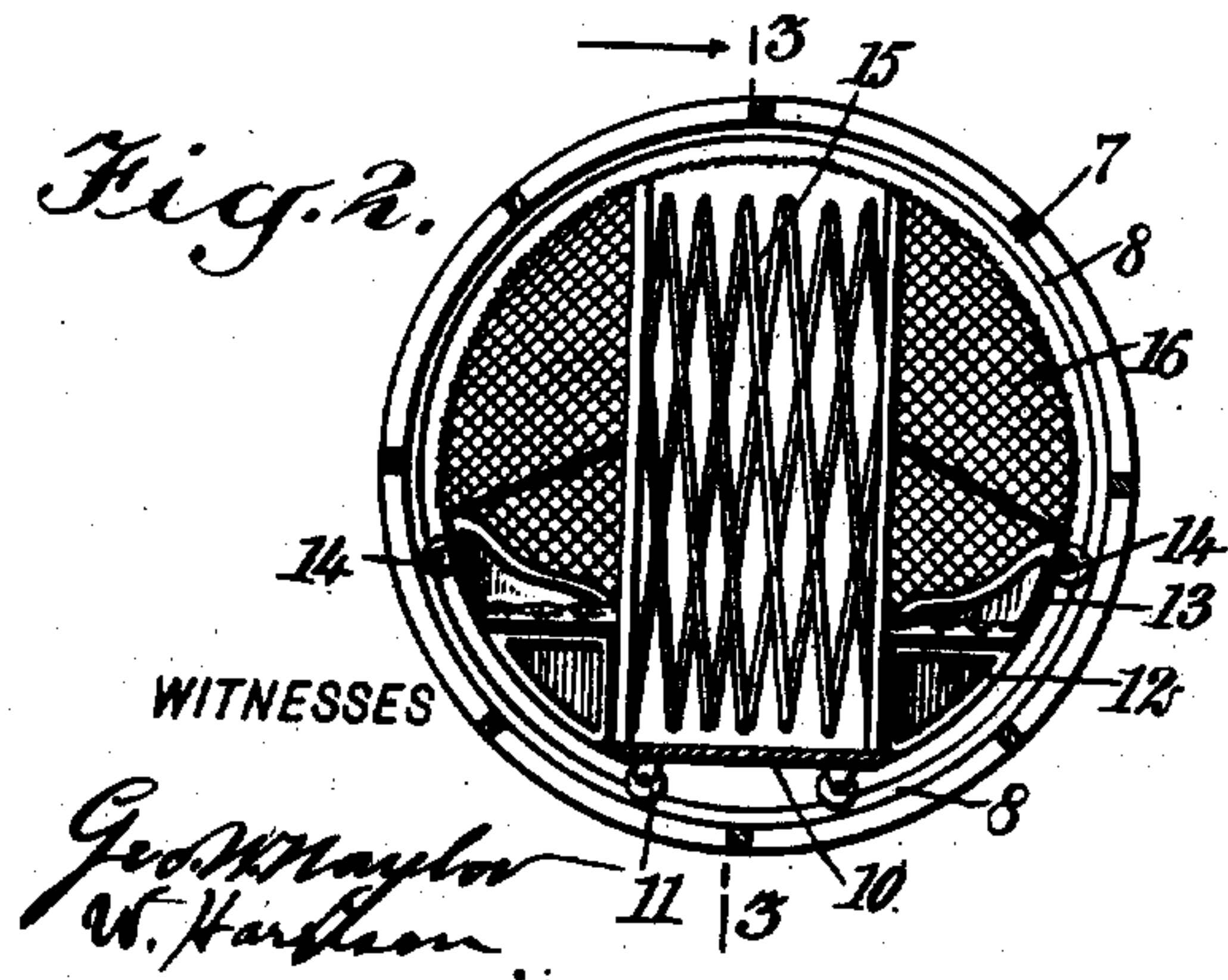
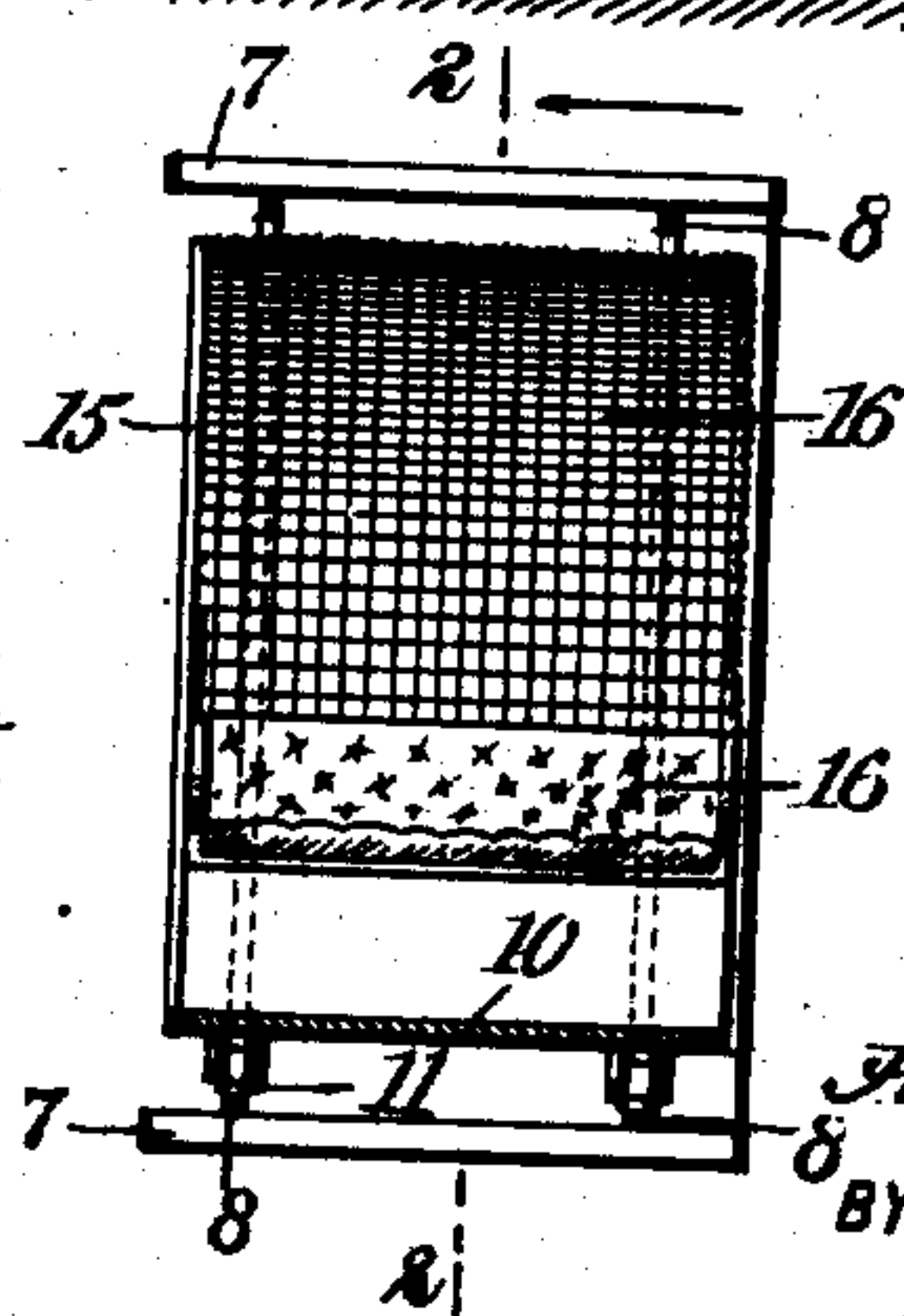


Fig. 2.



Geo. M. Taylor
 W. Harrison

Fig. 3.



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CAR FOR OBSERVATION-WHEELS.

No. 899,286.

Specification of Letters Patent.

Patented Sept. 22, 1908.

Application filed April 13, 1908. Serial No. 426,775.

To all whom it may concern:

Be it known that I, ACHILLE F. BIAVATI, a citizen of the United States, and a resident of Freeport, in the county of Nassau and State of New York, have invented a new and Improved Car for Observation-Wheels, of which the following is a full, clear, and exact description.

My invention relates to sporting apparatus, and especially observation wheels, my more particular purpose being to provide a self-balancing car for use upon observation wheels.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a vertical section through an observation wheel provided with a number of my improved self-balancing cars, this view showing how the cars are each maintained in a predetermined proximate position independently of its location relatively to the ground; Fig. 2 is an enlarged vertical section through one of the cars and its accompanying parts, taken on the line 2—2 of Fig. 3, looking in the direction of the arrow, this view showing how the car is supported upon rollers engaging rails of annular form; and Fig. 3 is a section taken upon the line 3—3 of Fig. 2, looking in the direction of the arrow, and showing more particularly how the car is supported upon the annular rail.

A revoluble shaft is shown at 4 and at 5, 6 are rings forming part of an observation wheel. A number of cross bars 7 are arranged in groups so as to form annular cages, and mounted within each cage are a pair of annular rails 8. Braces 9 are provided for the purpose of holding the cages in position. A platform 10 is fitted with wheels 11, each of the double flanged variety, and these wheels each engage one of the rails, as will be understood from Figs. 2 and 3. The platform 10 is provided with arcuate portions 12, 13, and the portions 13 are each provided with wheels 14 of the same kind as the wheels 11 and likewise engaging the annular rails 8. A door is provided at 15 and at 16 is a network of wire. This network and the platform 8 with its portions 12, 13 together constitute the body of a car, the

heaviest portions of which are adjacent to the platform 10 so that the car always maintains the same position relatively to the horizon, this position being indicated in Figs. 2 and 3. The shaft 4 is journaled upon A-frames 17, and steps 18 and a platform 19 are provided for the purpose of enabling the passengers to enter the cars. The door 15 and the network 16 of wire are held in their normal positions by the weight of the platform 10. The gate 15 enables the car to be closed after the passengers are inside, and this tends to insure safety of the occupants.

The operation of my device is as follows: The wheel is turned slowly so that a number of cars at one time are brought to a respective corresponding platform. Passengers will be led to these platforms by stairways, so arranged as to meet the cars. The doors of these cars are then opened, the passengers enter, the doors then closed; after this, the wheel is revolved partially around, thereby bringing the remaining cars in the places vacated by the filled cars. The wheel is now given two or more revolutions and brought to a stop, with six cars at platforms, as when loaded and passengers discharged; after another one-half revolution, the other six cars are discharged the same way.

The center of gravity of each car being considerably below the middle portion of the car, as will be understood from Fig. 2, each car maintains at all times the relative position indicated in this view. This is because, as the wheel turns in one direction, each car virtually turns backward in the opposite direction, to an extent sufficient to compensate for the rotation of the car. Each car, therefore, does not describe a true rotation, although it revolves bodily around the shaft 4 as a center.

Having thus described my invention, I claim as new and desire to secure by Letters Patent:

1. The combination of a wheel, a plurality of circular cages mounted thereupon and adapted to turn with said wheel, cars mounted within said cages, doors for said cars, and network carried by said cars and reaching therefrom to said doors, said network and said doors being held in normal position by the weight of said cars.

2. The combination of a wheel, a plurality

of circular cages mounted thereupon and carried thereby, a car mounted within each cage and normally maintained in proper position by its own weight, a door mounted upon said
5 car, said door being normally held in proper position by the weight of said car.

In testimony whereof I have signed my

name to this specification in the presence of two subscribing witnesses.

ACHILLE F. BIAVATI.

Witnesses:

M. H. STOERGER,
RUDOLPH SCHUSTER.