No. 846,207. PATENTED MAR. 5, 1907.

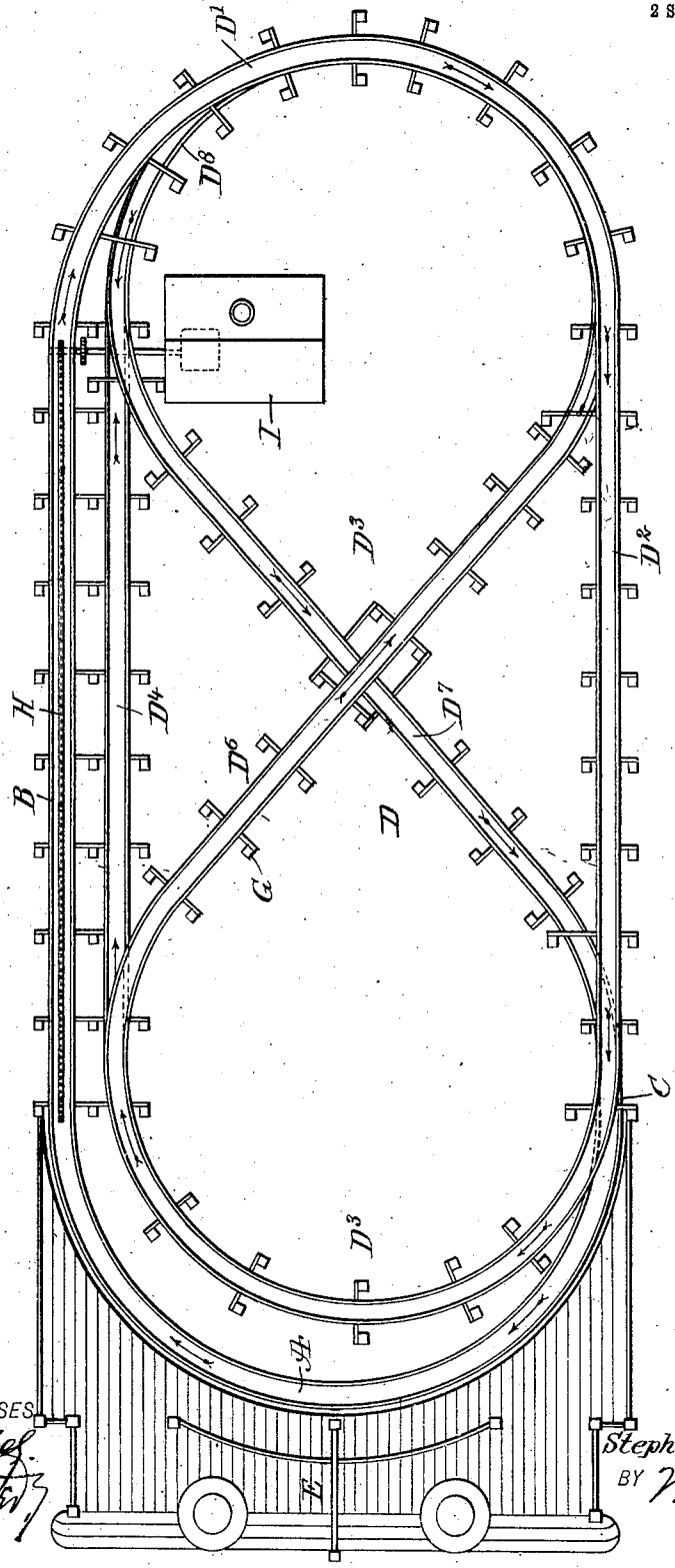
S. E. JACKMAN.

RAILWAY.

APPLICATION FILED JUNE 18, 1906.

2 SHEETS—SHEET 1.

Fig. 1.



WITNESSES

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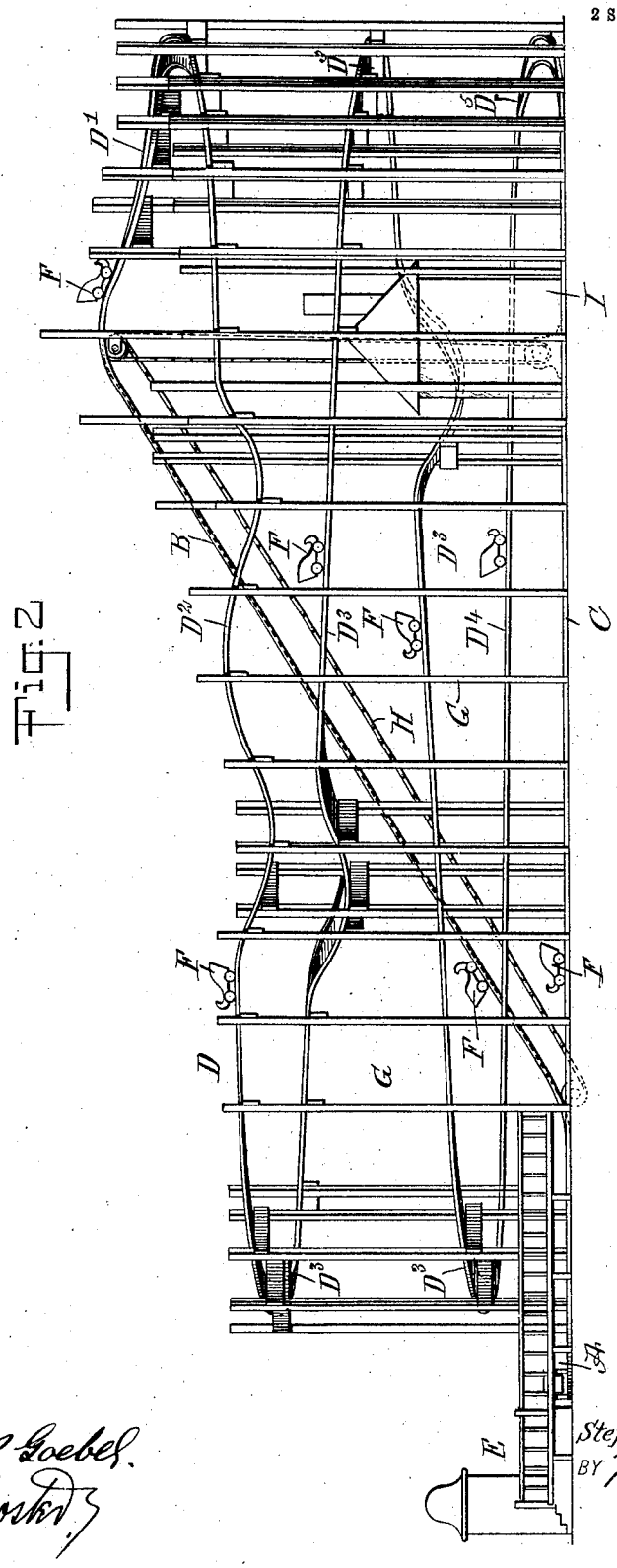

FIG. 2

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UNITED STATES PATENT OFFICE.

STEPHEN EDWARD JACKMAN, OF NEW YORK, N. Y.

RAILWAY.

No. 846,207. Specification of Letters Patent. Patented March 5, 1907.

Application filed June 18, 1906. Serial No. 322,283.

To all whom it may concern:

Be it known that I, STEPHEN EDWARD JACKMAN, a citizen of the United States, and a resident of the city of New York, Coney Island, borough of Brooklyn, in the county of Kings and State of New York, have invented a new and Improved Railway, of which the following is a full, clear, and exact description.

The invention relates to switch-back or inclined gravity railways—such as are used in pleasure-resorts, exhibitions, and the like.

The object of the invention is to provide a new and improved railway arranged to afford an exciting and interesting ride over a continuous track.

The invention consists of novel features and parts and combinations of the same, which will be more fully described hereinafter and then pointed out in the claims.

A practical embodiment of the invention is represented in the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in both the views.

Figure 1 is a plan view of the improvement, and Fig. 2 is a side elevation of the same.

The continuous track of the railway has a station portion A, leading at one end to the lower end of the upwardly-inclined uptrack B and connecting at its other end with the terminal of the homestretch C, and between the top of the uptrack B and the beginning-point of the homestretch C extends the intermediate track-section D. The station portion A is approximately level and is preferably built on the ground and is arranged to afford a desirable location for the station E to facilitate the embarkation and disembarkation of the passengers on the cars F traveling over the continuous track. The uptrack B, the homestretch C, and the intermediate track-section D are shown supported on a suitable framework G; but this part of the device is not material, as the continuous track may be located in a building built for the purpose. The uptrack B is provided with an endless propelling-chain H, having spaced cross-bars for engaging projections or arms depending from the bottom of the car or vehicle F traveling over the continuous track, and the said endless chain H is driven by a suitable mechanism from a power-house I, preferably arranged within the track, as indicated in the drawings.

The intermediate track-section D consists of a beginning portion, an ending portion, and a middle portion, of which the beginning portion is in the form of a loop D′, terminating in a straight shank D^2 at the beginning-point of the middle portion D^3, which, when viewed in plan, appears in the form of the figure **8** and terminates in the straight shank D^4 of the ending portion, and which shank D^4 leads to the loop D^5, terminating in the beginning end of the homestretch C. The middle members D^6 and D^7 of the middle portion of the intermediate track-section D cross each other in different horizontal planes.

By reference to Fig. 2 it will be noticed that the shanks D^2 and D^4 of the beginning and ending portions of the intermediate track-section D extend parallel to each other and are located in different horizontal planes and the loops D′ and D^5 are arranged one above the other at the rear end of the structure and the rear end loop D^8 of the middle portion is located intermediate the said loops D′ and D^5.

Now, passengers desiring to enjoy a ride over the railway embark at the entrance side of the station portion A, and the car F, thus filled with passengers, is pushed by an attendant to the bottom of the uptrack B, so that the endless chain H now engages the car F and pulls the same up the uptrack B, and finally the said chain H disengages the car F when reaching the uppermost point of the uptrack and the starting-point of the descent at the beginning of the loop D′. The car now runs by its own gravity over the beginning portion of the intermediate track-section to finally pass over the middle portion, representing in plan the figure **8**, after which the car passes on to the shank D^4 and over the loop D^5, through to the homestretch C, and down the same back to the station portion A at the exit side thereof, so that the passengers can disembark from the car, and as soon as the latter is empty it is pushed to the other side of the station and the above operation is repeated.

The intermediate section D is preferably provided with dips, as illustrated in Fig. 2, so as to render the ride more exciting.

By the arrangement described the cars continually travel over the endless continuous track and very little time is lost in the embarkation and disembarkation of the passengers, and hence many cars can be run si-

multaneously on the track spaced at suitable distances apart, and hence a large revenue can be derived from the running of the railway in a comparatively short time.

Having thus described my invention, I cla m as new and desire to secure by Letters Patent—

1. A railway having a continuous track consisting of an uptrack, a homestretch leading back to the foot of the uptrack, and an intermediate track-section between the upper end of the said uptrack and the starting-point of the said homestretch, the said intermediate section having a beginning loop portion, an ending loop portion and a middle portion appearing in plan in the form of the figure 8.

2. A railway having a continuous track consisting of an uptrack, a homestretch leading back to the foot of the uptrack, and an intermediate track-section between the upper end of the said uptrack and the starting-point of the said homestretch, the said intermediate section having a beginning loop portion, an ending loop portion and a middle portion appearing in plan in the form of the figure 8, the middle members of the said middle portion crossing each other in different horizontal planes.

3. A railway having a continuous track consisting of an uptrack, a homestretch leading back to the foot of the uptrack, and an intermediate track-section between the upper end of the said uptrack and the starting-point of the said homestretch, the said intermediate section having beginning and ending portions, each appearing in plan in the form of a loop terminating at one end in a straight shank; and a middle portion appearing in plan in the form of the figure 8.

4. A railway having a continuous track consisting of an uptrack, a homestretch leading back to the foot of the uptrack, and an intermediate track-section between the upper end of the said uptrack and the starting-point of the said homestretch, the said intermediate section having beginning and ending portions, each appearing in plan in the form of a loop terminating at one end in a straight shank, and a middle portion appearing in plan in the form of the figure 8 and connecting at its ends with the shanks of the beginning and ending portions.

5. A railway having a continuous track consisting of an uptrack, a homestretch leading back to the foot of the uptrack, and an intermediate track-section between the upper end of the said uptrack and the starting-point of the said homestretch, the said intermediate section having beginning and ending portions, each appearing in plan in the form of a loop terminating at one end in a straight shank, the shanks of the said beginning portions being approximately parallel, and a middle portion appearing in plan in the form of the figure 8.

6. A railway having a continuous track consisting of an uptrack, a homestretch leading back to the foot of the uptrack, and an intermediate track-section between the upper end of the said uptrack and the starting-point of the said homestretch, the said intermediate section having beginning and ending portions each appearing in plan in the form of a loop terminating at one end in a straight shank, the shanks of the said beginning portions being approximately parallel and arranged in different horizontal planes, and a middle portion appearing in plan in the form of the figure 8.

7. A railway having a continuous track consisting of an uptrack, a homestretch leading back to the foot of the uptrack, and an intermediate track-section between the upper end of the said uptrack and the starting-point of the said homestretch, the said intermediate section having beginning and ending portions, each appearing in plan in the form of a loop terminating at one end in a straight shank, the said beginning and ending portions being arranged at opposite ends of the intermediate track-section, and a middle portion appearing in plan in the form of the figure 8.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

STEPHEN EDWARD JACKMAN.

Witnesses:
CHARLES W. JACKMAN,
WILLIAM P. GOEBEL.