No. 723,559. PATENTED MAR. 24, 1903.

J. T. TRUITT.

PLEASURE RAILWAY.

APPLICATION FILED MAY 29, 1902.

NO MODEL.

Fig. I.

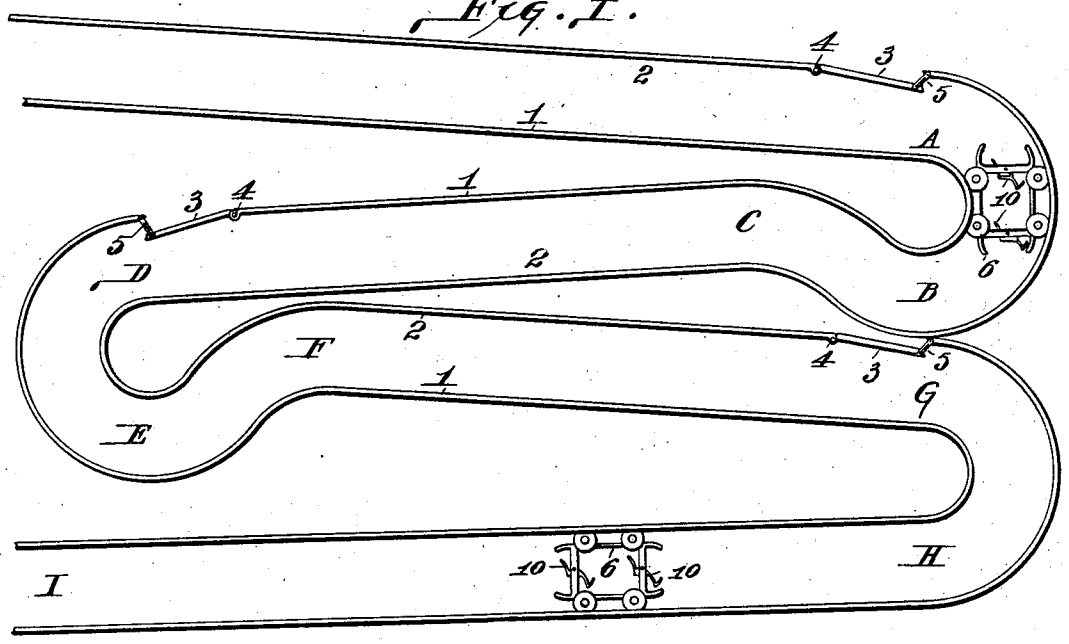


Fig. II.

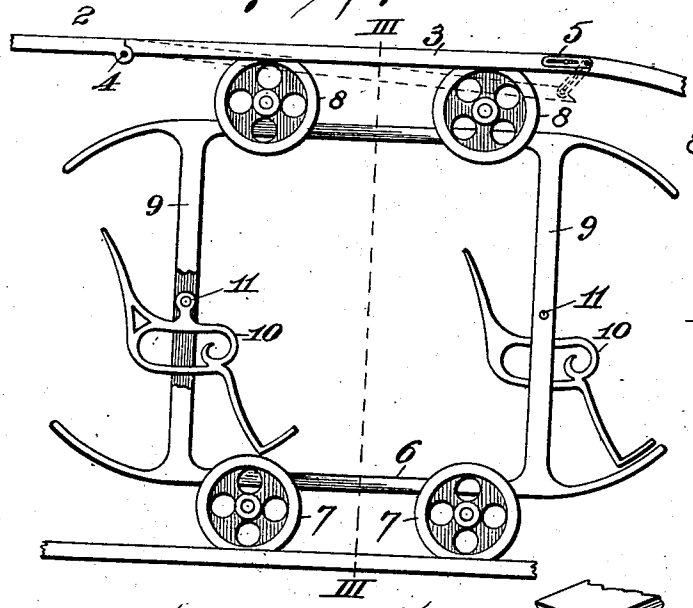


Fig. III.

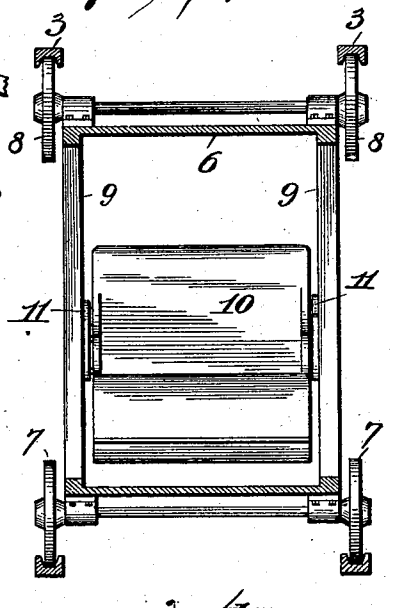
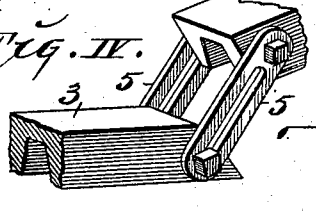


Fig. IV.



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UNITED STATES PATENT OFFICE.

JOHN T. TRUITT, OF ST. LOUIS, MISSOURI.

PLEASURE-RAILWAY.

SPECIFICATION forming part of Letters Patent No. 723,559, dated March 24, 1903.

Application filed May 29, 1902. Serial No. 109,478. (No model.)

To all whom it may concern:

Be it known that I, JOHN T. TRUITT, a citizen of the United States, residing in the city of St. Louis, in the State of Missouri, have invented certain new and useful Improvements in Pleasure-Railways, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to that class of railways designed to furnish amusement, the apparatus comprising two series of tracks that extend from an elevation first in one direction and then in a reverse direction and alternating throughout their extent in similar manner to a point at a lower elevation and a car adapted to traverse said tracks and provided with swinging seats that constantly retain their uprightness throughout the course of the apparatus.

My invention consists in features of novelty hereinafter fully described, and pointed out in the claims.

Figure I is a side view illustrating my railway with the cars shown in varying positions therein. Fig. II is an enlarged side elevation of portions of the railway-tracks and a car situated between them. Fig. III is a vertical transverse section taken on line III III, Fig. II. Fig. IV is a perspective view showing in detail one of the swinging track-rail sections and the means by which it is supported.

1 and 2 designate pairs of track-rails that extend on parallel lines with each other, first in a downwardly-inclined direction to the point A, (see Fig. I,) thence downwardly in a curving dip to the point B, thence in an upwardly-inclined direction to the point C in a direction the reverse of the course to the point A, the rails 1 constituting the track-rails for a car as it travels to the point A and the rails 2 constituting overhead guide-rails to said point A. As the car, to be hereinafter described, dips down in its travel to the point B it is guided between the rails 1 and 2, and on the approach to the point B the rails 2 become the track-rails and the rails 1 at this point above them become the guide-rails for the car. The car proceeds on its course from the point B upwardly to the point C, thence downwardly in an inclined direction to the point D, where the track-rails again dip to the point E and ascend to the point F, the rails 1 again constituting the track-rails and the rails 2 again constituting the guide-rails. From the point F the rails extend in a downwardly-inclined direction the reverse of the course from the point C to D to the point G and again dip from the point H to the point I, their course being in a direction the reverse of that from the point F to G. The circuitous course of the railway may be continued in a manner similar to that described from the point I, or such circuitous course may be terminated and the cars be conducted in a straight course to a point of stoppage.

In order to provide for the unequal travel of the car-wheels at the approach to the dips from A to B, &c., and so that the car traveling in the railway will approach the dips correctly and without binding action, I introduce swinging rail-sections 3 at the approach to said dips, the sections being pivoted at 4 to the rails overhead at the point of their introduction and having their opposite ends loosely united to the rails at the opposite sides of the gap which they close, so that they may swing vertically when struck by the wheels of the car, and therefore accommodate themselves to both the foremost and rearmost wheels at the top of the car to maintain the engagement of the wheels with the overhead track irrespective of the varying arcs in which they move on the approach to the dipping portions of the railway. I have shown the swinging ends of the rail-sections 3 suspended from slotted links 5; but any other desirable means of loosely supporting them may be utilized.

6 designates a car adapted to travel in the railway, the car being so designed as to be suitable for travel invertedly in the railway, the car being equipped with two sets of wheels 7 and 8, either of which is adapted to travel upon the rails 1 or 2 or to bear against said rails when they constitute the guides for the direction of the car. The car is provided with posts or frames 9.

10 represents swinging seats that are pivoted at 11 to the posts or frames 9, so as to be capable of complete rotation within the cars. It will be seen that by swingingly mounting

the seats they may turn on their pivots to accommodate themselves to the direction of travel of the car irrespective of its course in straight, dipping, or curving lines, so that the occupants of the seats will always remain in upright positions throughout the travel of the car in its circuitous transit through the railway.

I claim as my invention—

1. A pleasure-railway comprising a pair of tracks, extending first in one direction, then dipping downwardly and extending in a direction the reverse of the initial course, each of which constitutes the track-rails during portions of the circuit of the railway, and throughout other portions constituting overhead guide-rails.

2. A pleasure-railway comprising a pair of tracks extending first in one direction, then dipping downwardly and extending in a direction the reverse of its initial course, and again dipping downwardly and extending in a direction similar to its initial course, each of which constitutes the head-rails during portions of the circuit of the railway, and throughout other portions constituting overhead guide-rails, substantially as described.

3. A pleasure-railway comprising a pair of tracks extending first in one direction, then dipping downwardly and extending in a direction the reverse of its initial course, then dipping downwardly and extending in a direction similar to its initial course, and then dipping downwardly and extending again in a direction the reverse of its initial course, substantially as described.

4. A pleasure-railway comprising a pair of tracks extending first in one direction then dipping downwardly and upwardly and then downwardly in an inclined direction the reverse of its initial course, substantially as described.

5. A pleasure-railway comprising a circuitous track extending in alternate directions in a vertical tier, and having dips at the junction of its alternate courses, substantially as described.

6. A pleasure-railway comprising a pair of circuitous tracks provided with dips, and overhead swinging rail-sections mounted in said tracks at the approach to said dips, substantially as described.

JOHN T. TRUITT.

In presence of—
E. S. KNIGHT,
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