(No Model.)

J. P. YEARICK.

GRAVITY RAILWAY.

No. 316,512. Patented Apr. 28, 1885.

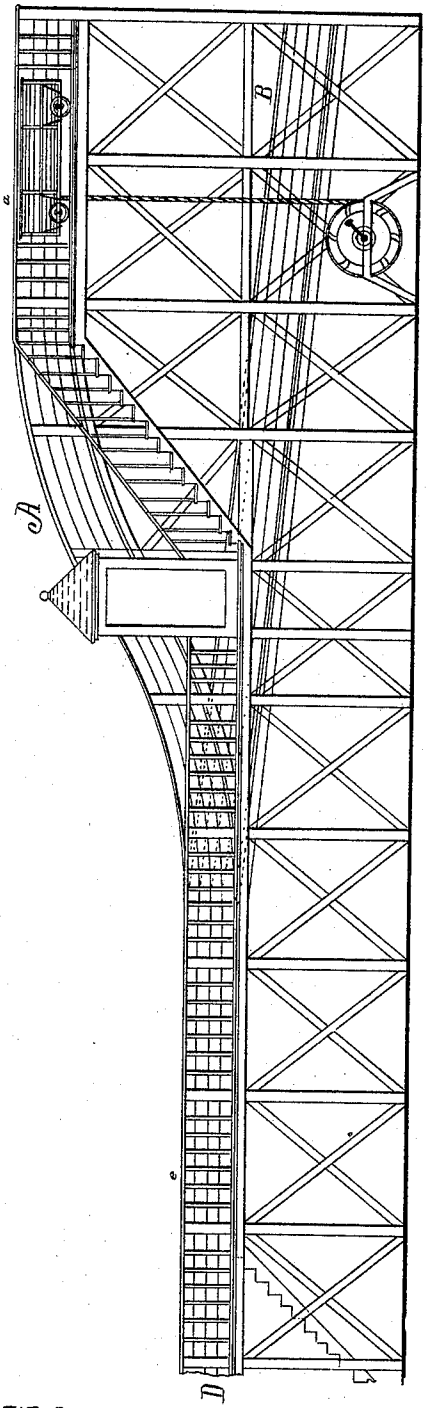

Fig. 3.

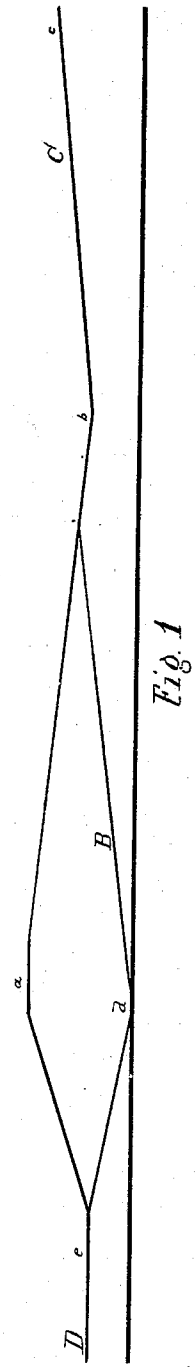

Fig. 1

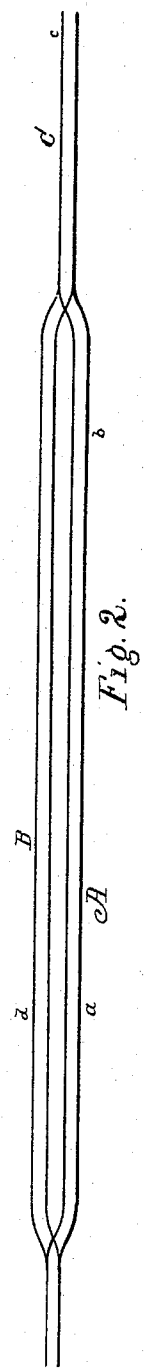

Fig. 2.

Witnesses;
J. E. Monhouse
H. W. Brown.

Inventor
Joseph P. Yearick,
By Munn & Hall,
His Attys.

UNITED STATES PATENT OFFICE.

JOSEPH P. YEARICK, OF TOLEDO, OHIO.

GRAVITY-RAILWAY.

SPECIFICATION forming part of Letters Patent No. 316,512, dated April 28, 1885.

Application filed June 6, 1884. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH P. YEARICK, a citizen of the United States, residing at the city of Toledo, Lucas county, Ohio, have invented a new and useful Improvement in Gravity-Railways, of which the following is a specification.

My invention relates to a railway designed as a means of amusement, in which the cars are impelled by gravity. Heretofore such railways have been continuous and circular, or nearly so, and by reason of such shape have necessarily occupied considerable space—an objectionable feature in cities, where such railways are usually operated. The objects of my invention are, first, to obviate the objection just referred to, and, second, to so arrange such railway that its cars shall travel to and fro alternately in opposite directions, their motion being reversed automatically by gravitation. I attain these objects by means of the device illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation and profile of the tracks; Fig. 2, a plan of the same; and Fig. 3, an enlarged side elevation of one end of the tracks, showing the stopping and starting points.

Similar letters refer to similar parts throughout the several views.

A and B are tracks parallel in their vertical planes, or nearly so, converging at either end into single tracks C and D. Track A at its most elevated point is provided with a starting-level, *a*, on which the car stands when taking passengers. From this point track A inclines downward, as shown, to point *b* at such an angle as to give the car passing over it sufficient velocity to carry it up the opposite incline and to the upper end of track C to point *c*, where, the momentum of the car being exhausted, it stops, and of its own gravity starts on its return trip, following track B to its lowest point, *d*, where the car has again acquired sufficient momentum to carry it up the incline from *d* to the level of track D, where the car stops at point *e*. From this point the car is, by windlass or other suitable means, drawn on track A to starting-level *a*, to again take its load and repeat its journey.

The tracks are supported on suitable trestle-work, and are provided with passenger-platforms at the stopping and starting levels, which platforms are connected with each other and with the ground by suitable stairways.

The tracks may be provided with undulations, (not shown,) thus varying the sensations of the pleasure-seeking passengers.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. A gravity-railway consisting of two tracks, A and B, converging at either end into single tracks C and D, said tracks being provided with starting-level *a*, reversing-point *c*, and stopping-level *e*, arranged substantially as shown and described, for the purposes set forth.

2. In a gravity-railway, in combination with tracks A, B, C, and D, grades or inclines *a b*, *b c*, *c d*, *d e*, and *e a*, substantially as shown and described, for the purposes set forth.

JOSEPH P. YEARICK.

Witnesses:
FREDERICK L. GEDDES,
HALLIE W. BROWN.