

No. 798,979.

PATENTED SEPT. 5, 1906.

J. C. RECKWEG.
PLEASURE RAILWAY.
APPLICATION FILED MAR. 13, 1906.

2 SHEETS—SHEET 1.

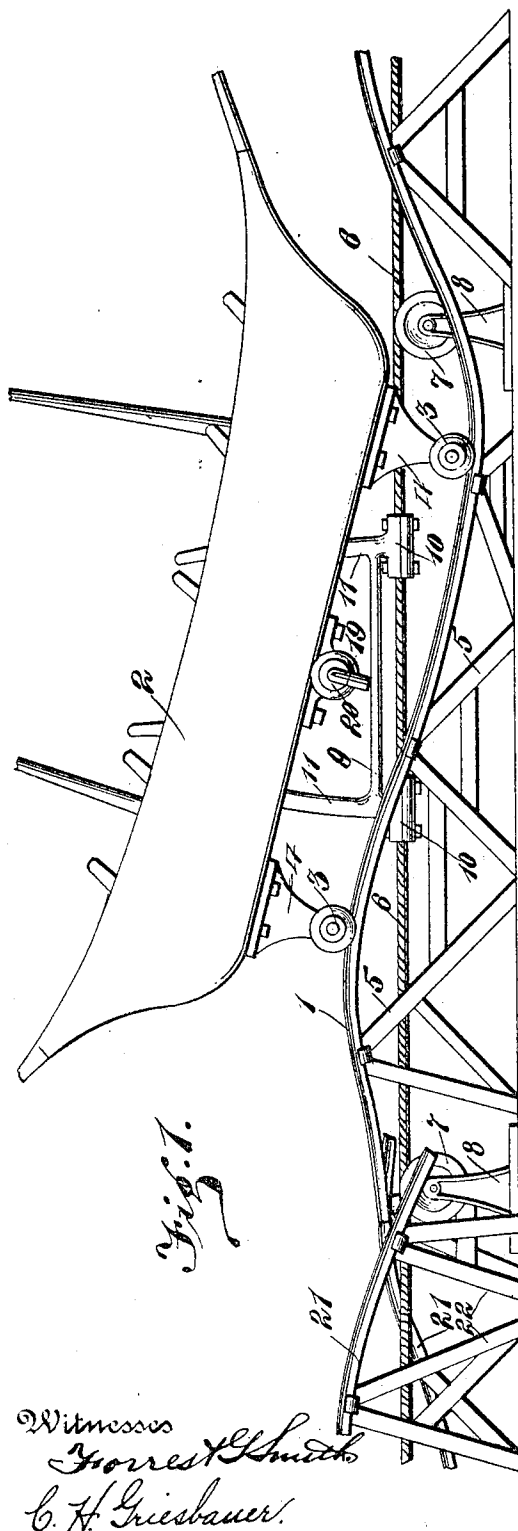


Fig. 1.

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Forrest Smith
C. H. Griesbauer.

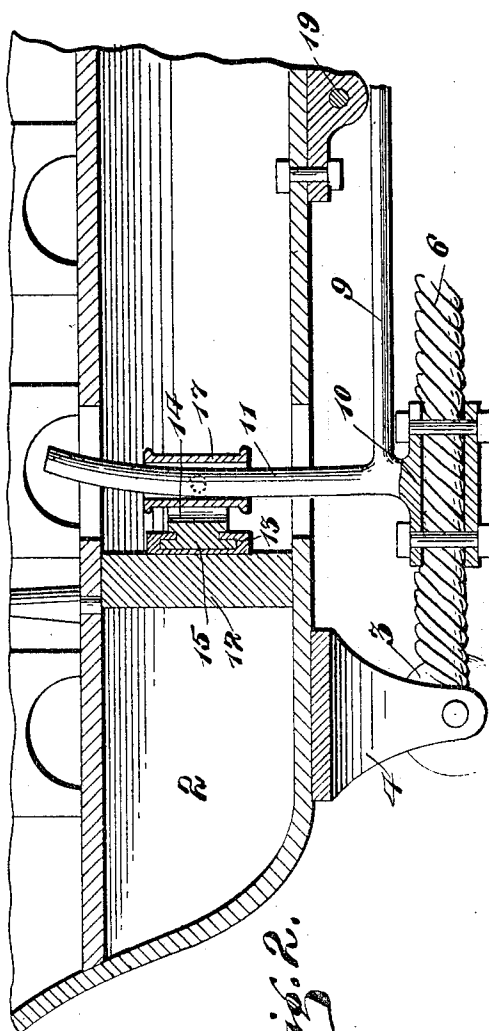


Fig. 2.

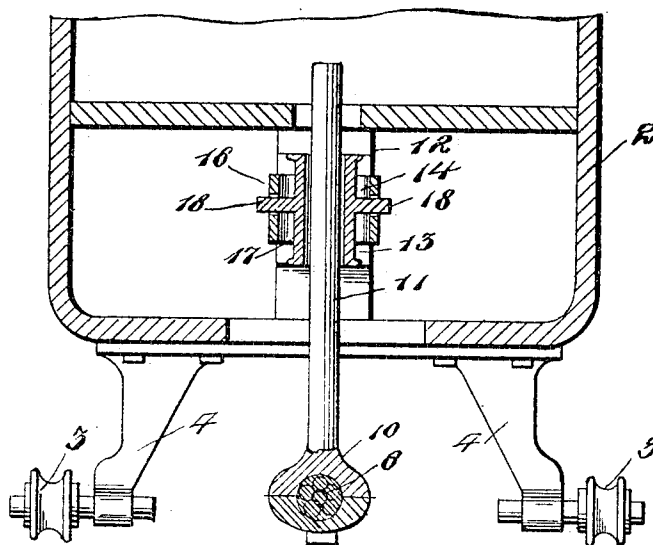
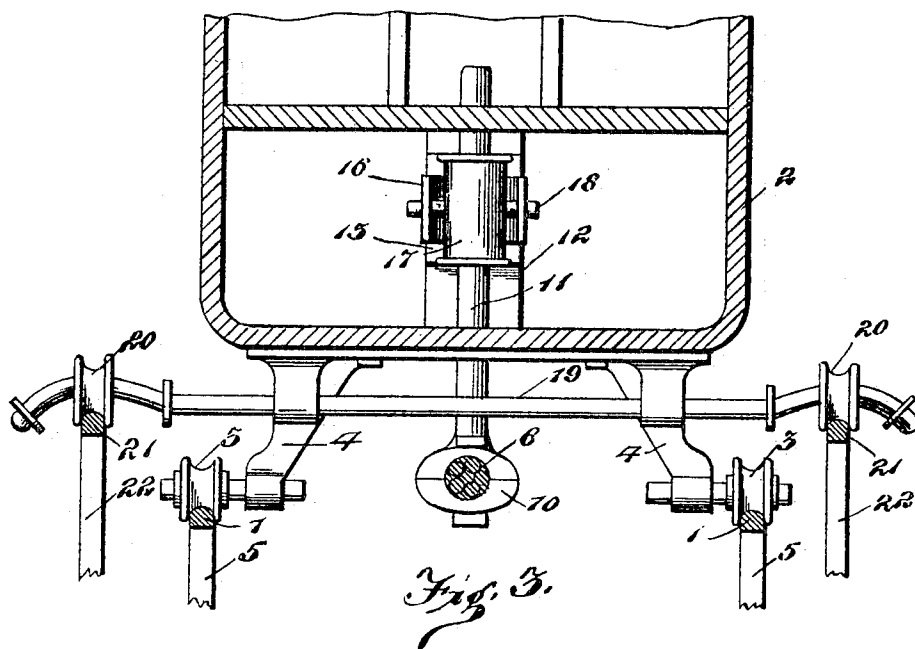
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2 SHEETS—SHEET 2.



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UNITED STATES PATENT OFFICE.

JOHN C. RECKWEG, OF LOS ANGELES, CALIFORNIA.

PLEASURE-RAILWAY.

No. 798,979.

Specification of Letters Patent.

Patented Sept. 5, 1905.

Application filed March 13, 1905. Serial No. 249,898.

To all whom it may concern:

Be it known that I, JOHN C. RECKWEG, a citizen of the United States, residing at Los Angeles, in the county of Los Angeles and State of California, have invented certain new and useful Improvements in Pleasure-Railways; and I do 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.

My invention is an improved pleasure-railway in which the car is caused to pitch and roll to simulate the motion of a vessel in a seaway; and it consists in the construction, combination, and arrangement of devices hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a side elevation of a pleasure-railway embodying my improvements. Fig. 2 is a detail longitudinal sectional view through the car, showing the construction of the devices for connecting the car to the propelling-cable. Fig. 3 is a vertical sectional view, and Fig. 4 is a similar view on another plane.

The track-rails 1 of my improved pleasure-railway are of sinusoidal form to cause the car 2, which travels thereon, to pitch when in motion, the wheels 3 of the truck 4 traveling on the said rails. Said track-rails are disposed in sections of suitable length, which sections are suitably spaced apart, and said track-rails may within the scope of my invention be of any suitable construction and they may be supported by any suitable means. I show, for the purposes of this specification, trestles 5 to support the said rails. The car may be of any suitable construction, but is preferably shaped to imitate the figure of a boat or other marine vessel. The car here shown is drawn along the track by means of a cable 6, which runs on grooved wheels 7, which are provided with suitable supports 8. The said cable is disposed midway between the track-rails, and the latter may proceed in a direct line or in curved or reversely-curved lines, as may be desired. I do not limit myself in these particulars.

I will now describe my improved gripping device which is employed to connect the car to the cable to permit the car to pitch as it moves along the track without interfering with the cable.

A frame 9 of suitable length is provided on its under side at its ends with coupling devices 10, which connect it to the cable. At the ends of the said frame are vertical posts

11, which extend upwardly therefrom and which should be somewhat curved, as here shown, on a suitable radius to prevent them from binding, owing to the pitching motion of the car. The latter is provided in its center with suitable stanchions 12, to the inner sides of which are secured plates 13, to which are swiveled yokes 14, said yokes having swivel-studs 15, which have their bearings in the said plates and being each provided with a pair of reversely-bent arms 16. Collars 17 are slidable vertically on the posts 11, are disposed between the arms 16 of the yokes 14, and are pivotally connected to the said yokes by means of trunnions 18, which lie in planes that are at right angles to the axes of the swivel-studs 15. Hence the car is connected to the gripping device for universal angular movement both longitudinally and transversely with reference to the gripping device. The posts 11 extend through openings in the bottom of the car, which openings are large enough to permit the car to pitch and roll.

I will now describe my improved devices for causing the car to roll from side to side while the same is moving along the track and is pitching.

An arm 19 is secured to the bottom of the car, at the center thereof, and projects laterally from opposite sides of the car. The end portions of the said arm are curved, as shown, and form axles for peripherally-grooved wheels 20. At the points along the track-rails where it is desired that the car shall roll from side to side supplemental rails 21, of suitable length, are disposed, which are located outside of the track-rails and in alternation therewith. These supplemental track-rails 21 are supported at suitable elevations by means of trestles or other supports 22, and they form compound curves which alternate at opposite sides of the track, so that the highest points in each of said rails 21 coincide with the lowest points in the opposite rail. As the car nears the end of each track-section 1 the wheels 20 thereof engage the rails of a track-section 21, thus causing the car to roll, and as it leaves the said track-section 21 and its wheels 3 engage the next track-section 1 the car is caused to pitch. Hence the motion of the car as it travels along the track exactly simulates the pitching and rolling of a vessel in a seaway.

From the foregoing description, taken in connection with the accompanying drawings, the construction and operation of the inven-

tion will be readily understood without requiring a more extended explanation.

Various changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

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

1. A pleasure-railway having a track composed of alternate sections adapted, respectively, to impart pitching and rolling motion to a car as it travels over them.
2. A pleasure - railway comprising alternately-disposed track-sections, in combination with a car having trucks to respectively engage the alternate sections of the track, the respective sections of the track being adapted to impart pitching and rolling motion to the car.
3. In combination with a trackway adapted to impart pitching motion to a car, a car on said trackway, a cable to move the car, and a gripping device connected to the car and to

the cable and having angular movement with respect to the car to adapt the latter to pitch without affecting the cable.

4. In combination with a trackway adapted to impart pitching motion to a car, a car on said trackway, a cable to move the car, and a gripping device connected to the car and to the cable and having angular movement with respect to the car to adapt the latter to roll without affecting the cable.

5. In combination with a trackway adapted to impart pitching motion to a car, a car on said trackway, a cable to move the car, and a gripping device connected to the car and to the cable and having universal angular movement with respect to the car to adapt the latter to pitch and roll without affecting the cable.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

JOHN C. RECKWEG.

Witnesses:

J. J. LORENZEN,
ERIK BJORKLUND.