LA MARCUS A. THOMPSON.

PLEASURE RAILWAY.

APPLICATION FILED MAY 26, 1913.

1,070,082.

Patented Aug. 12, 1913.

2 SHEETS—SHEET 1.

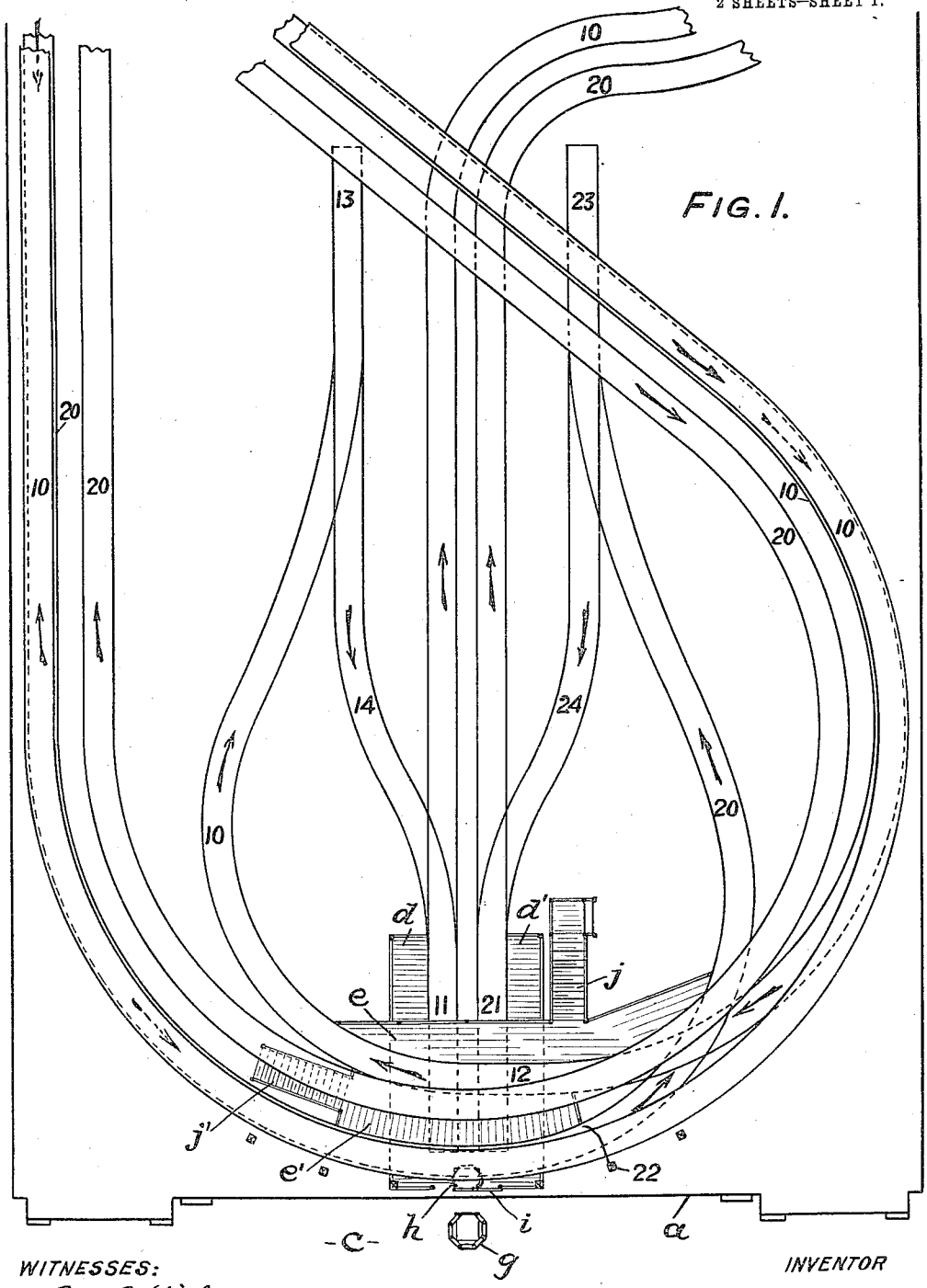

FIG. 1.

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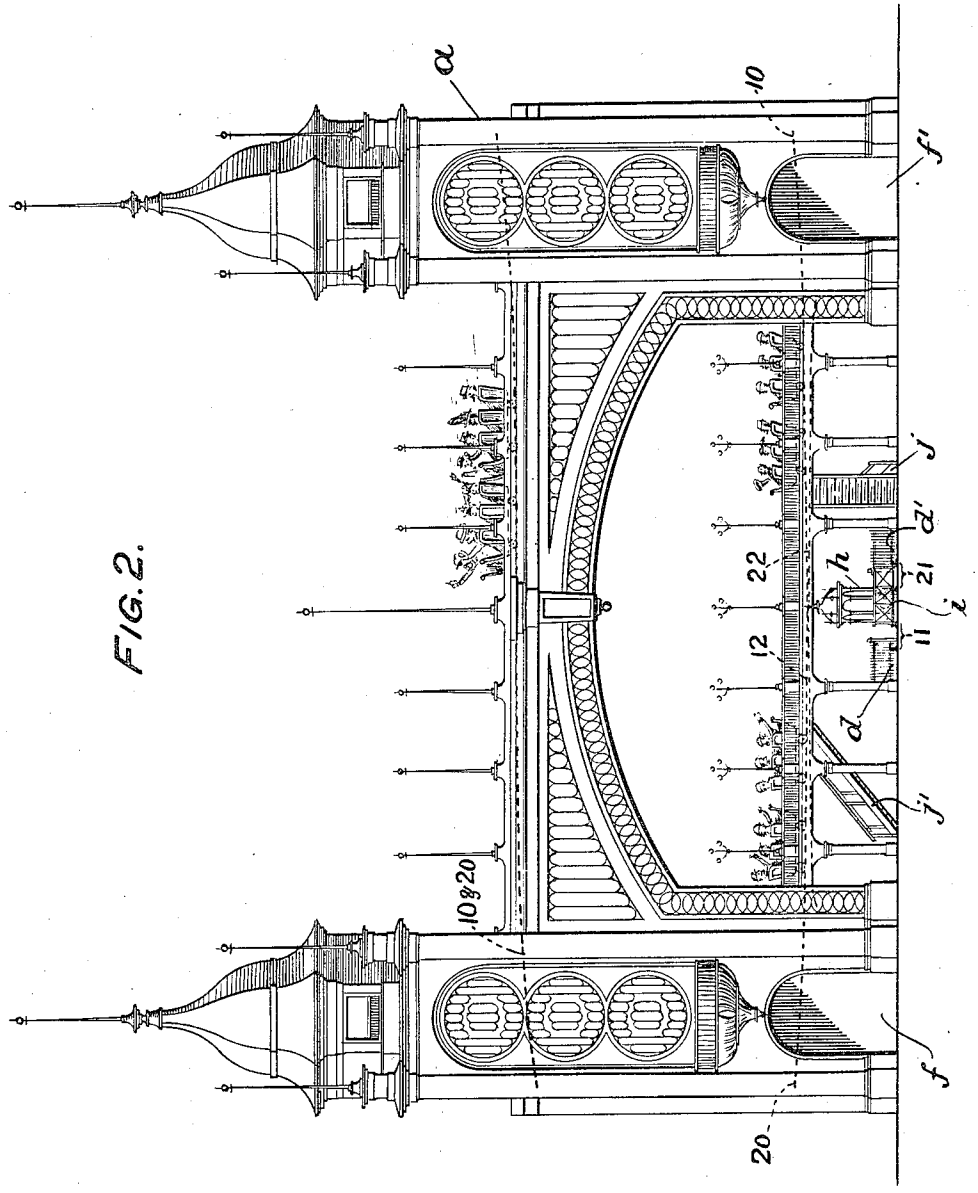

FIG. 2.

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PLEASURE-RAILWAY.

1,070,082. Specification of Letters Patent. Patented Aug. 12, 1913.

Application filed May 26, 1913. Serial No. 769,823.

To all whom it may concern:

Be it known that I, LA MARCUS A. THOMPSON, a citizen of the United States, residing at New York city, county of New York, and State of New York, have invented a new and useful Improvement in Pleasure-Railways, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, which form a part of this specification.

My invention relates to pleasure railways comprising an elevated frame work on which is erected a long track extending back and forth a plurality of times to form elongated loops at different levels, the starting point and loading station, as well as the finishing point or unloading station, being located more or less near one end of the structure adjacent to the highway or esplanade.

More specifically my invention relates to what are known as racing coasters, in which two such tracks are arranged in parallel relation throughout the greater part of the length of the course, the cars on the two tracks being simultaneously elevated from the starting point, which is near the level of the street, up a steeply inclined plane, to the highest point of the course, whence the cars pass by gravity throughout the course to the finishing point, which is usually connected with the starting point by loops. In racing pleasure railways of this type the two tracks are of approximately the same length, and as nearly as possible the conditions on the two tracks are equalized, and the "races" are therefore invariably close and productive of much excitement, which reaches its maximum at the finishing point or unloading station. Frequently riders or groups of riders will remain on the car and repeat the trip once or several times. It is necessary, in this or any type of pleasure railway, to have the loading station close to the entrance along the border of the highway. It is customary, also, to make the track endless or continuous which necessitates the arrangement of the loading and unloading station at different points along the same continuous track.

In view of the great value of the frontage on the highway adjacent to which the structure is erected, practical considerations require the erection of the railway on a plot of ground of relatively great length and small width, which demands that the loading station and unloading station shall extend longitudinally of the plot, one behind the other, with connecting curves in front of the station near the entrance. This throws the loading station some distance back of the entrance, while the unloading station must be located a very considerable distance therefrom. This arrangement not only requires patrons who have disembarked to walk a considerable distance to return to the street, but locates the focus of maximum excitement far from the passing throngs. This last feature is one open to serious objection, as the liberal patronage of the public depends upon the success with which the interest and curiosity of passers-by are aroused, and it is highly advisable to bring the most alluring features of the railway close to the street.

One of the objects of the invention, therefore, is to so construct the railway that the finishing stretch or unloading station may be brought close to the entrance to the pavilion in full view from the highway, while retaining the starting point or loading station close to the entrance, whereby the features of maximum interest will be forced upon the notice of people passing along the street.

The arrangement of the loading and unloading stations at different points along the same stretch of track is objectionable for another reason. As before stated, riders often desire to take two or more rides. This requires the collection of cash fares at the unloading station. As some of the riders intend to alight and others intend to stay on the car, while still others may be uncertain, much delay and confusion results.

Another object of my invention is to eliminate this source of trouble, and to this end an intermediate fare-collecting station is provided, so arranged, however, as not to interfere with the location of the loading and unloading stations in close proximity one to the other at the entrance to the pavilion, as before specified.

Another object of the invention is to provide means whereby separate loading platforms for the two tracks may be provided and patrons automatically directed to one platform or the other so as to maintain the number of people on the two platforms substantially equal.

The means whereby the above objects are attained will be clear from the accompanying drawings and the following specification, wherein is set forth a preferred embodiment of my invention.

In the drawings: Figure 1 is a diagrammatic plan view of the front portion of a pleasure railway embodying my invention; Fig. 2 is a front elevation of the same.

The pavilion *a* fronts upon the highway, and within the pavilion and extending back of the same to an indefinite distance is the frame work supporting the two tracks, which are denoted by the numerals 10 and 20. These tracks are not endless or continuous, but are each provided with two termini connected by a switch track or connecting track. One terminus of each track is the starting point or beginning of the ride while the other terminus of each track is located beyond the finishing point or end of the ride, the last-named terminus being utilized as a cash fare collecting station. This will be presently explained more in detail.

The two starting termini, 11 and 21, of the two tracks are located in parallel relation near the entrance to the esplanade *c*. Preferably the tracks start close to the extreme front of the pavilion, so that the fullest opportunity is afforded to passers-by to witness the passengers embark, the loading station of course being located along this starting stretch. The loading station shown in the drawings is composed of two separate platforms *d* and *d'*, located outside the respective tracks, and is near the level of the ground. Separate entrances, on opposite sides of a ticket-taking booth *h*, are provided for the two platforms. Means are provided whereby either entrance may be closed. As shown, a horizontally extending bar *i* is arranged to slide from one side to the other to close the entrance to one or the other of the platforms *d* and *d'*. This arrangement facilitates the distribution of the passengers to the two series of cars running on the two tracks, and thus minimizes confusion and crowding. It is not essential, however, so far as the other features of my invention are concerned, that the loading station should be composed of two separate stations or platforms. A ticket selling booth *g* is located immediately in front of the entrance.

From the terminal loading station *d*, *d'*, the two tracks extend in parallel relation up an inclined plane to the highest point of the railway, whence the tracks continue, in parallel relation, back and forth throughout the length and breadth of the structure. While the tracks slope, generally speaking, downward from the highest point to enable the cars to travel thereon by gravity, the downward slope is not uniform, but is interrupted by rises and drops of varying grade, thereby contributing to the enjoyableness and excitement of the ride.

The finishing stretches, 12 and 22, of the tracks, or that point in their length where the unloading station is located, are arranged at the front of the esplanade, above the terminal starting station, and extend parallel, or substantially so, to the street. As the tracks approach this point from the rear, they diverge, one track 10 branching to the left (from the standpoint of travel of the car) obliquely across the structure and thence turns to the right and describes a loop at about the center of which the finishing stretch 12 is located; while the other track 20 continues in a straight line and thence turns to the left and describes a loop at about the center of which the finishing stretch 22 is located. These two finishing stretches are located in parallel relation, and platforms *e* and *e'* are arranged alongside thereof, on which the passengers who do not care to take another ride alight from the respective cars and thence pass down stairways *j j'* to the ground level of the pavilion and thence to the exits *f*, *f'* to the street.

I have alluded to the stretches 12 and 22 as finishing stretches, although the tracks extend beyond this point, because at this point the cars are stopped and the ride is completed. Here is the central point of noise and excitement, emanating from the occupants of the two cars that have just completed the race, and this occurs at the very front of the pavilion, in full view of passers-by, and arouses such a degree of interest and attention among them as operates to induce many people to patronize the road who would otherwise pass it by. The tracks continue, as above stated, beyond the unloading station, curving inward toward each other and thence extending back to the other termini 13 and 23 of the tracks. At this point the two tracks are again in parallel relation.

No fares are collected at the unloading station from those desiring another ride; but after those passengers alight who elect not to repeat the ride, the cars, with the remaining passengers who desire to repeat the trip, are allowed to continue to pass to the terminals 13 and 23, at which point, which I have designated the cash fare collecting station, an attendant collects the fares and then reverses the cars and sends them over the switch-tracks 14 and 24 to the starting terminals 11 and 21. This arrangement increases the time occupied by cars in making a complete trip from starting point to starting point, but it diminishes the starting time between successive cars; it being only necessary to provide a pair of cars additional to the number required on the conventional endless track in order to do the maximum business of which a railway of given

length is capable. The loading and unloading of the cars is much expedited, as the cars need remain at the loading station a much shorter time than if it were necessary to there collect cash fares. When the railway is operated at its maximum capacity, there is always a pair of cars at each of the three stations, or approaching or leaving each of the three stations. It will thus be seen that the cars may be operated at an even closer headway than is possible in an endless or continuous track or course; my invention permitting the most rapid despatch possible of the cars consistent with safety.

While I have so lettered the tracks as to indicate that a car starting from one terminal 11 or 21, will be ultimately returned to the same terminal, it will be understood that the particular course that may be arranged by the constructor may be such as to incidentally cause the tracks 10 and 20 to be reversed in position, so that the numerals on the tracks approaching and leaving the unloading station would have to be reversed to indicate accurately the correct condition. This would serve to bring a car starting at the loading station on track 10 back to the loading station on track 20.

While in certain claims I have referred to the loading and unloading stations, or starting and finishing stretches, as being located at one end of the area on which the track structure is erected, I do not mean to require that the same shall necessarily be located at the extreme margin of that area but at the end portion thereof adjacent to the entrance.

Having now fully described my invention, what I claim and desire to protect by Letters Patent is:

1. A pleasure railway comprising a frame work and a trackway thereon divided into a relatively long section extending back and forth substantially throughout the length and breadth of the frame work and two relatively short sections connecting opposite ends of the long section and over which cars that have traversed the long section are returned to the starting point, a loading station and an unloading station at respectively opposite ends of the long section and a fare collecting station at the junction between the short sections.

2. A pleasure railway of the racing coaster type comprising a framework and a pair of trackways thereon divided into a pair of relatively long sections extending back and forth substantially throughout the length and breadth of the framework and over which two cars are adapted to travel simultaneously, and two pairs of relatively short sections over which said cars are returned to the starting point, a loading station and an unloading station at respectively opposite ends of the pair of long sections and a fare collecting station at the junction between pairs of short sections.

3. A pleasure railway comprising a frame work and an extended track supported thereon having a terminus at one end of the area included in the frame work, a loading platform at said terminus, and an unloading platform along a stretch of the track at the same end of said area as the loading terminus but at a different level.

4. A pleasure railway comprising a framework and an extended track supported thereon having a terminus at one end of the area included in the framework and having a stretch near the other end located over said terminus, a loading platform at said terminus, and an unloading platform along the last-named stretch.

5. A pleasure railway comprising a framework and an extended track supported thereon having a terminus at one end of the area included in the framework and having a stretch near the other end extending over and at an angle to the loading platform, and an unloading platform along the last named stretch.

6. A pleasure railway comprising a framework and a plurality of tracks supported thereon and extending parallel to one another throughout the greater part of their length and having termini at one end of the area in the framework, a loading station at said termini, and an unloading station along a stretch of the track at the same end of the framework as the loading station but at a different level.

7. A pleasure railway comprising a framework and a plurality of tracks supported thereon and extending parallel to one another throughout the greater part of their length, and having termini at one end of the area in the framework, and each having a finishing stretch near the other end located over said termini, a loading platform at said termini, and an unloading platform along said finishing stretches.

8. A pleasure railway comprising a framework and a plurality of tracks supported thereon and extending parallel to one another throughout the greater part of their length and having termini at one end of the area in the framework, and having parallel finishing stretches near the other end extending above and at an angle to said termini, a loading platform at said termini, and an unloading platform along said finishing stretches.

9. A pleasure railway comprising a plurality of separate tracks extending parallel one to the other throughout the greater part of their length and provided with starting stretches on which the cars on different tracks are adapted to run in the same direction and with finishing stretches on which

the cars on different tracks are adapted to run in opposite directions, a loading station at the starting stretches and an unloading station at the finishing stretches.

10. A pleasure railway comprising an extended track, a loading station at one terminus of the course, an unloading station near the other terminus of the course, a terminal fare-collecting station beyond the unloading station at the last named terminus of the course, and a connecting track between the terminal fare collecting station and terminal loading station.

11. A pleasure railway comprising a plurality of tracks extending parallel one to the other throughout the greater part of their length, a loading station at one terminus of the course, an unloading station near the other terminus of the course, a terminal fare-collecting station beyond the unloading station at the last-named terminus of the course, and connecting tracks, each track connecting the last-named terminus of a track with the loading terminus of a track.

12. A pleasure railway comprising a pair of tracks having separate starting termini and separate end termini and extending throughout the greater part of their course side by side and adapted to convey cars thereon in the same direction and throughout a part of their course diverging to form oppositely curving loops whose intermediate portions extend side by side and along which the cars of the two tracks are adapted to travel in opposite directions, said loops merging into said end termini.

13. A pleasure railway comprising a pair of tracks extending throughout the greater part of the length of the course side by side and adapted to carry cars in the same direction, said tracks having separate terminal stretches located side by side at each end of the course, said tracks having between the ends of the course stretches adapted to carry cars thereon in opposite directions.

14. A pleasure railway comprising a pair of tracks extending throughout the greater part of the length of the course side by side and adapted to carry cars in the same direction, said tracks having terminal stretches located side by side at both ends of the course, said tracks having between the ends of the course stretches adapted to carry cars thereon in opposite directions, an unloading station located along the last named stretches and a loading station located at one pair of termini.

15. A pleasure railway comprising a pair of tracks extending in parallel relation throughout the greater part of the length of the course, said pair of tracks starting at the front end of the area included in the track structure and from which the cars are adapted to start toward the rear end of said area, said pair of tracks extending back and forth and having end termini at a distance from the front end of said area and to which end termini the cars are adapted to pass from the front end of said area, and switch tracks, connecting the starting point and the end termini, over which cars are adapted to pass by reversing the direction of travel of the car.

16. A pleasure railway comprising a pair of tracks extending in parallel relation throughout the greater part of the length of the course, said pair of tracks starting at the front end of the area included in the track structure and from which the cars are adapted to start toward the rear end of said area, said pair of tracks extending back and forth and having end termini at a distance from the front end of said area and to which end termini the cars are adapted to pass from the front end of said area, switch tracks, connecting the starting point and the end termini, over which cars are adapted to pass by reversing the direction of travel of the car, a loading station at the starting point of the tracks and an unloading station at the front of said area along adjacent stretches of the two tracks immediately connected with said end termini.

17. A pleasure railway comprising a track extending back and forth at different levels and having one terminus at one end of the track structure and its other terminus at a point back of the starting terminus, the end portion of the track leading to the last named terminus extending in a loop whose intermediate portion comprises a stretch extending laterally of the track structure and overlying the first-named terminus, and means to return the cars from the last-named terminus to the first-named terminus.

18. A pleasure railway comprising a plurality of tracks of substantially the same length extending in parallel relation throughout the greater part of their course, the termini of the two tracks constituting the starting stretch of the course being located side by side at one end of the track structure, while the other termini of the two tracks are located side by side to the rear of the starting stretch, the end portions of the tracks leading to the last named termini extending in loops whose intermediate portions comprise stretches extending laterally of the track structure and overlying the starting stretch of the course, and car-conveying means between the two pairs of termini.

19. A pleasure railway comprising a plurality of tracks of substantially the same length extending in parallel relation throughout the greater part of their course, the termini of the two tracks constituting the starting stretch of the course being located side by side at one end of the track structure, while the other termini of the two

tracks are located side by side to the rear of the starting stretch, the end portions of the tracks leading to the last named termini extending in loops whose intermediate portions comprise stretches extending laterally of the track structure and overlying the starting stretch of the course, said loops being arranged to convey cars traveling on the two tracks in opposite directions toward and from the finishing stretch, and a pair of tracks connecting the two pairs of termini.

20. A pleasure railway comprising a track extending back and forth at different levels, one terminus of the track constituting the starting stretch being located at one end of the area included in the track-structure, the other end portion of the track extending in a loop and having a terminus within said area at a distance from the end thereof, said loop including a finishing stretch located at the end of the area at which said starting terminus is located but at a different level and extending across the starting stretch, a connecting track between the two termini, a loading station at the starting stretch and an unloading station at the finishing stretch.

21. A pleasure railway comprising a plurality of tracks extending parallel one to the other throughout the greater part of their length, the ends of the two tracks constituting the starting stretch of the course being located side by side at one end of the area included in the track-structure, the other end portions of the two tracks extending in loops and having proximate terminal stretches arranged within said area at a distance from the end thereof, said loops including finishing stretches located side by side at the end of the area at which the starting end of the course is located but at a different level and extending at an angle to the starting stretch of the course, a switch track connecting the two pairs of track termini, a loading station at the starting stretch and an unloading station at the finishing stretch.

22. A pleasure railway comprising a plurality of tracks extending parallel one to the other throughout the greater part of their length, the ends of the two tracks constituting the starting stretch of the course being located side by side at one end of the area included in the track-structure, the other end portions of the two tracks diverging and then converging to form loops adapted to carry the cars in opposite directions and having proximate terminal stretches arranged within said area at a distance from the end thereof, said loops including finishing stretches located side by side at the end of the area at which the starting end of the course is located but at a different level and extending at an angle to the starting stretch of the course, a loading station at the starting stretch of the course, an unloading station at the finishing stretch of the course, and a pair of switch tracks connecting the two pairs of track termini.

In testimony of which invention, I have hereunto set my hand, at New York, N. Y., on this 21st day of May, 1913.

LA MARCUS A. THOMPSON.

Witnesses:
DANL. A. SLATTERY,
G. ARTHUR R. DALTON.