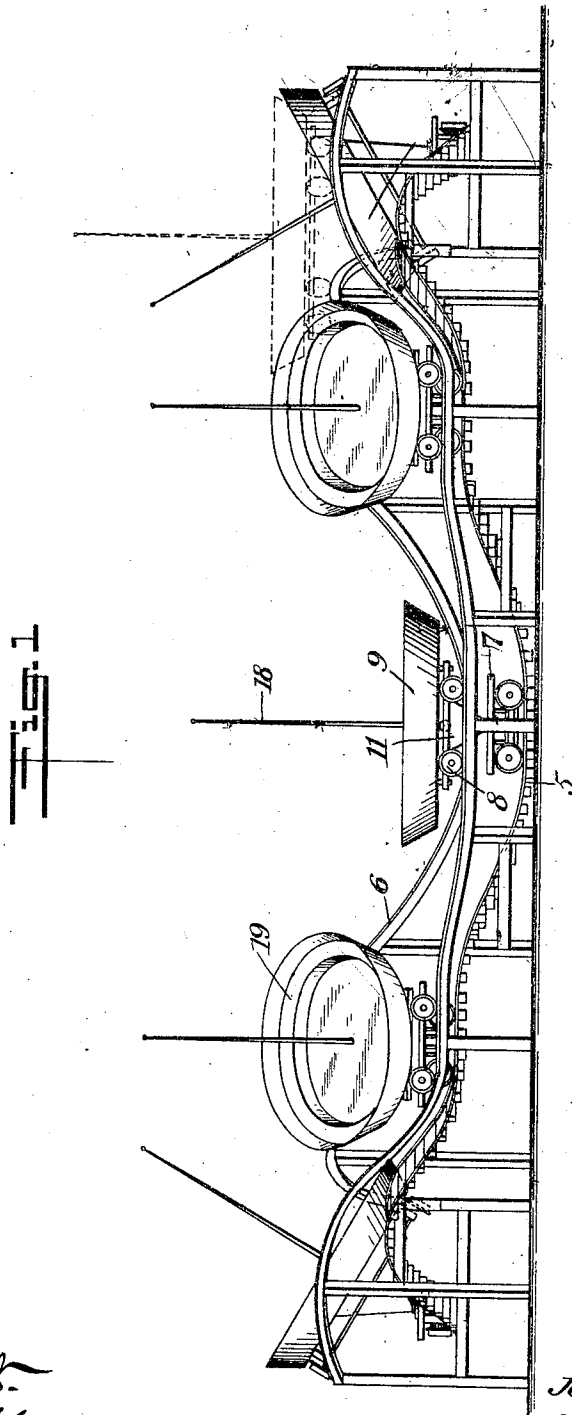


No. 886,958.

PATENTED MAY 5, 1908.

J. H. DEWEY
AMUSEMENT RAILWAY.
APPLICATION FILED JAN. 22, 1908.

2 SHEETS—SHEET 1.



WITNESSES
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2 SHEETS—SHEET 2.

Fig. 2

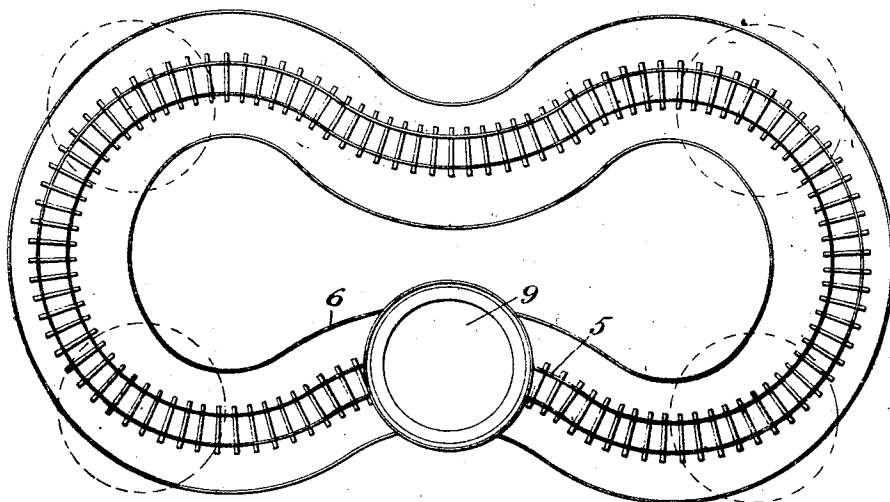
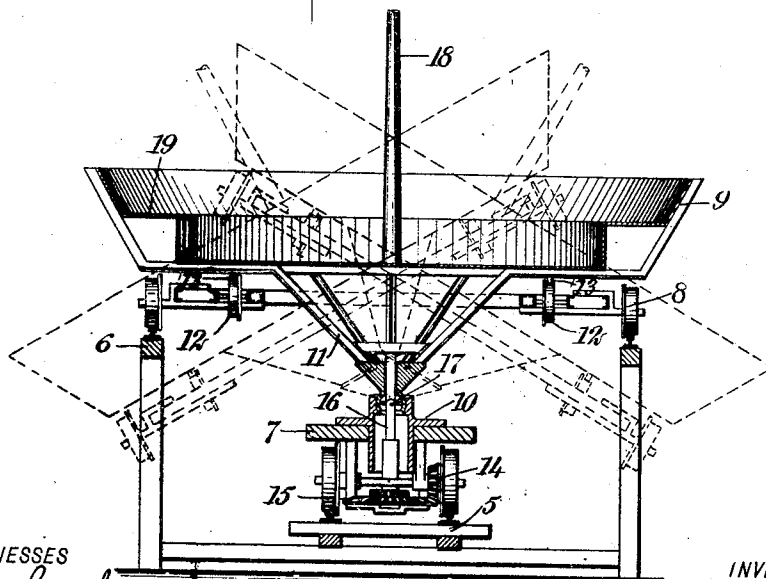


Fig. 3



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AMUSEMENT-RAILWAY.

No. 886,958.

Specification of Letters Patent.

Patented May 5, 1908.

Application filed January 22, 1908. Serial No. 412,102.

To all whom it may concern:

Be it known that I, JAMES H. DEWEY, a citizen of the United States, and a resident of the city of New York, borough of Manhattan, in the county and State of New York, have invented a new and Improved Amusement-Railway, of which the following is a full, clear, and exact description.

This invention is an improvement in amusement railways, having for its purpose the provision of means causing a car in its travel to rise and fall and to cause the body of the car to revolve and rock from side to side, simulating the rolling and pitching of a boat. This I accomplish by constructing the railway with two tracks, one of which is for supporting the car, which I term the supporting-track, and the other for effecting the rocking movement of the car-body from side to side and at the same time keeping it in equilibrium, which I term the equilibrating track, both of these tracks preferably having undulations, the undulations in the rails of the equilibrating track being in conformity with the undulations of the other track and with each other. The car which bodily moves over these tracks is provided with two sets of trucks, or other suitable supports, one set of which rests on the supporting-track and has a universal connection with the car-body, which it revolves, and the other rests on the equilibrating track and has a bearing between it and the car-body, permitting of the latter rotating with respect thereto, whereby as the car travels it receives a lateral motion, a vertical motion, a rocking movement, and revolves.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a view of a portion of my improved railway in side elevation, showing the position taken by the cars in moving over certain portions of the track; Fig. 2 is a plan of a railway embodying my invention; and Fig. 3 is a cross-section through the railway and centrally through one of the cars, illustrating the car construction and the extreme positions of the car body in rocking from side to side.

More specifically described, a railway constructed in accordance with my invention includes an undulating supporting-track 5, which as herein shown, is of a sinuous nature, and may if desired, take the form of a figure

eight, although this is not essential as the track may be disconnected at its ends. Preferably at a higher elevation than the supporting-track 5, and of a wider gage, is an equilibrating track 6, also of an undulating construction, the undulations of its two rails being in conformity to the undulations of the supporting-track and to each other.

The car which I preferably use in connection with the railway is best shown in the enlarged sectional view of Fig. 3, and consists of a truck 7, mounted on the supporting-track, a truck 8, or other suitable support mounted on the equilibrating track, and a body 9, having a bearing on the truck 8 and a universal connection with the truck 7, this last-named connection being preferably effected by providing the center plate 10 of the truck, and the apex of a conical neck 11, rigid with the body, with a socket and ball, respectively. The truck 8, it will be noted, in addition to the wheels rolling on the equilibrating track, is provided with wheels or rollers 12, on which bears a circular track 13, carried on the under face of the car.

Fixed to one of the axles of the truck 7 is a bevel gear 14, in mesh with a somewhat larger gear 15 secured to a shaft 16, concentrically passing through the center plate 10 and having a jointed or pivotal connection as indicated at 17 with its upper portion, coincident with the center of oscillation of the ball and socket joint, the upper portion of the shaft being keyed or anchored in a suitable way to make it rigid with the neck 11 and consequently with the car-body 9. The car-body as shown is preferably of circular form, having a vertical mast 18 at its center and with a seat 19 running continuously around the car at its perimeter.

It will be apparent from the construction of the car, that as the same is caused to bodily move over the supporting-track, the non-conformity in the undulations of the rails of the equilibrating track will cause the body of the car to rock from side to side, and by reason of the gearing in connection with the lower truck, said body will also revolve. The undulations in the supporting-track will cause the car in its entirety as it travels laterally, to move up and down, and the sinuous nature of the track will give a further movement to the car, adding to the pleasure and excitement of the passengers seated within the car-body. The mast 18 will magnify the rocking movement of the car-body to the ob-

server, and at night, if desired, may be supplied with a light at its extremity.

It will be noted from an inspection of the dotted positions of the car-body in Fig. 3, as when the body is thrown to the extreme inclined positions by the equilibrating track, that there will be no points in the car at which the passengers will not experience its motion.

10 The invention as shown and described, while being the preferred form of my improved railway may obviously be modified in numerous particulars, without departing from the essential characteristics as pointed
15 out in the claims annexed.

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

1. A railway having an undulating supporting track, and an equilibrating track having undulating rails, both of the tracks extending over the same length of the railway, and the undulations of the rails of the equilibrating track being in inconformity
25 with each other and with the undulations of the supporting track.

2. The combination of a car adapted to travel over a predetermined course, means for causing the car in its entirety to fall and rise in its travel, and means for rocking the
30 body of the car from side to side.

3. The combination of a car, a track, and means for causing the body of the car to rise and fall, rock from side to side and revolve,
35 as it travels over the track.

4. The combination of a supporting-track, a truck mounted on said track, a car-body, a universal joint connecting the car-body with the truck, means for causing said body
40 to swing on said joint as the truck travels over the track, and means for revolving the car.

5. The combination of a car having a circular body provided with a mast at its center, and means for causing said body and mast to swing from side to side and revolve
45 during the travel of the car.

6. The combination of an undulating sinuous supporting-track, an undulating sinuous equilibrating track, with the curves therein conforming to the curves of the supporting-track, and the undulations in the rails of the equilibrating track being in inconformity with each other and with the undulations in the supporting-track.
55

7. The combination of a truck, a car-body pivotally supported on the truck, and a second truck on which the car-body is revolvably mounted.

8. The combination of a truck, a circular car-body pivotally supported at its center on the truck to swing in vertical planes, and means for revolving the car-body in the travel of the truck.

9. The combination of a truck including an axle, a car-body pivotally supported on the truck, and means for rotating the body from said axle in a plane at substantially right-angles to the plane of movement of the body afforded by its pivot.
70

10. The combination of a truck, a car-body, a universal joint connecting the truck and car-body together, a second truck, on which the car-body is revolvably mounted, and means passing through said joint for revolving the body from the first mentioned truck.
75

11. The combination of a truck, a circular car-body having a conical neck rigidly and centrally fixed to the under side thereof, provided with a portion of a universal joint connecting it with the truck, a second truck through which said neck passes, having rollers for supporting said body, and means passing through the universal joint for revolving the car-body on said rollers driven from the first mentioned truck.
80

12. The combination of a car, means for rocking the car, and means for revolving the car in a plane which bears a fixed relation to the axis of rocking movement of the car.
90

13. The combination of a supporting track, an equilibrating track having undulations in inconformity with each other, a car movable over the supporting track having an engagement with the equilibrating track, and means for causing the body of the car to revolve when moved over said track.
95

14. The combination of a track, a car movable over said track, means for causing the body of the car to rock as it moves over the track, and means for revolving said body as the car moves over the track in a plane which bears a fixed relation to the axis of rocking movement of the body.
105

15. The combination of a non-sectional supporting track, and an equilibrating track having undulating rails, the undulations of the rails of the equilibrating track being in inconformity with each other and with the undulations of the supporting track.
110

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

JAMES H. DEWEY.

Witnesses:

W. W. HOLT,
JOHN P. DAVIS.