

No. 783,368.

PATENTED FEB. 21, 1905.

E. P. DAY.

GRAVITY RAILWAY.

APPLICATION FILED MAR. 30, 1904. RENEWED DEO. 21, 1904.

FIG. 1.

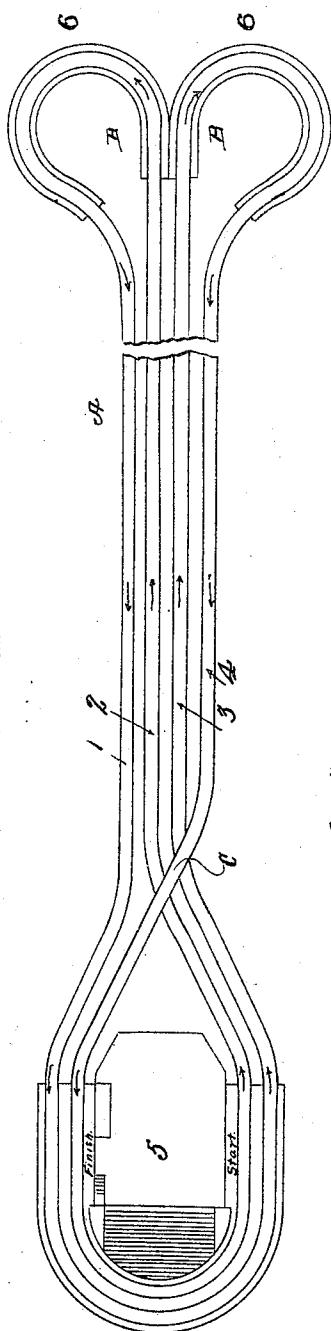


FIG. 3.

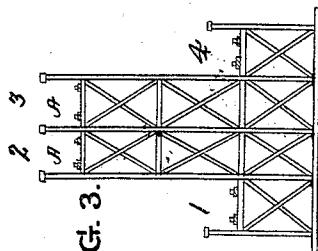
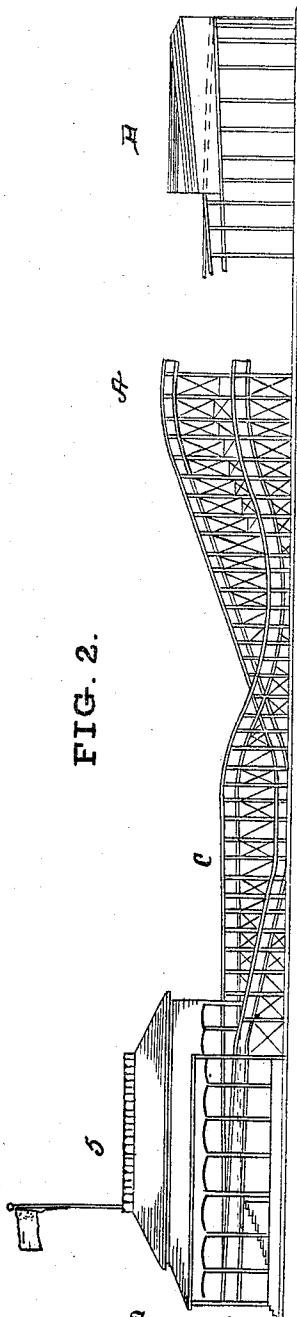


FIG. 2.



Witnesses

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UNITED STATES PATENT OFFICE.

EMORY P. DAY, OF NORTH WALES, PENNSYLVANIA.

GRAVITY-RAILWAY.

SPECIFICATION forming part of Letters Patent No. 783,368, dated February 21, 1905.

Application filed March 30, 1904. Renewed December 21, 1904. Serial No. 237,863.

To all whom it may concern:

Be it known that I, EMORY P. DAY, a citizen of the United States, residing at North Wales, in the county of Montgomery and State of Pennsylvania, have invented certain new and useful Improvements in Gravity-Railways, of which the following is a specification.

My invention refers to devices commonly called "scenic" or "gravity" railways or "toboggan-slides," &c.; and its object is to produce a device of this order which will be new in design and construction and by which additional enjoyment will be given the patrons from the fact that the cars run in the same direction on the two inner tracks and in opposite directions on the outer tracks, and so add to the delight of the occupants of the cars.

The invention consists in certain novel features and arrangements and combinations of parts, as hereinafter pointed out and claimed.

The accompanying drawings form part of this specification, and the different figures are so characterized that similar characters on each refer to the corresponding parts on the other.

Figure 1 shows in plan the arrangement of my amusement or pleasure railway according to this invention. Fig. 2 represents the same in elevation; and Fig. 3 shows a cross-section of the railway at the highest point, with the two inner and two outer tracks on their corresponding levels.

The railway is suitably supported on the usually-constructed framework, and it will be evident from Fig. 1 that the novel features of construction consist of a single track arranged continuously as four tracks (indicated at 1 2 3 4) arranged side by side, but in such a way that cars leaving the pavilion 5 travel on the two inner tracks 2 and 3 and in returning travel on the two outer tracks 1 and 4. The cars are carried to the top of the incline by means of a chain or cable, as usual, or other suitable elevating mechanism to the highest point A, after which they move by gravity or the momentum stored in them along the tracks to the covered galleries B at the end of the railway. The covered galleries are of circular form in plan, and the cars go round the curves 6 and return to the pavilion end on the outer tracks, as shown.

Although this specification describes the two outgoing tracks as the inner ones it is quite evident that I could take the two outer tracks for cars leaving the pavilion and the inner tracks for the cars returning thereto.

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It will be seen from the drawings that there is no arrangement of switch necessary to allow of the tracks crossing, which arrangement would be objectionable; but in my invention the one track crosses over the other 60 two at point C at a sufficient elevation to allow of ample clearance.

Of course in practice suitable entertaining and amusing features will be employed throughout the length of the railway; but as 65 these are not essential to the description of my invention I make no mention of them, although I intend to adopt many of them.

Having thus described my invention, what I claim as new, and desire to secure by Letters 70 Patent, is—

1. A pleasure or amusement railway with a continuous track so arranged that the outgoing tracks shall be on the inside and the return-tracks on the outside or vice versa.

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2. A pleasure or amusement railway with a continuous track so arranged that the cars move in the same direction through the pavilion and so adding to the amusement in moving along the tracks and returning giving 80 the occupants of the cars the impression of racing with the cars on the adjoining tracks.

3. A pleasure or amusement railway with a continuous track so arranged that the outgoing tracks shall be on the inside and the return-tracks on the outside, and one of said tracks crossing over a portion of the railway.

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4. A pleasure or amusement railway with a continuous track so arranged that the outgoing tracks shall be on the inside and the return-tracks on the outside, and one of said return-tracks crossing over the outgoing tracks.

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In testimony whereof I affix my signature in presence of two witnesses.

EMORY P. DAY.

Witnesses:

MARY I. BRADLEY,
JOSEPH FRANKISH.