S. ZSINKO.

SINGLE TRACK RAILWAY.

APPLICATION FILED JAN. 29, 1912.

1,042,066.

Patented Oct. 22, 1912.

Fig. 1.

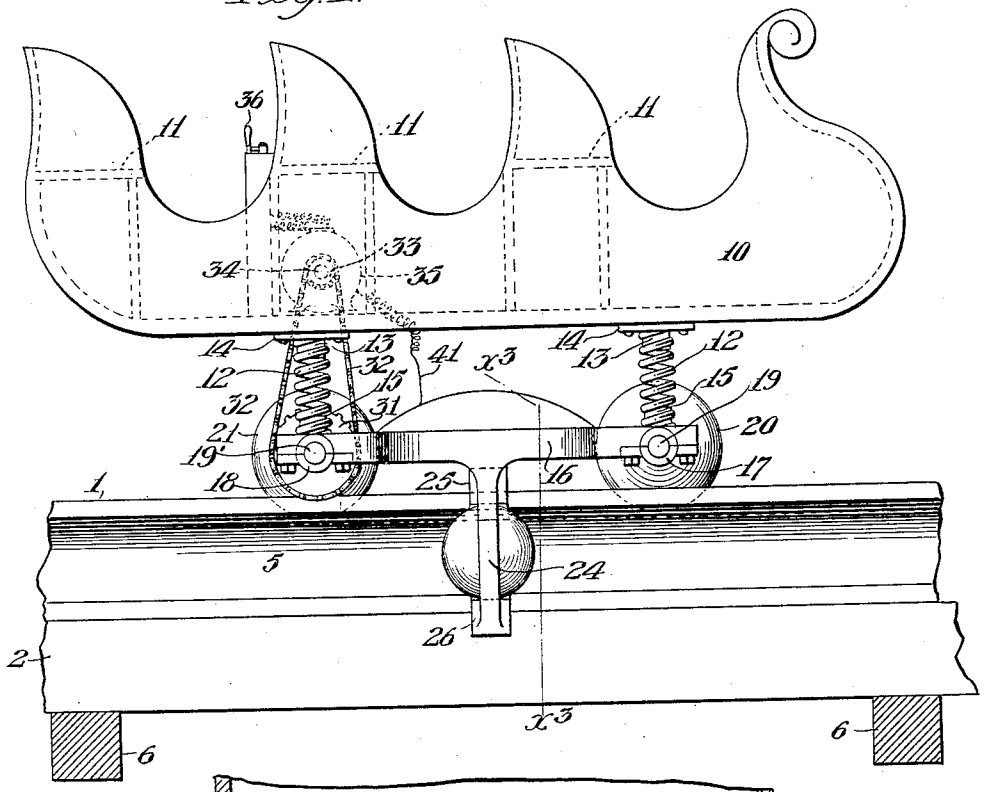


Fig. 2.

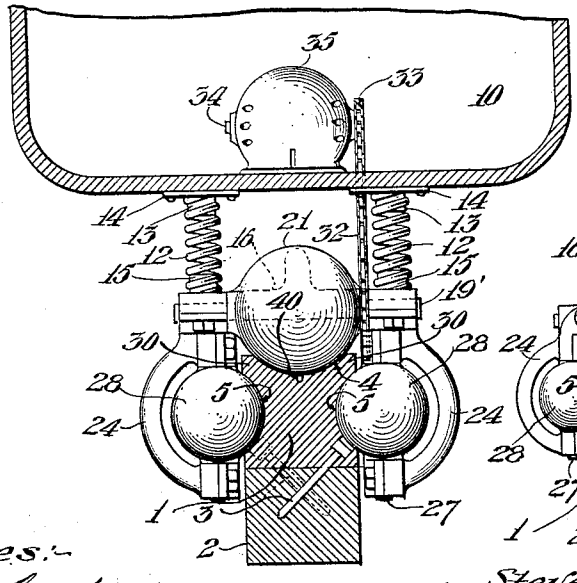
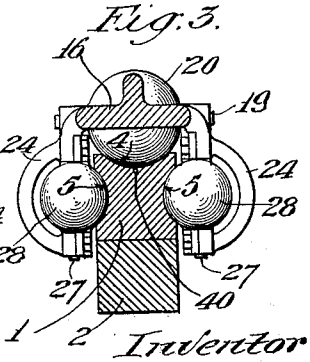


Fig. 3.



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UNITED STATES PATENT OFFICE.

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SINGLE-TRACK RAILWAY.

1,042,066. Specification of Letters Patent. Patented Oct. 22, 1912.

Application filed January 29, 1912. Serial No. 674,189.

To all whom it may concern:

Be it known that I, STEVEN ZSINKO, a subject of the King of Hungary, having declared my intention of becoming a citizen of the United States, residing at Los Angeles, in the county of Los Angeles and State of California, have invented a new and useful Single-Track Railway, of which the following is a specification.

My invention relates to means for transporting passengers or merchandise, being particularly adaptable in the form shown and described as an amusement device.

The railway consists of a single track and a car of particular construction adapted to be operated on the track, and one of the main objects of my invention is to produce a railway of the character described of simple form and construction which may be operated with a minimum expenditure of propulsion energy.

Other objects and advantages will appear hereinafter from the following specification.

Referring to the drawings, which are for illustrative purposes only: Figure 1 is a side elevation of a track and car thereon embodying a form of my invention. Fig. 2 is a sectional view through the track, showing the car thereon partially in section. Fig. 3 is a vertical sectional view on line x^3—x^3 Fig. 1.

The track comprises a single rail 1 supported on a beam 2 and secured thereto by means of spikes 3. The track 1 is provided in its upper face with a longitudinal groove 4 and a longitudinal groove 5 in each side face thereof. The beam 2 in the present instance is shown supported on cross ties 6 which may be embedded in the surface of the ground, or if desired may be supported on suitable frame-work or structure for the purpose of elevating the track, as is commonly done in forms of coaster railways.

The car in the form shown, devised for running upon a track of the form heretofore described, is shown as a car adapted to carry passengers. The car comprises a body 10 provided with suitable seats 11, the body 10 being supported on four springs 12, the upper ends of which engage in grooves formed in pins 13 on brackets 14, which brackets 14 are secured to the bottom of the car in any suitable manner. The lower end of each spring 12 engages in grooves formed in pins 15 extending upwardly from a truck 16. The truck 16 is provided at the forward and rear ends thereof with suitable bearings 17 and 18 respectively for the purpose of supporting axles 19, 19′. The forward axle 19 has mounted thereon a spherical-shaped wheel 20, and the rear axle 19′ has similarly mounted thereon a spherical-shaped wheel 21, the wheels 20 and 21 being adapted to ride in the groove 4 formed in the upper face of the track 1. Extending downwardly at each side of the truck 16 is a bracket 24 provided at the upper and lower ends thereof with suitable bearings 25 and 26 respectively adapted to support a vertical shaft 27. Each shaft 27 has mounted thereon a spherical wheel 28, the wheels 28 each being adapted to engage and ride in the grooves 5 formed in each side of the track 1.

The truck 16 and downwardly extending brackets 24 comprise a rigid member adapted to carry the spherical wheels 20 and 21 and the wheels 28 at each side of the track in such a manner that the truck 16 can not be tilted sidewise to any appreciable extent, the depressions in the sides of the track 1 being of a sufficient depth to permit the spherical wheels 28 to extend thereinto a sufficient distance to prevent either of the wheels 28 from riding over the upper edges 30 of the track. The car, as above described, may be used upon the track in the same manner as a roller coaster, in which case the weight of the passengers in the car gives the car sufficient momentum to carry the car along the track. If it is desired, means may be employed for driving the car and for this purpose I have shown a sprocket-wheel 31 mounted on the rear shaft 19 of the truck, which sprocket-wheel 31 is driven by a chain 32 which in turn is driven by means of a sprocket 33 on a motor shaft 34 of a motor 35. The motor 35, as shown, may be located beneath one of the seats of the car and any suitable controller means, as indicated at 36, may be provided for the attendant to control the movement of the car.

If it is desired, a feed wire 40 may be embedded in the upper groove 4 of the track adapted to be engaged by the wheels 20 and 21 in such a manner that the wheels and shafts thereof conduct electric energy from the feed wire 40 to the truck 16, which truck 16 may be connected by suitable wires 41 to the motor.

With a track formed as above described,

and a truck with wheels adapted to engage the track as above described, it is necessary that the truck be placed upon the track at the end of the track, the wheels 20 and 21 entering the groove 4 in the upper face of the track and the side wheels 28 entering the grooves 5 in each side of the track, after which the car can not be removed from the track unless the same is removed by running the car to the end of the track.

What I claim is:—

1. In combination, a single rail having a longitudinal groove in its upper face and a longitudinal groove in each side face, a wheel adapted to engage the groove in the upper face of the rail, a wheel at each side of said rail adapted to engage the grooves in the sides of the rail, and carrying means supported by said wheels.

2. In combination, a single rail having a longitudinal groove in its upper face and a longitudinal groove in each side face thereof, a front spherical wheel and a rear spherical wheel adapted to engage the groove in the upper face of the rail, a spherical wheel at each side of said rail, intermediate said front and rear wheels, adapted to engage the grooves in the sides of the rail, and carrying means supported by said wheels.

3. In combination, a single rail having a longitudinal groove in its upper face and a longitudinal groove in each side face thereof, a front spherical wheel and a rear spherical wheel adapted to engage the groove in the upper face of the rail, a spherical wheel at each side of said rail, intermediate said front and rear wheels, adapted to engage the grooves in the sides of the rail, a truck supported on said wheels, and a car body elastically supported on said truck.

4. In combination, a single rail having a longitudinal groove in its upper face and a longitudinal groove in each side face thereof, a front spherical wheel and a rear spherical wheel adapted to engage the groove in the upper face of the rail, a spherical wheel at each side of said rail, intermediate said front and rear wheels, adapted to engage the grooves in the sides of the rail, a truck above said wheels and supported thereon in fixed relation thereto, a car body above said truck, and a plurality of springs between said truck and said car body for elastically supporting said car body on said truck.

In testimony whereof, I have hereunto set my hand at Los Angeles, California, this 19th day of January, 1912.

STEVEN ZSINKO.

In presence of—
FRANK L. A. GRAHAM,
SAMUEL VÁRADY.