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RAILWAY OR TRACK FOR PURPOSES OF AMUSEMENT.

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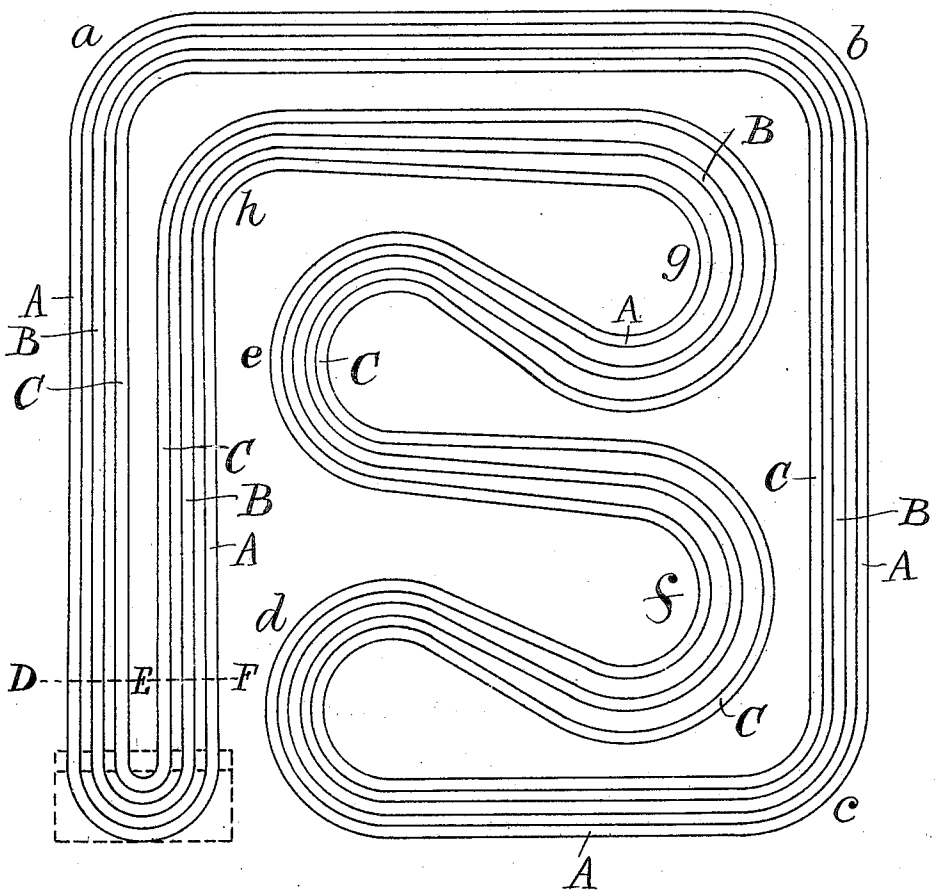
914,058. Patented Mar. 2, 1909.



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UNITED STATES PATENT OFFICE.

HARRY HECTOR MARTYNE, OF MANCHESTER, ENGLAND.

RAILWAY OR TRACK FOR PURPOSES OF AMUSEMENT.

No. 914,058. Specification of Letters Patent. Patented March 2, 1909.

Application filed March 30, 1908. Serial No. 424,023.

To all whom it may concern:

Be it known that I, HARRY HECTOR MARTYNE, a subject of the King of Great Britain, and resident of 25 Brazennose street, Manchester, in the county of Lancaster, England, have invented certain new and useful Improvements in Railways or Tracks for Purposes of Amusement, of which the following description, together with the accompanying sheet of drawings, is a specification.

This invention relates to railways or tracks, contained within inclosed spaces, and used for racing or purposes of amusement, and so arranged that a plurality of parallel tracks extend a considerable distance, or at great length in a variety of paths and curves from start to finish within a circumscribed space.

The object of this invention is to provide a plurality of parallel tracks of this character so arranged that the lengths of the parallel courses from start to finish will be equal, and the inside and outside courses in opposite curved portions of the parallel tracks will be equally adjusted in length in such curved portions as to give the spectators the illusion of certain racers gaining at one time in passing over some of said curves, and in losing at another time in passing over other of said curves.

The invention further has for its object to provide a plurality of tracks as aforesaid which are arranged approximately in the same plane, and in which cross-overs are dispensed with.

The invention consists of an improved arrangement of parallel courses for racing or amusement purposes as hereinafter set forth and claimed.

The accompanying drawing shows a plurality of parallel tracks or courses arranged in accordance with this invention.

A, B, and C indicate three parallel tracks or courses which are continuous and arranged in a circumscribed space, as shown. Any number of tracks or courses may be used. The courses A, B, C, may be plain paths, or provided with rails to form tracks for wheeled vehicles. The starting point may be indicated by the line D—E, and the finish by the line E—F. The courses from start to finish are arranged with a variety of straight portions, curves, and sinuous portions having reverse curves, each of said curves being of equal extent in parallel.

As here shown, the parallel paths or courses A, B, C, are formed with the extended straight portions A′, the curve *a*, the extended straight portion B′, the curve *b*, the extended straight portion C′, the curve *c*, the short straight portion D, the enlarged curve *d*, and the reversely arranged elongated sinuous portions E, F, having curved portions *e* and *f* of equal length to one another, the enlarged curve *g*, the short straight portion H, the curve *h*, and the extended straight portion I.

The several courses or paths A, B, C, are approximately in the same plane, and located in a circumscribed rectangular space with the sinuous curved portions inclosed therein, as shown. With the foregoing arrangement of parallel courses, the users or racers starting from the point indicated by line D—E, may proceed on even terms over the first stretch of the course, as indicated by A′, but as they pass over the curves *a*, *b*, *c*, *d*, *e*, will have to pass over relatively longer and shorter distances, from the outside course to the inside course, the path A being the longest and the path C the shortest. To compensate for this, however, and to render the several paths A, B, C of equal length from start to finish, the elongated sinuous portions F, G are provided the lengths or distances traveled over on the several paths A, B, C, being reversed at the curves *f* and *g* of the portions F and G, so that the distances to be traveled over from the inside course C to the outside course A are longer and shorter relatively just as the courses A, B, C were in passing over the curves *a*, *b*, *c*, *d*, *e*. By means of the several curves described and the elongated sinuous portions the users or racers passing over the same give the impression to the spectators of certain racers gaining at one time and losing at another.

In the construction of railways or paths as above described, they may be made of different dimensions from sizes which answer the purpose of a toy to those so large as to have mechanically propelled vehicles traveling over them.

I claim:

1. An apparatus of the character described comprising a plurality of parallel continuous tracks consisting of parallel straight portions connected by curves, and sinuous elongated curved portions between said straight portions.

2. An apparatus of the character de-

scribed, comprising a plurality of parallel continuous tracks connected by curves and elongated sinuous reversed curved portions intervening between said parallel straight portions.

3. A race track having a continuous course from start to finish arranged in the same plane, said course being formed with a number of straight courses connected by curves, and sinuous reversed curved portions connected with and intervening between said straight courses.

In testimony whereof, I have hereunto affixed my signature in presence of two witnesses.

HARRY HECTOR MARTYNE.

Witnesses:
JOHN WHITEHEAD,
SAMUEL HEY.