

No. 825,431.

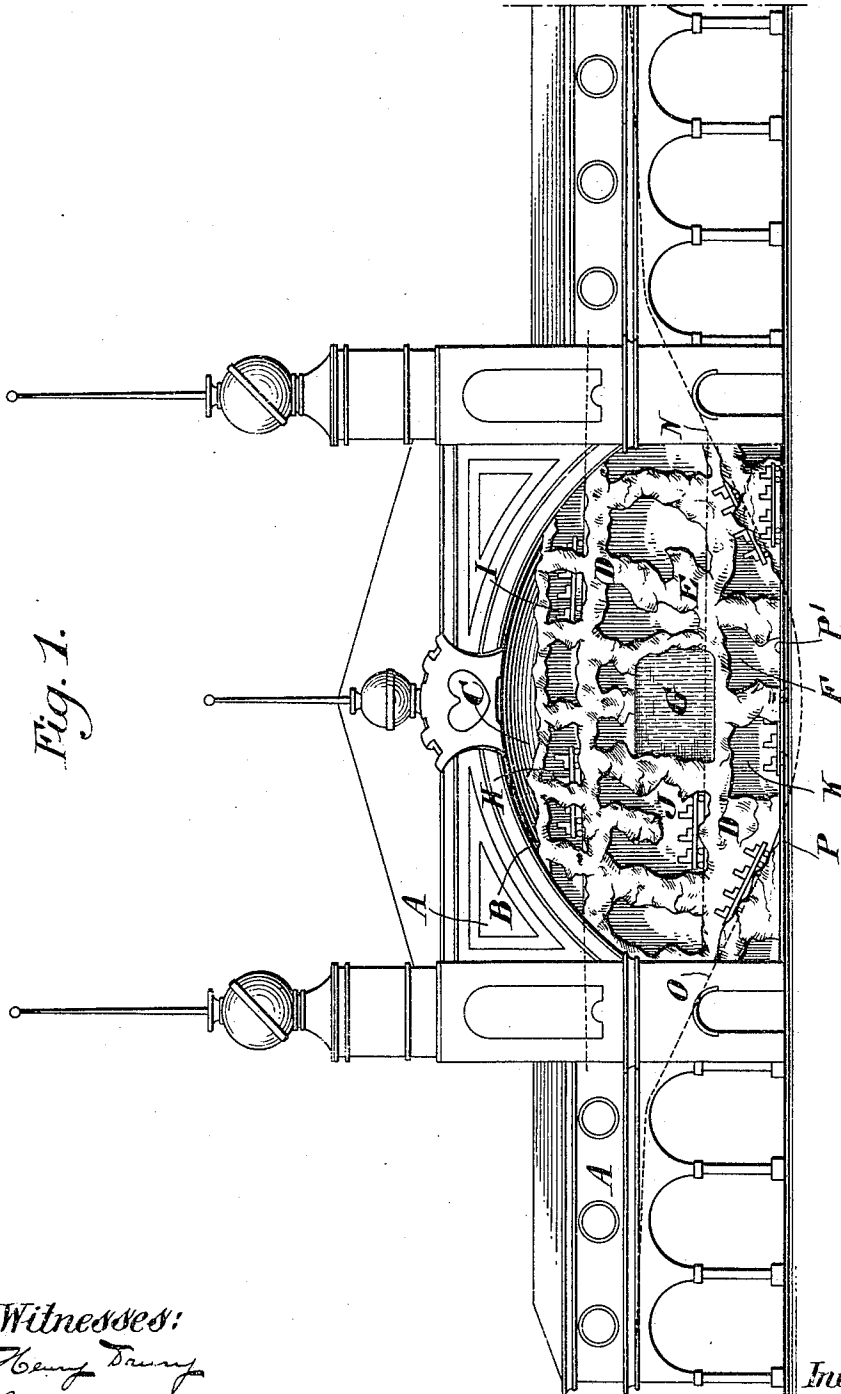
PATENTED JULY 10, 1906.

LA MARCUS A. THOMPSON.

PLEASURE RAILWAY.

APPLICATION FILED AUG. 8, 1905.

2 SHEETS—SHEET 1.



Witnesses:

Henry Denny

M. M. Hamilton

Inventor:

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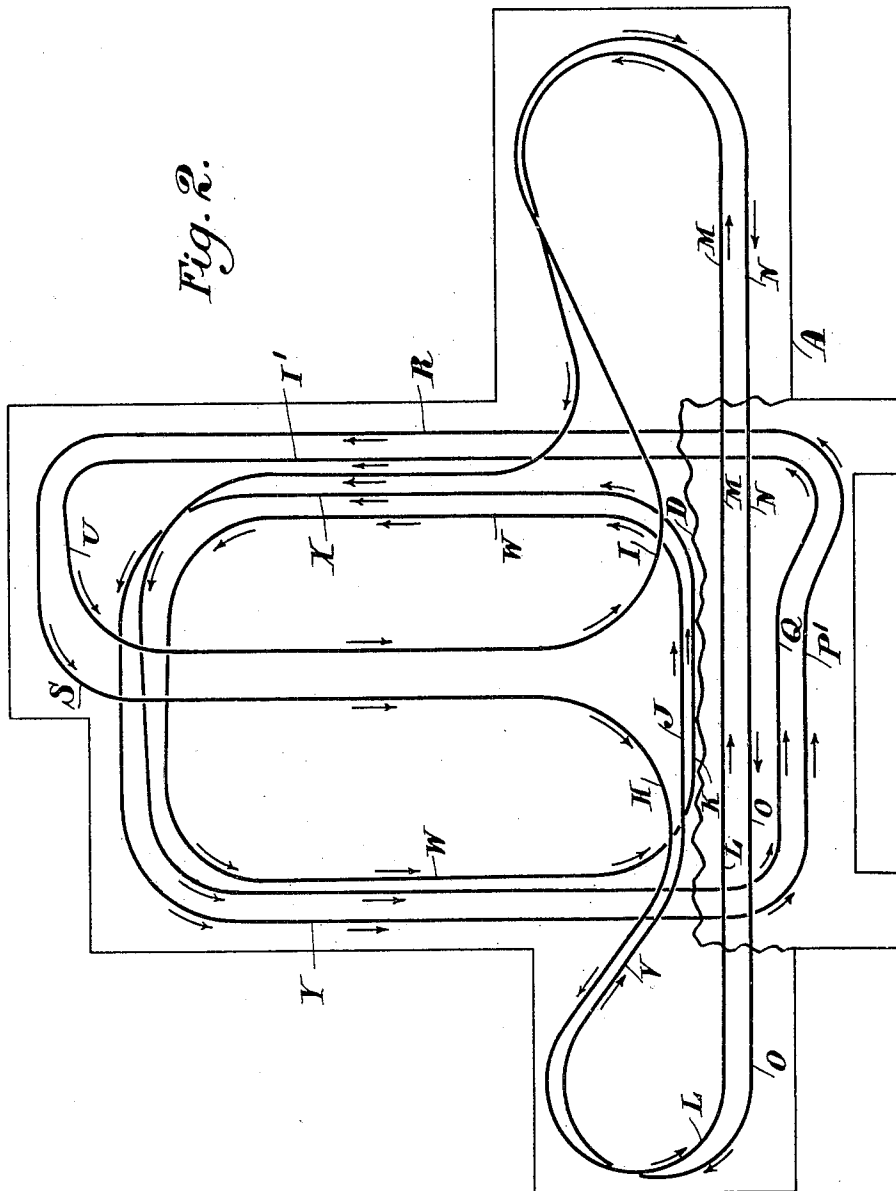
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Witnesses:
Henry Dwyer
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UNITED STATES PATENT OFFICE.

LA MARCUS A. THOMPSON, OF NEW YORK, N. Y., ASSIGNOR TO THE L. A. THOMPSON SCENIC RAILWAY COMPANY, OF NEW YORK, N. Y., A CORPORATION OF NEW JERSEY.

PLEASURE-RAILWAY.

No. 825,431.

Specification of Letters Patent.

Patented July 10, 1906.

Application filed August 8, 1905. Serial No. 273,231.

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, 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.

The object of my invention is to produce a novel pleasure-railway which will be attractive to and give pleasure to the public seeking amusement at parks or other pleasure-resorts.

My invention relates to that class of pleasure-railways which are known as "scenic railways;" and, speaking generally, it consists of the following: I take a building or the ground on which the railway is to be erected and form a front wall thereon, a portion of which is removed, forming an opening. Preferably I form this opening by an arch of considerable length, width, and height. At the rear of this arch or opening I erect framework which forms a closed background for the opening or arch. Upon this framework I erect or form scenic effects, such as rock, caves, waterfalls, &c. The scenic railway, generally speaking, in the building or on the ground is similar to those now erected. I, however, make the following improvements, which, in conjunction with what I have just described, forms my invention: I provide in addition as a part of the rail way or ways inclined parallel ways, one extending from beyond the arch or opening at one side downward to a point below the level of the ground or floor of the building and then rising on the opposite side of the arch to a point beyond the arch. The other inclined way starts from a point beyond the arch on the side opposite to that which the first way started and likewise extends to a point below the level of the ground or floor, rising on the opposite side of the arch or opening, also to a point beyond the arch or opening. I also provide ways or tracks in the archway or open space and on the floor of the building in front of the low portion of the two inclines. The framework forming the rear of the opening or arch also supports at different levels the tracks or ways of a portion of the scenic railway. By this arrangement a novel pleasure-railway is formed

which not only gives pleasure to the rider but also to the spectator, who stands in front of the arch or opening, the rider being brought suddenly from a point of obscurity to a point in full view of the spectator, only again to be suddenly withdrawn from view. Moreover, by having the tracks on the floor-level in front of the incline-ways the riders are at starting on the incline-ways and again on the level brought into view of the spectators.

I will first describe the embodiment of my invention as illustrated in the accompanying drawings and then point out the invention in the claims.

In the drawings, Figure 1 is a front elevation of my improved pleasure-railway. Fig. 2 is a diagrammatic plan view showing the entire circuit of tracks and the outline of the building.

A represents the wall, forming the front of the ground or building in which my improved pleasure-railway is erected. A portion of the front of this building is arched at B, forming the open space C. The rear of this arched or open portion is provided with a framework D, which is covered with canvas or other material to form the similitude of scenic effects, such as rocks E, caves F, &c. Also a waterfall, as at G, may be formed. On the interior of this framework at different levels, so as to show among the scenic effects, I secure the portions H, I, J, and K of the pleasure-railway. A part of the railway comprises the inclines L and M and the inclines N O. The incline L starts from one side beyond the arch or opening, so that its starting-point is concealed, and extends downward, emerging into the open space formed by the arch, and extends downward in said open space substantially to the center thereof, a portion of the lower end extending below the floor-level P. From this lower end starts the incline M, which extends upward beyond the opening formed by the arch at the side opposite to the starting-point of incline L. The height of incline M is less than that of incline L. The incline N corresponds to incline L, but extends from the opposite side of the arch to that of incline L, and the incline O corresponds to the incline M, but extends from the central portion to the opposite side of the

opening from that of the incline M. The incline O passes under its corresponding long incline L. On the platform or floor in front of the inclines L, M, N, and O in the open space in front of the low portions are placed sections P' and Q of the railway.

In Fig. 2 I have shown the general layout of the entire pleasure-railway. The car starts upon the tracks or way portions P', then passes up on incline portion R by cable, (not shown,) thence around the portion and loop S, appearing on the front of the framework D at the portion H. It then proceeds around to the incline L, thence up incline M, thence around behind D to portion Q, thence up incline portion I' by cable, (not shown,) thence around the loop and portion U, appearing in front of framework D at portion I, then down incline M and up incline O under incline L, thence around on portion V, appearing in front of framework D at J, thence down on portion W around, appearing in front of framework D at K, thence by cable (not shown) up incline X and around on portion Y to portion P', the starting-point. The invention is not limited to or intended to be limited to the entire arrangement of tracks or ways just described.

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

1. A pleasure-railway in which the ground or building containing the railway is provided with a front wall, one portion of which is removed forming an opening, a pair of continuous incline-ways each extending from opposite sides of the opening toward the center thereof, the high portion of each way being beyond the opening and the lower portion within the opening.

2. A pleasure-railway in which the ground or building containing the railway is provided with a front wall, a portion of which is removed to form an opening, pairs of inclined ways extending from opposite sides of the opening, the upper portions of said ways being beyond the opening and the lower portion within the opening.

3. A pleasure-railway in which the ground or building containing the railway is provided with a front wall, a portion of which is removed to form an opening, pairs of inclined ways extending from opposite sides of the opening, the upper portions of said ways being beyond the opening and the lower portion within the opening, one way of each pair of ways being of less height than its corresponding way.

4. A pleasure-railway in which the ground or building containing the railway is provided with a front wall, a portion of which is removed to form an opening, pairs of inclined ways extending from opposite sides of the opening, the upper portions of said ways being beyond the opening and the lower portion within the opening, one way of each pair of ways being of less height than its corresponding way and passing underneath its corresponding way.

5. A pleasure-railway in which the ground or building containing the railway is provided with a front wall, a portion of which is arched to form an opening, pairs of inclined ways extending from opposite sides of the opening, the upper portions of said ways being beyond the opening and the lower portion within the opening.

6. A pleasure-railway structure comprising a building having a main central part of comparatively great depth and side wings of lesser depth, and a continuous track or way occupying the upper and lower portions of the central part of the building, and the upper part only of the side wings.

7. A pleasure-railway structure comprising a building consisting of side wings and a central part having an open front, scenic effects within the central part of the building and observable through the open front thereof, and a continuous track or way traversing the upper part only of the side wings and both the upper and lower parts of the central part of the building.

8. A pleasure-railway structure comprising a building of considerable width having the central part of its front wall cut away, scenic effects within the building observable through said central opening, and a continuous track or way traversing the upper part of the building throughout substantially its entire width and traversing substantially that portion of the lower part of the building to the rear of the central opening.

9. A pleasure-railway structure comprising a building having a central and end portions and a continuous track occupying the upper and lower portion of the central portion of the building and the upper part only of the end portions.

In testimony of which invention I have hereunto set my hand, at the city of New York, on this 1st day of August, 1905.

LA MARCUS A. THOMPSON.

Witnesses:

ROSE A. SPRINGER,
HENRY BENOIT.