

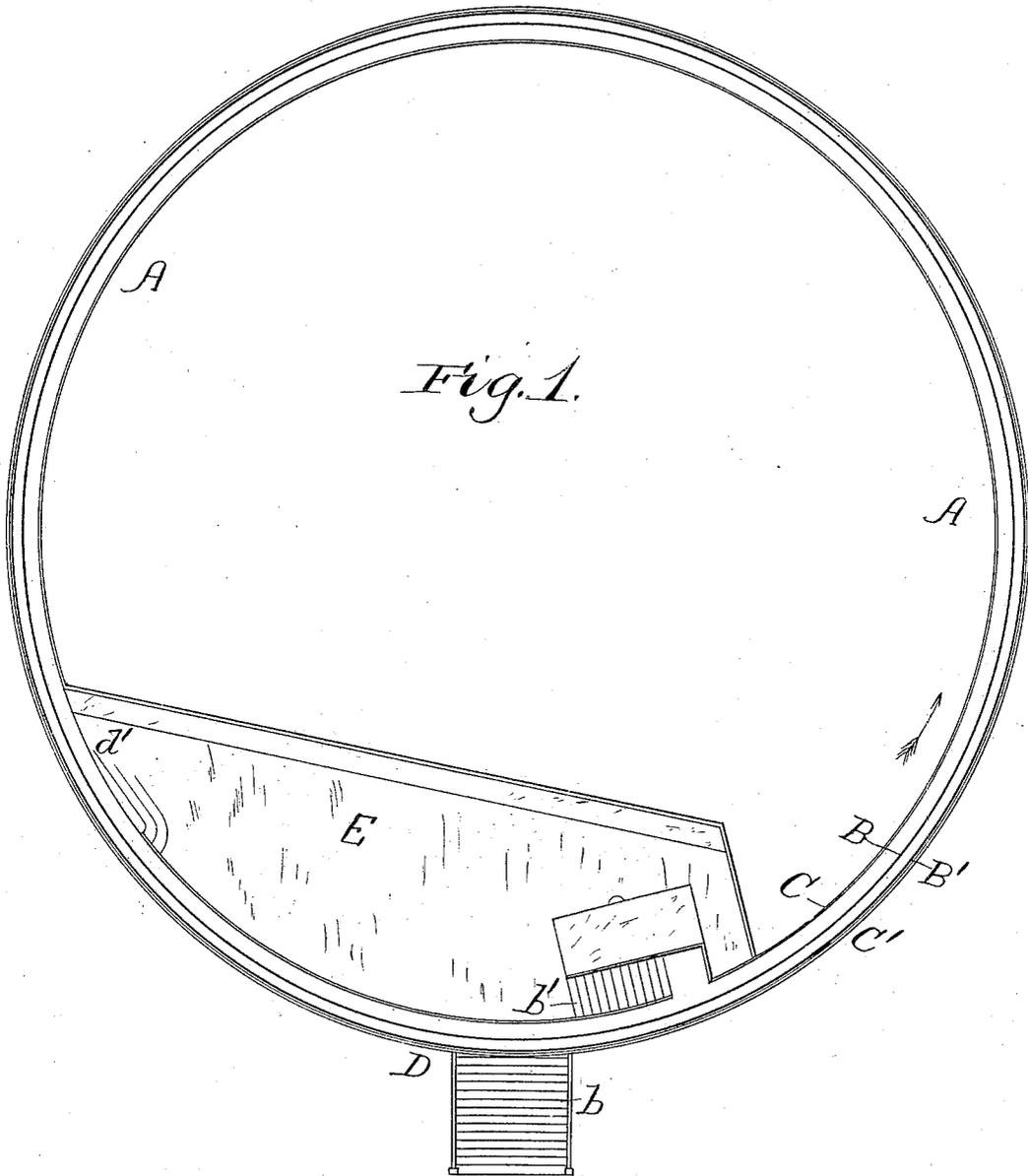
(No Model.)

3 Sheets—Sheet 1.

P. M. STEVENS.
ROLLER COASTING DEVICE.

No. 298,710.

Patented May 13, 1884.



Witnesses:
Chas. Gaylord.
C. S. Jones

Inventor:
P. M. Stevens
By L. B. Coupland & Co
attys.

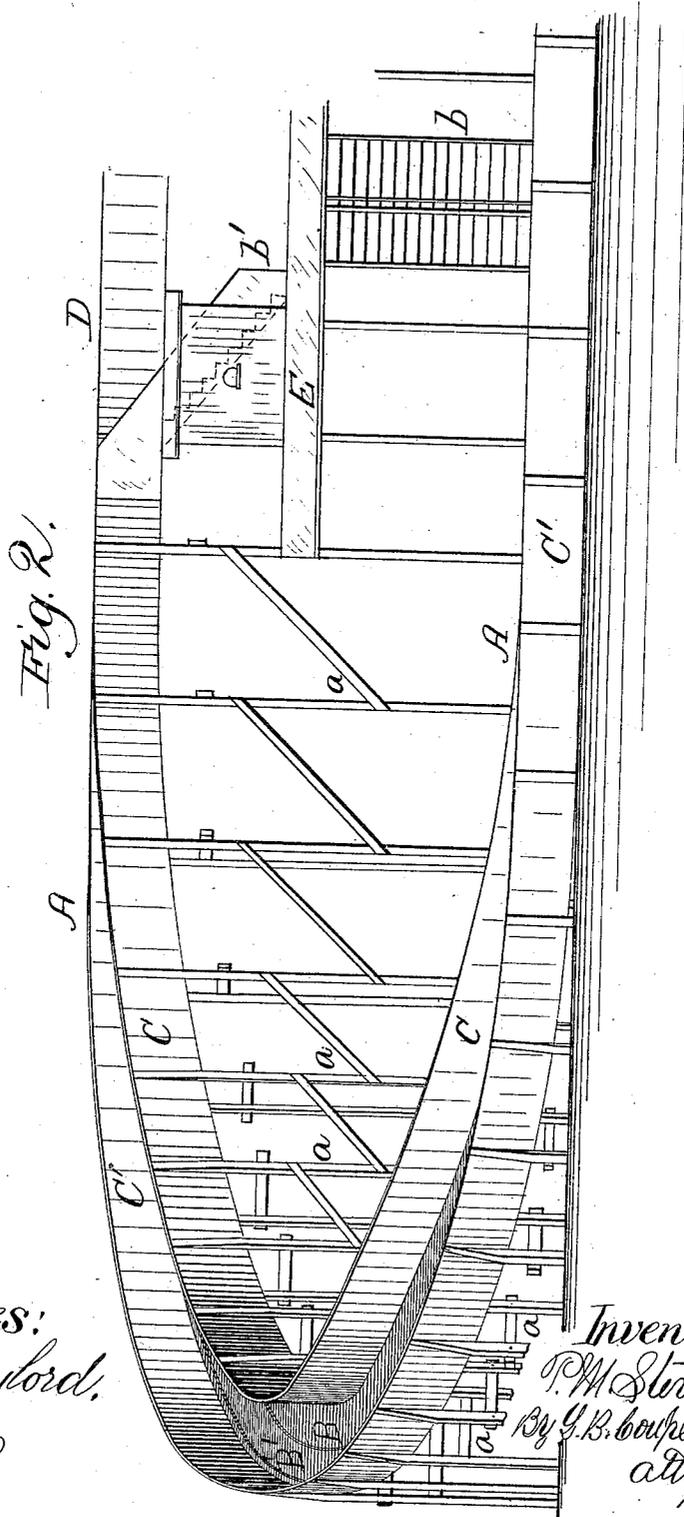
(No Model.)

P. M. STEVENS.
ROLLER COASTING DEVICE.

3 Sheets—Sheet 2.

No. 298,710.

Patented May 13, 1884.



Witnesses:
Chas. Gayford,
C. L. Jones

Inventor:
P. M. Stevens
By G. B. Boupland & Co
attys

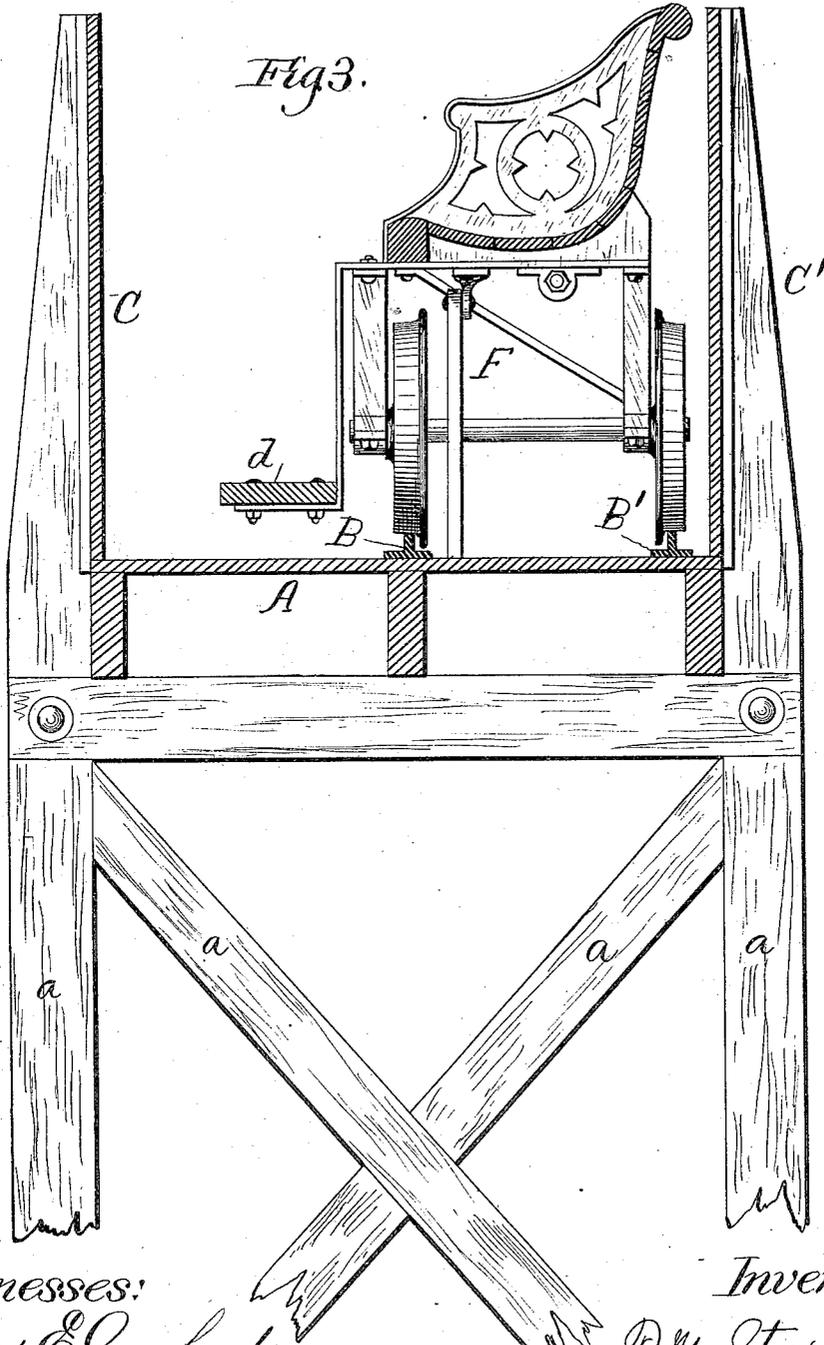
(No Model.)

3 Sheets—Sheet 3.

P. M. STEVENS.
ROLLER COASTING DEVICE.

No. 298,710.

Patented May 13, 1884.



Witnesses:
Chas. C. Gaylord.
C. J. Jones

Inventor:
P. M. Stevens
By G. B. Coupland & Co
attys

UNITED STATES PATENT OFFICE.

PHILO M. STEVENS, OF CHICAGO, ILL., ASSIGNOR, BY MESNE ASSIGNMENTS,
TO THE ROLLER COASTER COMPANY OF AMERICA, OF SAME PLACE.

ROLLER COASTING DEVICE.

SPECIFICATION forming part of Letters Patent No. 298,710, dated May 13, 1884.

Application filed October 16, 1883. (No model.)

To all whom it may concern:

Be it known that I, PHILO M. STEVENS, of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in a Roller Coasting Device, of which the following is a full, clear, and exact description, that will enable others to construct and operate the same, reference being had to the accompanying drawings, forming a part of this specification.

The object of this improvement is to provide a coasting device to be used as a means of amusement and pleasure; and it consists of an endless circular railroad provided with a continuous track, having one part of the tramway structure or road-bed at a considerable elevation, and from thence descending to a level on each side, so that a moving object or body started from the highest grade will accumulate sufficient force and momentum in descending one side to carry it nearly up to the top or starting-point on the ascending side.

Figure 1 is a top or plan view of a structure embodying my improved features. Fig. 2 is a partial view of the structure, showing one side in perspective; and Fig. 3, a vertical transverse section giving an end view of one of the cars in position on the track.

Referring to the drawings, A represents a circular roadway, B B' the rails forming the continuous track, and C C' the walls or curbing inclosing the same.

D represents the highest point of the structure, which is supported by means of the trestle-work *a*, the grade gradually descending to a level from both sides of the highest or starting point, the elevated part being accessible by the two flights of stairs *b b'*. The platform E, arranged on the inside of the circle just below the highest part of the roadway and on a level with the foot of the second flight of stairs, is intended as a waiting-place for patrons, and on which they may alight from the

car or carriage at the end of the ride, one end of this platform being connected with the track on the left side at the point where the car stops.

The car F has the seat running endwise, as shown, and is provided with the foot-rest *d*. The construction, weight, and length of the car or cars will be in accordance with the length and elevation of the track, so as to gain a maximum of force and momentum on the descending side to enable the same to run up the ascending plane on the opposite side. The car, having run up the returning side as far as the accumulated power will carry the same, may be from there pushed up by hand to the highest or starting point, when it is again ready for another trip. The construction and arrangement of the wheels carrying the cars should be such as to obtain the least possible friction, which will of course greatly facilitate and lengthen the ascent on the upgrade. The car, being loaded with passengers at the highest point of elevation, is started down the right-hand side. The force and momentum accumulated on the run will carry the car up the opposite side to *d'*, from which point the car may be raised to the highest elevation by any suitable motive power. The car will be provided with a pawl-and-ratchet stop, to prevent running back after having reached the end of its run.

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

In a coasting structure, the combination, with a continuous circular track having a part thereof at an elevation, of the trestle-work *a*, the curbing C C', the car F, and the platform E, substantially as and for the purpose set forth.

PHILO M. STEVENS.

Witnesses:

V. STANWOOD,
C. L. JONES.