

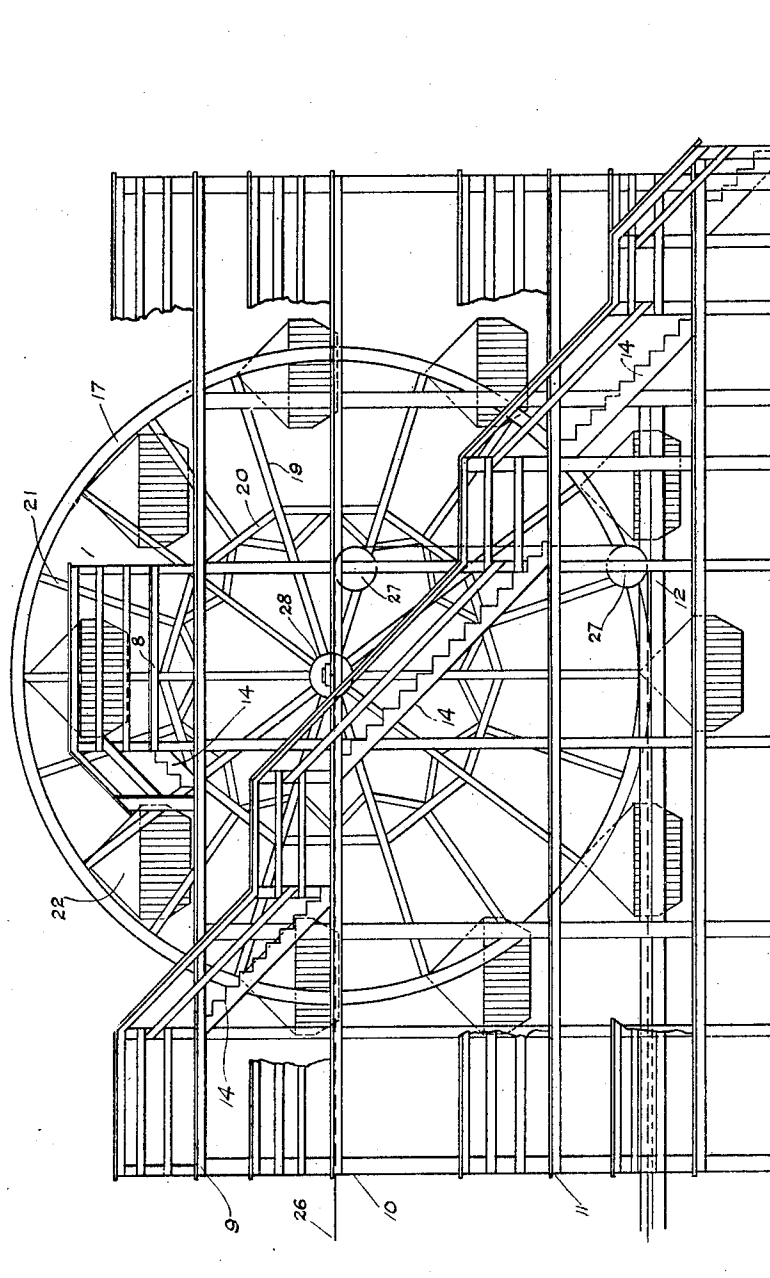
No. 829,256.

PATENTED AUG. 21, 1906.

W. J. BROWNE.  
PLEASURE RAILWAY.  
APPLICATION FILED DEC. 13, 1906.

3 SHEETS—SHEET 1.

Fig. 1.



WITNESSES.  
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*W. H. Butler*

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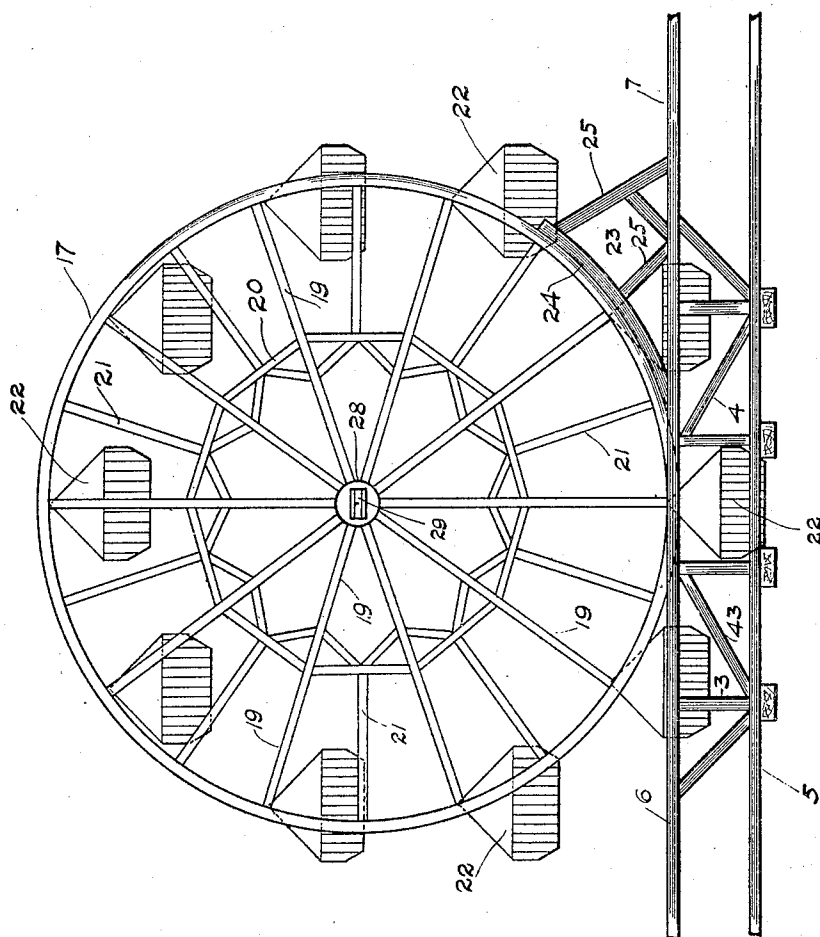
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3 SHEETS—SHEET 2.

Fig. 2.



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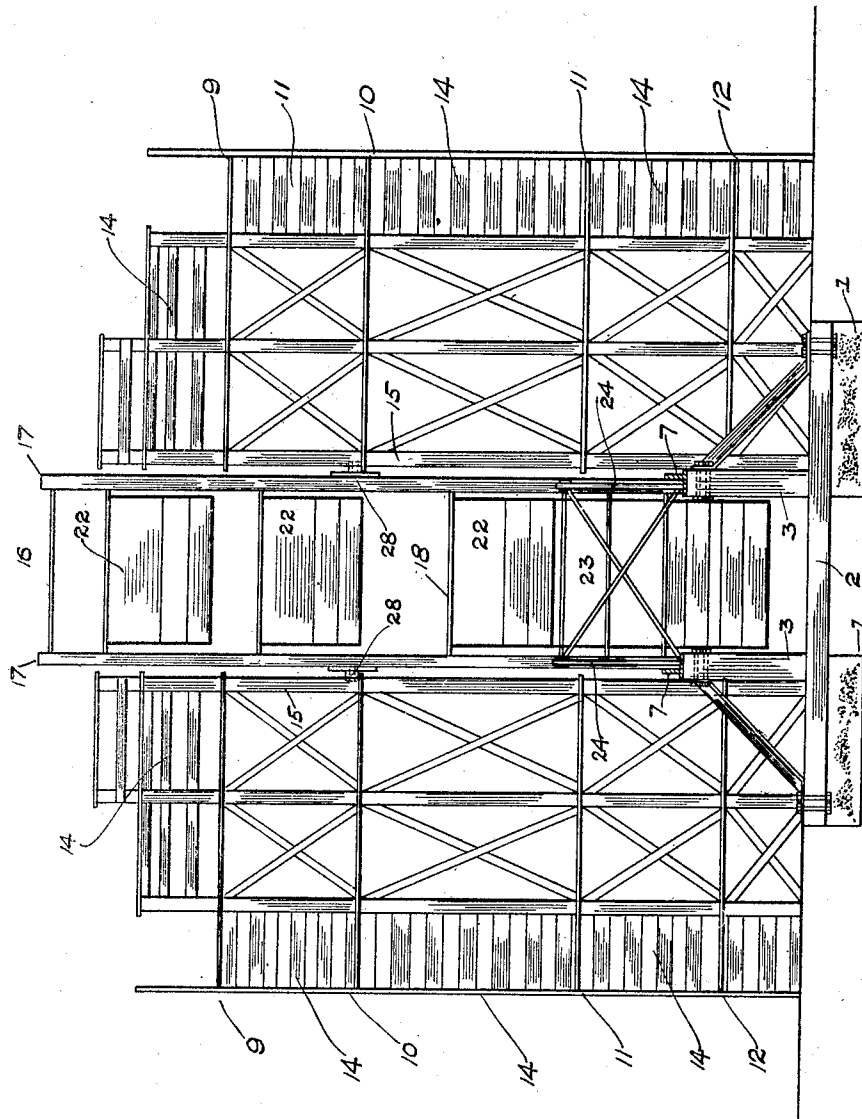
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3 SHEETS—SHEET 3.

Fig. 3.



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# UNITED STATES PATENT OFFICE.

WILLIAM J. BROWNE, OF PITTSBURG, PENNSYLVANIA.

## PLEASURE-RAILWAY.

No. 829,256.

Specification of Letters Patent.

Patented Aug. 21, 1906.

Application filed December 13, 1905. Serial No. 291,591.

*To all whom it may concern:*

Be it known that I, WILLIAM J. BROWNE, a citizen of the United States of America, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Pleasure-Railways, of which the following is a specification, reference being had therein to the accompanying drawings.

10 This invention relates to certain new and useful improvements in amusement devices; and the invention relates more particularly to a cycloidal chariot or observation-wheel.

The invention has for its primary object to 15 provide a device embodying a large wheel having a plurality of chariots or carriages adapted to carry people, and in conjunction with the wheel I employ novel means for simultaneously revolving the wheel and causing it to travel in a prescribed path or track.

20 Another object of my invention is to provide an amusement device which will impart a novel sensation to persons participating in the same, also novel means for loading and 25 unloading the passengers or persons enjoying the amusement.

My improved amusement device is particularly adapted for parks or summer resorts and is adapted to afford considerable amusement to the juvenile class, as well as being 30 used as an observation-wheel by older persons.

With the above and other objects in view, which will more readily appear as the nature 35 of the invention is better understood, the same consists in the novel construction, combination, and arrangement of parts to be hereinafter more fully described and then specifically pointed out in the claims, and, referring to the drawings accompanying this 40 application, like numerals of reference designate corresponding parts throughout the several views, in which—

Figure 1 is a side elevation of my improved 45 device. Fig. 2 is a continuation of Fig. 1, illustrating one end of my improved device in side elevation; and Fig. 3 is an end view of the amusement device.

To put my invention into practice, I construct two foundations 1 1, said foundations 50 being located to coincide with one another and transversely of said foundations I mount a plurality of beams or girders 2, carrying standards 3 3, said standards being supported 55 by suitable braces 4. The bases of the

standards are braced by longitudinally-disposed beams 5, while the upper ends of the standards are provided with longitudinally-disposed beams 6, upon which are mounted two angular trackways 7 7, said trackways 60 being preferably constructed of metal. The foundation work and trackways supported by said foundations are constructed for a considerable length—for instance, five hundred feet. The object in the length of said track- 65 way will presently appear.

At one end of the trackway and upon each side thereof I construct a plurality of platforms 8, 9, 10, 11, and 12, said platforms being arranged in tiers at each side of the track- 70 way and connected together by stairways 14. The platforms and stairways are constructed of a conventional form of framework, which besides supporting the platforms and stairs forms vertically-disposed 75 frames 15 15, between which a large wheel 16 is mounted. The wheel is adapted to travel upon the trackways 7 7, and the rims 17 17 of said wheel are connected together and braced by a plurality of transverse rods 18 80 and a plurality of spokes 19, said spokes being braced and connected together, as at 20, and further supported by auxiliary spokes 21. The periphery or rims 17 17 of the wheel 16 are provided with a plurality of piv- 85 otally-mounted carriages or chariots 22, said chariots normally remaining in a vertical position, such as illustrated in Fig. 1 of the drawings, irrespective of the position to which the wheel 16 may be moved or re- 90 volved. The carriages or chariots 22 are pivotally mounted on the transverse rods 18 at the alternate spokes of the wheel. The platforms 8 to 12, inclusive, are constructed and arranged whereby the carriages or char- 95 iots can be simultaneously loaded from both sides of the wheel, the platforms and stairways being positioned to conveniently reach all of the carriages or chariots in order that they may be simultaneously loaded or un- 100 loaded, as desired. The opposite end of the trackway is provided with a guard or bumper 23, consisting of curved tracks 24, which are supported by braces 25 25 from the track- 105 ways 7.

In operation the wheel 16 is adapted to travel from one end of the trackway to the other—that is, from the platforms 8 to 12, inclusive, to the guard 23. To accomplish this, I employ a cable 26, which passes over 110

sheaves or pulleys 27 27, mounted in the framework of the platforms, said cable being driven from a suitable engine and powerhouse. (Not shown.) The spindle or axle blocks 28 28 are provided with revoluble grip-blocks 29, which may grip the cable or may be fastened to said cable in order that when the cable is moved the wheel 16 will be propelled over the trackways 7 7. As the trackway is of considerable length the wheel 16 will revolve a number of times during its passage from one end of the trackway to the other, the wheel revolving in the opposite direction upon the return trip.

I am aware of numerous amusement devices, such as hoisting-wheels, observation-wheels, and "Ferris" wheel, wherein the wheels are either revolved or simultaneously revolved and elevated upon an inclined track, in either instance the axis of said wheels being revolubly mounted in suitable bearings adapted to travel in guideways or tracks movably mounted upon the main supporting-track. These amusement devices are defective in many respects owing to the fact that the safety of the public is endangered by such structures, and in view of these defects I have devised a rim-bearing revoluble wheel which is adapted to travel upon a horizontal trackway, the wheel in operation at no time being elevated, but simply the chariots or carriages carried by the periphery or rims of the wheel. In this manner the carriages or chariots revolve around a common horizontally-moving axis, my invention particularly differing from other amusement devices in this respect. I also desire to call particular attention to the fact that my improved amusement device may be constructed in a trench or long ditch dug or constructed in the earth, the trench or ditch being of such a depth as to permit approximately one half of the wheel to appear above the ground or earth during its operation, while the other half of the wheel will be under ground, thereby providing a new diversion in amusement sensations. In this connection the ditch or trench may be provided with scenic effects of any desired nature.

From the foregoing it will be observed that each carriage or chariot during the passage of the wheel over the trackway will be elevated a number of times to the top of the wheel, from where observations may be made, especially when the wheel is of a large diameter.

It is obvious that the inner or confronting side walls of the trackways may be provided with suitable coverings to shield the framework as the carriages or chariots pass therebetween and may, if desired, be provided with realistic scenery which will increase the amusement properties of the device.

My improved amusement device is preferably constructed of strong and durable steel

to insure perfect safety of the general public, at the same time reduce repairs to a minimum.

Such changes in the detail construction and operation of my improved amusement device as are permissible by the appended claims may be resorted to without departing from the spirit and scope of the invention.

What I claim, and desire to secure by Letters Patent, is—

1. The combination with a track or way, and a wheel having rims resting upon and adapted to travel on said track or way, said wheel provided with circumferentially-arranged pivotally-hung carriages, of a series of stepped platforms arranged at one side of the track, and steps leading to said platforms, and a series of stepped platforms at the opposite side of the track, with steps leading to said last-named platforms, the platforms at one side of the track being of the same level with the platforms at the opposite side of the track, and said platforms being arranged with respect to the carriages carried by the wheel to permit entrance to and egress from all the said carriages at the same time.

2. In combination with a suitably-supported track or way, a wheel traveling on its rims on said track or way, and having a series of circumferentially-arranged pivotally-hung carriages, a series of platforms disposed one above the other at one end of the track arranged different distances apart, and steps leading to the several platforms, a series of platforms arranged at the same end of the track on the opposite side thereof and on the same plane with the first-mentioned platforms, and steps leading to said second series of platforms, substantially as described.

3. An amusement railway comprising a suitably-supported track or way, a wheel resting upon and traveling with its rims on said track or way, a series of carriages pivotally-hung in said wheel to maintain their level as the wheel revolves, means for moving said wheel along said track or way, and a series of platforms disposed one above the other at one side of the track or way, a second series of platforms disposed one above the other at the opposite side of the track or way and in a plane with the first-mentioned platforms, both of said series of platforms being so arranged with respect to the height of the wheel and the carriages carried by said wheel to provide entrance to and egress from all said carriages simultaneously.

4. In an amusement device of the character described, a track or way, and a wheel traveling thereon, said wheel being provided with a series of pivotally-hung carriages, in combination with a series of platforms disposed one above the other at one end of the track or way and connected by steps, and a like series of platforms at the opposite side of the track or way, the said two series of plat-

forms being in the same plane, and disposed with relation to the carriages carried by the wheel so as to afford entrance to and egress from all of the carriages simultaneously.

5 5. In combination with a track or way, a wheel having its rims traveling on said track or way, a series of carriages pivotally hung in said wheel, means for moving the wheel along the track or way, and a series of platforms  
10 arranged one above the other at one side of the track, and connected by steps, the said platforms being arranged with respect to the carriages of the wheel whereby to afford entrance to all of said carriages simultaneously.

15 6. In combination with a track or way, a wheel traveling on said track or way, a series of carriages circumferentially arranged and pivotally hung in said wheel, and means for moving said wheel along the track or way, in

combination with a series of platforms ar- 20  
ranged at one side of the track and disposed one above the other, the said platforms being arranged with respect to the carriages of the wheel in a manner to afford entrance to sev-  
25 eral of said carriages simultaneously.

7. In an amusement device, a track or way, and a rim-bearing wheel traveling on said track or way, revoluble grip-blocks carried by the spindle or axle of said wheel, and an endless cable engaged by said grip-blocks, 30  
said cable when operated serving to move the wheel along the track or way.

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

WILLIAM J. BROWNE.

Witnesses:

H. C. EVERT,  
WM. C. HEITZ.