

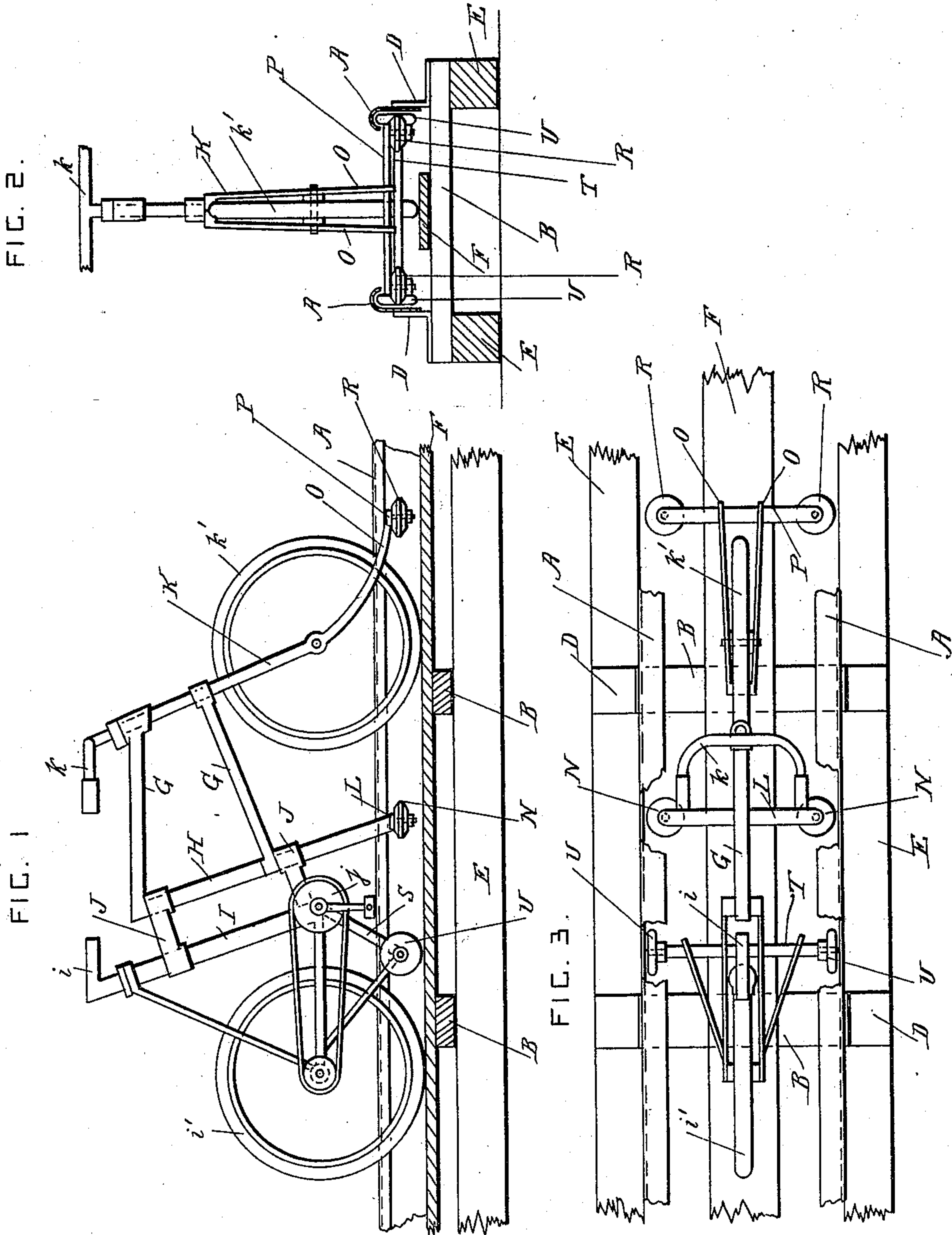
No. 639,778.

Patented Dec. 26, 1899.

W. SHAKESPEARE.
CYCLE RAILROAD.

(Application filed Jan. 19, 1899.)

(No Model.)



WITNESSES
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WILLIAM SHAKESPEARE, OF BIRMINGHAM, ENGLAND.

CYCLE-RAILROAD.

SPECIFICATION forming part of Letters Patent No. 639,778, dated December 26, 1899.

Application filed January 19, 1899. Serial No. 702,734. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM SHAKESPEARE, of Birmingham, in the county of Warwick, England, have invented certain new and useful Improvements in Cycle-Railroads, of which the following is a specification.

This invention relates to cycle-railroads; and it consists in the novel construction and combination of the parts hereinafter fully described and claimed.

In the drawings, Figure 1 is a side view of the cycle, showing a portion of the track in section. Fig. 2 is a plan view of a portion of the cycle-railroad. Fig. 3 is a cross-section through the cycle-railroad.

A are the longitudinal rails of the railroad, provided with vertical side portions and overhanging top portions.

B are the cross-ties, to which the rails A are secured by brackets D or by any approved flanges.

E are the longitudinal foundation members to which the ties B are secured.

F is a flat middle rail secured to the ties between the rails A.

The three rails A, A, and F, are arranged parallel with each other and have any approved curvature, so as to form a circular, oval, or sinuous track.

I is the rear frame of the bicycle, provided with a seat-pillar *i*, a rear driving-wheel *i'*, and appropriate driving mechanism *j*. The rear frame I has two forwardly-projecting brackets J and a downwardly-projecting extension S.

T is a cross-bar carried by the extension S, and U are vertical guide-wheels journaled on the end portions of the cross-bar T and running against the under sides of the overhanging portions of the rails A.

H is a front frame which is pivoted in the brackets J and provided with forwardly-projecting members G.

L is a cross-bar carried by the lower end of the frame H, and N are horizontally-arranged guide-wheels journaled on pins projecting from the cross-bar L and bearing against the sides of the rails A.

K is the steering-fork, provided with a steering handle-bar *k* and journaled in the parts

G of the front frame H. The steering-wheel *k'* is journaled in the fork K in the usual manner. The steering-fork has downwardly and forwardly projecting portions O, and P is a cross-bar secured to the said portions O.

R are horizontally-arranged guide-wheels journaled on pins projecting from the cross-bar P and bearing against the sides of the rails A.

The guide-wheels R are arranged in front of the steering-wheel, the guide-wheels U are arranged in front of the driving-wheel, and the guide-wheels N are arranged in front of the guide-wheels U and between the two road-wheels.

The jointed frames are movable laterally and adapt themselves to the curves of the track and are controlled by the guide-wheels carried by them, respectively, so that the cycle runs freely on the track.

What I claim is—

1. In a cycle-railroad, the combination, with a track comprising a middle rail, and two side rails; of a cycle comprising a rear frame, a front frame pivoted to the rear frame and free to move laterally, a steering-fork journaled in the front frame, road-wheels journaled in the rear frame and in the steering-fork and running on the said middle rail, driving mechanism carried by the rear frame, and guide-wheels supported from the said front frame and from the said steering-fork and bearing against the said side rails in front of the front road-wheel and between the two road-wheels, substantially as set forth.

2. The combination, with a track comprising a central rail F, and two side rails A having vertical lower portions and overhanging top portions, all three said rails being curved and arranged parallel with each other; of a bicycle comprising a rear frame I provided with two forwardly-projecting brackets J, driving-gear carried by the said rear frame, a cross-bar T carried by the said rear frame, vertical guide-wheels U mounted on the ends of the cross-bar T and bearing on the under sides of the top portions of the rails A, a front frame H journaled in the brackets J, a steering-fork journaled in the said front frame and provided with downwardly and forwardly pro-

jecting portions O, road-wheels carried by the
rear frame I and the steering-fork respectively
and running on the said central rail F, a cross-
bar P carried by the said portions O in front
5 of the front road-wheel, a cross-bar L carried
by the front frame H between the road-wheels,
and horizontal guide-wheels carried by the
said cross-bars P and L and bearing against

the vertical portions of the said side rails A,
substantially as set forth. 10

In witness whereof I have hereunto set my
hand in presence of two witnesses.

WILLIAM SHAKESPEARE.

Witnesses:

WILLIAM HENRY BARACLOUGH,
WALTER STEVENS INGRAM.