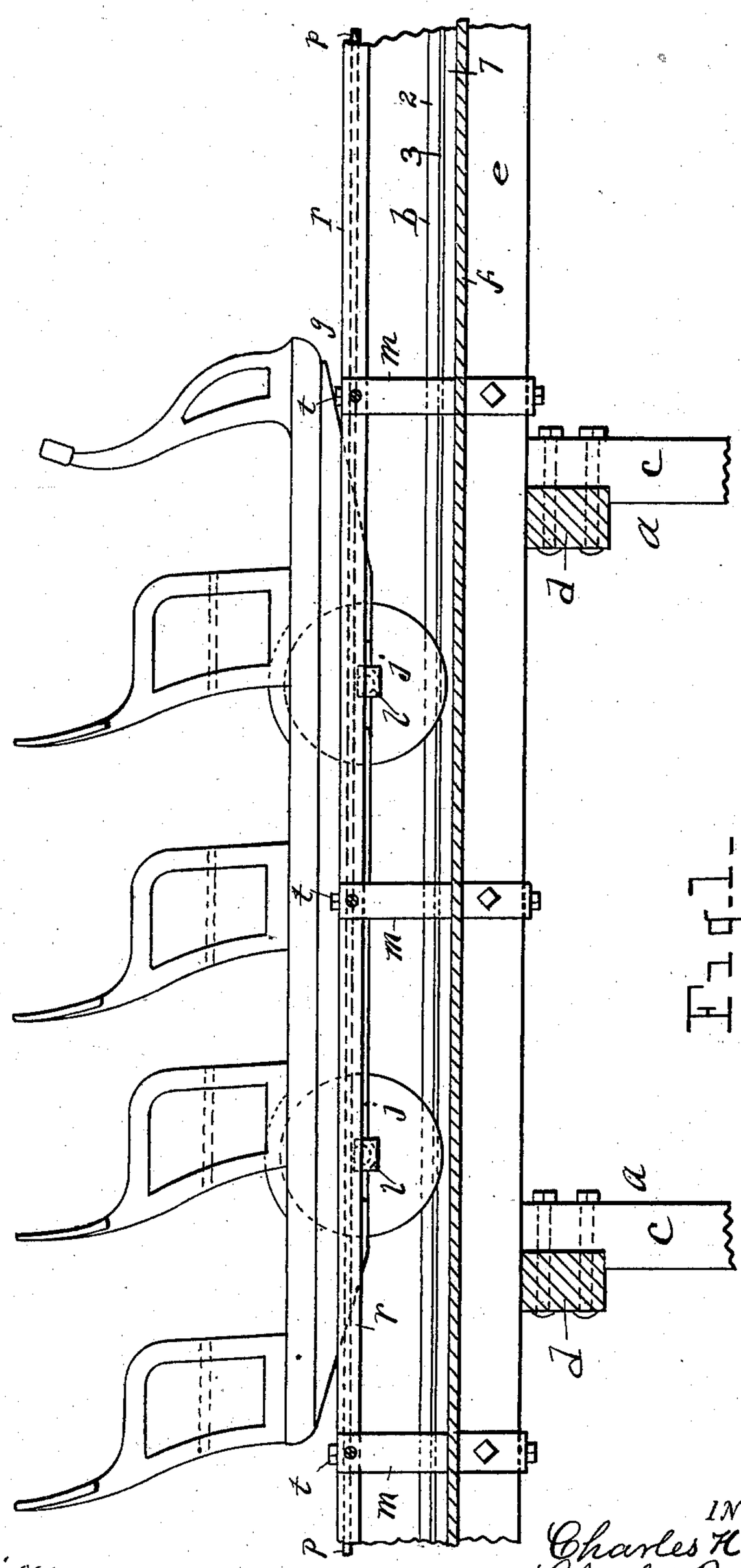
No. 712,587. Patented Nov. 4, 1902.

C. H. PFUNTNER & C. B. COLE.

SCENIC RAILWAY.

(Application filed May 5, 1902.)

(No Model.) 3 Sheets—Sheet 1.



WITNESSES.

O. B. Barringer.

J. M. Poland.

INVENTORS.

Charles H. Pfuntner

Charles B. Cole

By their Attorney

Newell S. Wright.

No. 712,587. Patented Nov. 4, 1902.

C. H. PFUNTNER & C. B. COLE.

SCENIC RAILWAY.

(Application filed May 5, 1902.)

(No Model.) 3 Sheets—Sheet 2.

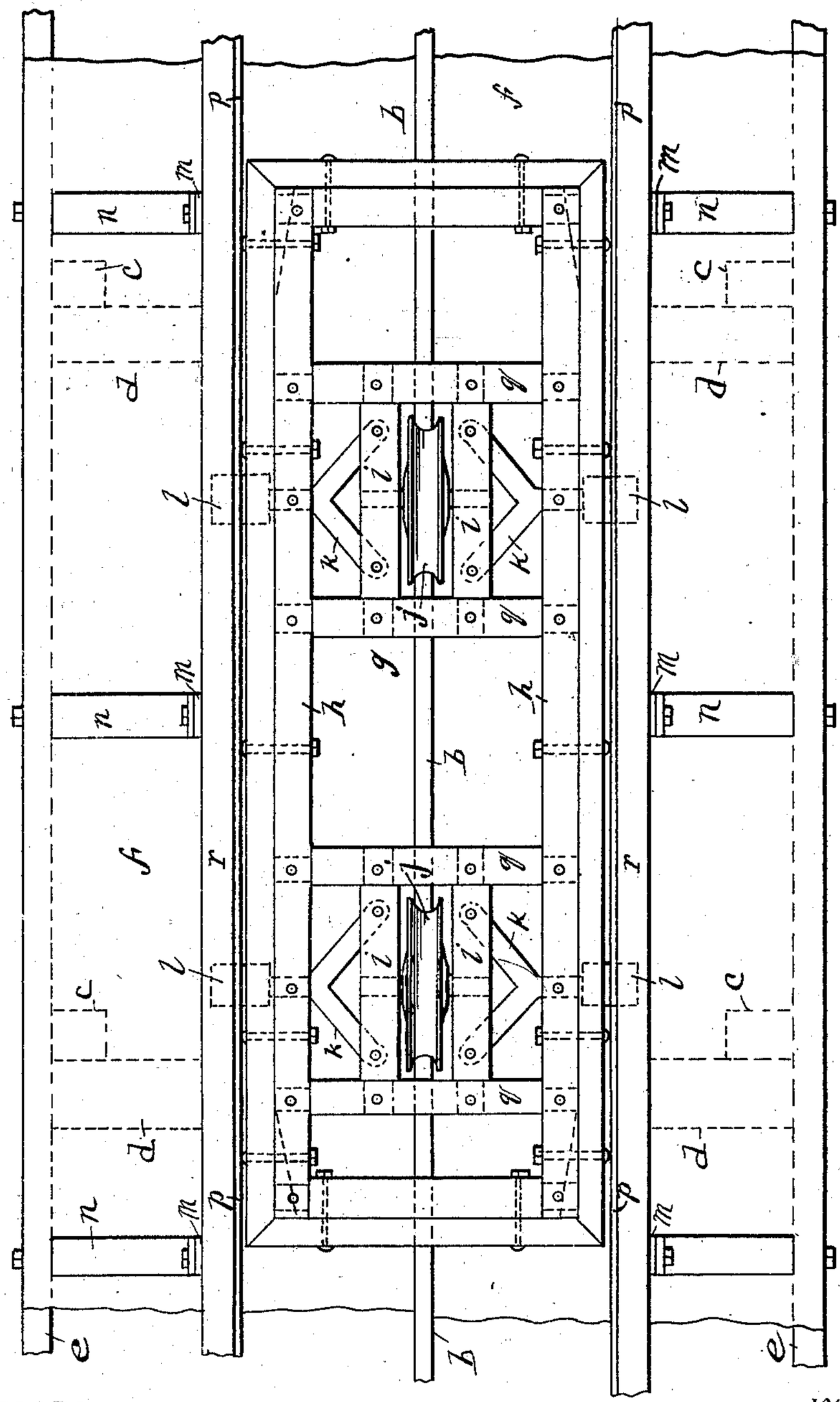


Fig. 2.

WITNESSES.
O. B. Barringer
J. M. Poland.

INVENTORS.
Charles H. Pfuntner
Charles B. Cole
By Newell S. Wright
Their Attorney

No. 712,587. Patented Nov. 4, 1902.

C. H. PFUNTNER & C. B. COLE.

SCENIC RAILWAY.

(Application filed May 5, 1902.)

(No Model.) 3 Sheets—Sheet 3.

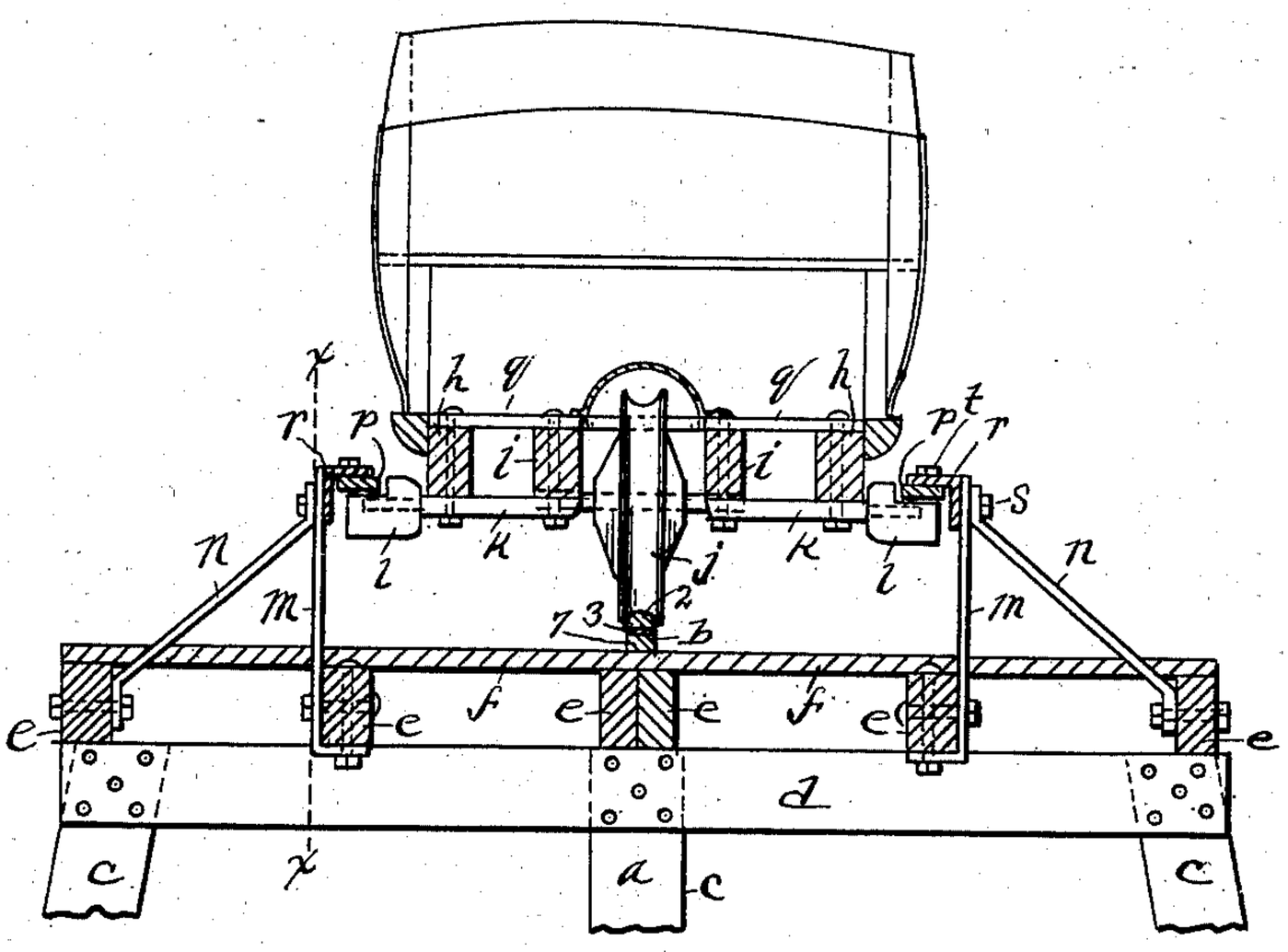


Fig. 3.

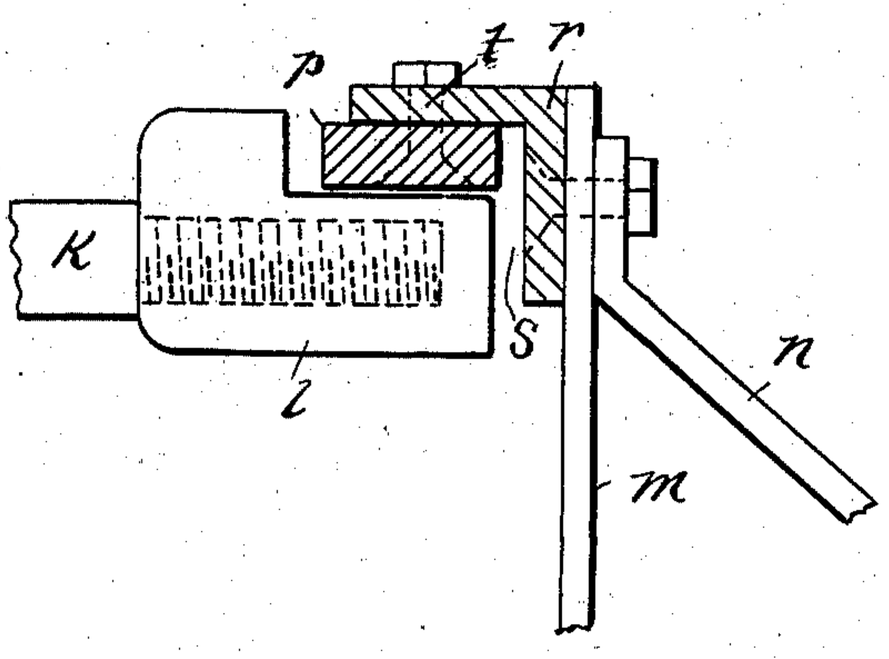


Fig. 4.

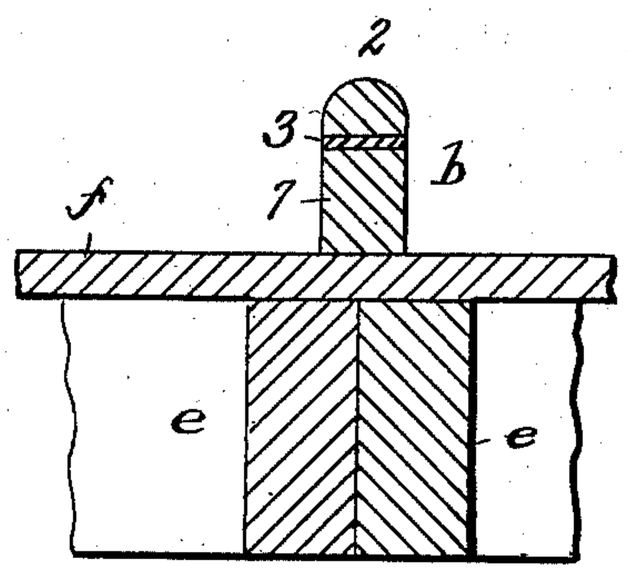


Fig. 5.

WITNESSES.

O. B. Barnziger.

F. M. Poland

INVENTORS.

Charles H. Pfuntner

Charles B. Cole

By Newell S. Wright.

Attorney

UNITED STATES PATENT OFFICE.

CHARLES H. PFUNTNER AND CHARLES B. COLE, OF DETROIT, MICHIGAN, ASSIGNORS TO THE AMERICAN SCENIC RAILWAY AND AMUSEMENT COMPANY, OF DETROIT, MICHIGAN, A CORPORATION OF SOUTH DAKOTA.

SCENIC RAILWAY.

SPECIFICATION forming part of Letters Patent No. 712,587, dated November 4, 1902.

Application filed May 5, 1902. Serial No. 105,883. (No model.)

To all whom it may concern:

Be it known that we, CHARLES H. PFUNTNER and CHARLES B. COLE, citizens of the United States, residing at Detroit, county of Wayne, State of Michigan, have invented a certain new and useful Improvement in Scenic Railways, of which the following is a specification, reference being had to the accompanying drawings, which form a part of this specification.

Our invention has for its object certain new and useful improvements in roller-coasters or "scenic railways;" and it consists of the construction and combination of devices and appliances hereinafter described and claimed, and illustrated in the accompanying drawings, in which—

Figure 1 is a view in section on the line *x x*, Fig. 3. Fig. 2 is a plan view showing features of our invention. Fig. 3 is a view in vertical cross-section showing parts in elevation. Fig. 4 is a detail view showing certain features of construction. Fig. 5 is a detail view in section through the track.

Our invention more particularly has in view apparatus of this description of superior economy, simplicity, and utility embodying a single track and operating by gravity.

We carry out our invention as follows:

In the drawings, *a* represents any suitable support for a single track *b*. The support shown consists of bents *c*, supporting transverse timbers *d*, upon which are secured longitudinally-extending joist or stringers *e*, upon which is engaged a flooring *f*.

A car-body of any desired construction is indicated at *g*, the same being preferably provided with timbers *h*, extending longitudinally of the car at the sides thereof, and of intermediate timbers *i i*, upon which a wheel *j* is journaled, there being preferably only two wheels to a car, the whole being located toward the front and rear of the car. The car-body is also provided with braces *k*, secured to the timbers of the car-body, the braces being preferably Y-shaped and carrying at their outer extremities sliding shoes *l*.

With the support *a*, as with the timbers *e*, are engaged upright stanchions *m*, provided with braces *n* and carrying guide-rails *p* on opposite sides of the car adjacent to the corresponding shoes *l*. The rail *p* may consist simply of a suitable flat strip of metal connected with the corresponding stanchions *g* by an intervening elbow *r*, the elbow being united to the stanchions *m* and braces *n* by a bolt *s*, the rail being connected with the elbow *r* by bolts *t*.

It will be observed that the shoes *l* are preferably made with angular faces, said faces extending adjacent to the inner vertical edge of the guide-rail and beneath the under surface of the guide-rail. It will be clearly understood that these shoes in connection with the guide-rails effectually hold the car upon the track *b*. We prefer to construct the track with a wooden portion (indicated by the numeral 1) surmounted by an iron rail 2, rubber or other elastic material (indicated at 3) being interposed between the wood 1 and the metal 2. The support *a* may extend in any desired direction or angle or form to form any desired grade or curvature.

As shown and above described, the truck and body of the car are formed all in one. The intermediate timbers *i i* of the body of the car are preferably connected with transverse timbers *q q*, connected with longitudinal timbers *h h*.

The shoes *l* may be engaged upon the corresponding braces *k* in any suitable manner. As shown, they have a threaded engagement therewith.

It will be obvious that by the use of the guide-rails on each side of the single track *b* and by the use of the shoes *l* the car will be held safely upon the track. The shoes will be out of contact with the guide-rails normally, the shoes contacting with the rails only when the car tilts or is thrown into position where the shoes contact with the guide-rails, thereby preventing any possibility of the car leaving the track. As so constructed there are but two wheels to each car, no trucks being employed separate from the body or attached thereto. The metal portion 2 of the track is preferably constructed with a rounded upper surface, the wheels having a correspondingly-

curved tread. The shoes *l* have a sliding engagement with the rails when in contact therewith, the shoes being economical in construction and noiseless in operation.

What we claim as our invention is—

1. The combination with a supporting structure of independent stanchions, a brace for each of said stanchions, guide-rails carried thereby, a single track carried by said structure, a car provided with two wheels journaled to the body of the car to run on said track, and sliding shoes carried by the car on opposite sides thereof adjacent to the guide-rails, said shoes having angular faces adjacent to said rails, said faces projecting underneath the rails and upward adjacent to the inner edges of the rails.

2. The combination with a supporting structure, of independent stanchions, a single track carried by said structure, guide-rails carried by said structure, a car provided with two wheels journaled to the body of the car to run on said track, sliding shoes on opposite sides of the car adjacent to said guide-rails, and braces secured to the body of the car carrying said shoes, said shoes having angular faces adjacent to said rails, said faces projecting underneath the rails and upward adjacent to the inner edges of the rails.

3. The combination with the supporting structure, of independent stanchions, a brace for each of the stanchions, guide-rails carried by said stanchions, a single track, a car, two wheels journaled to the body of the car to run on said track, and sliding shoes on opposite sides of the car and carried thereby adjacent to the guide-rails, said shoes having angular faces adjacent to said rails, said faces projecting underneath the rails and upward adjacent to the inner edges of the rails.

4. The combination with a supporting structure, of independent stanchions, a brace for each of the stanchions, guide-rails carried by said stanchions, a single track, a car, two wheels journaled to the body of the car to run on said track, braces upon the car and sliding shoes on opposite sides of the car and carried by said braces adjacent to the guide-rails, said shoes each constructed with an upright shoulder to engage the edge of the corresponding guide-rail and projecting beneath the under surface of the guide-rail.

5. The combination with a supporting structure, of stanchions, braces for the stanchions, guide-rails carried by said stanchions, a single track, a car, two wheels journaled to the body of the car to run on said track, and shoes on opposite sides of the car and carried thereby adjacent to the guide-rails, said shoes each constructed with an upright shoulder to engage the edge of the corresponding guide-rail and projecting beneath the under surface of the guide-rail, said stanchions and guide-rails having intervening elbows secured thereto.

6. The combination with a supporting structure, of stanchions, a single track carried by said structure, guide-rails carried by said stanchions, a car provided with two wheels to run on said track, shoes on opposite sides of the car adjacent to said guide-rails, and Y-shaped braces secured to the body of the car carrying said shoes, said shoes having a removable engagement with the corresponding braces.

In testimony whereof we have signed this specification in the presence of two subscribing witnesses.

CHARLES H. PFUNTNER.
CHARLES B. COLE.

Witnesses:
N. S. WRIGHT,
Mrs. J. E. BENTON.