

No. 750,242.

PATENTED JAN. 19, 1904.

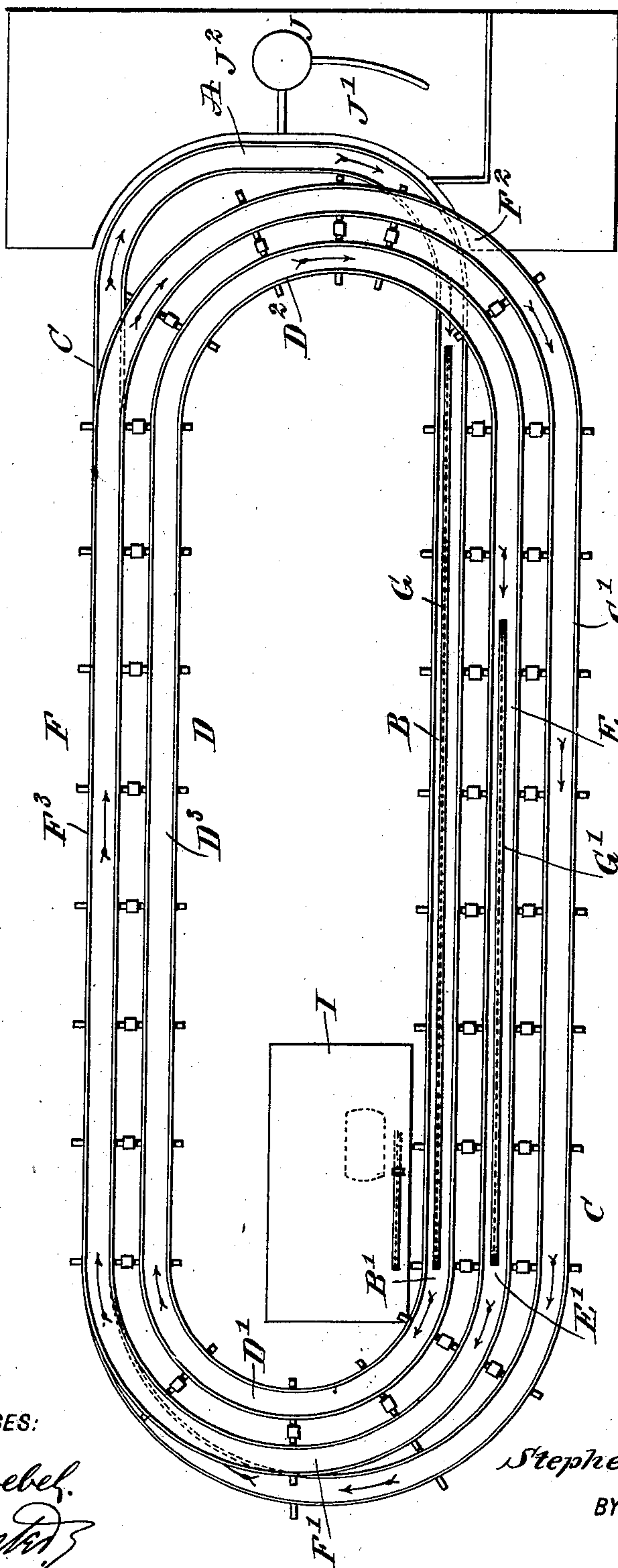
S. E. JACKMAN.
RAILWAY.

APPLICATION FILED SEPT. 9, 1903.

NO MODEL.

2 SHEETS—SHEET 1.

Fig. 1.



WITNESSES:

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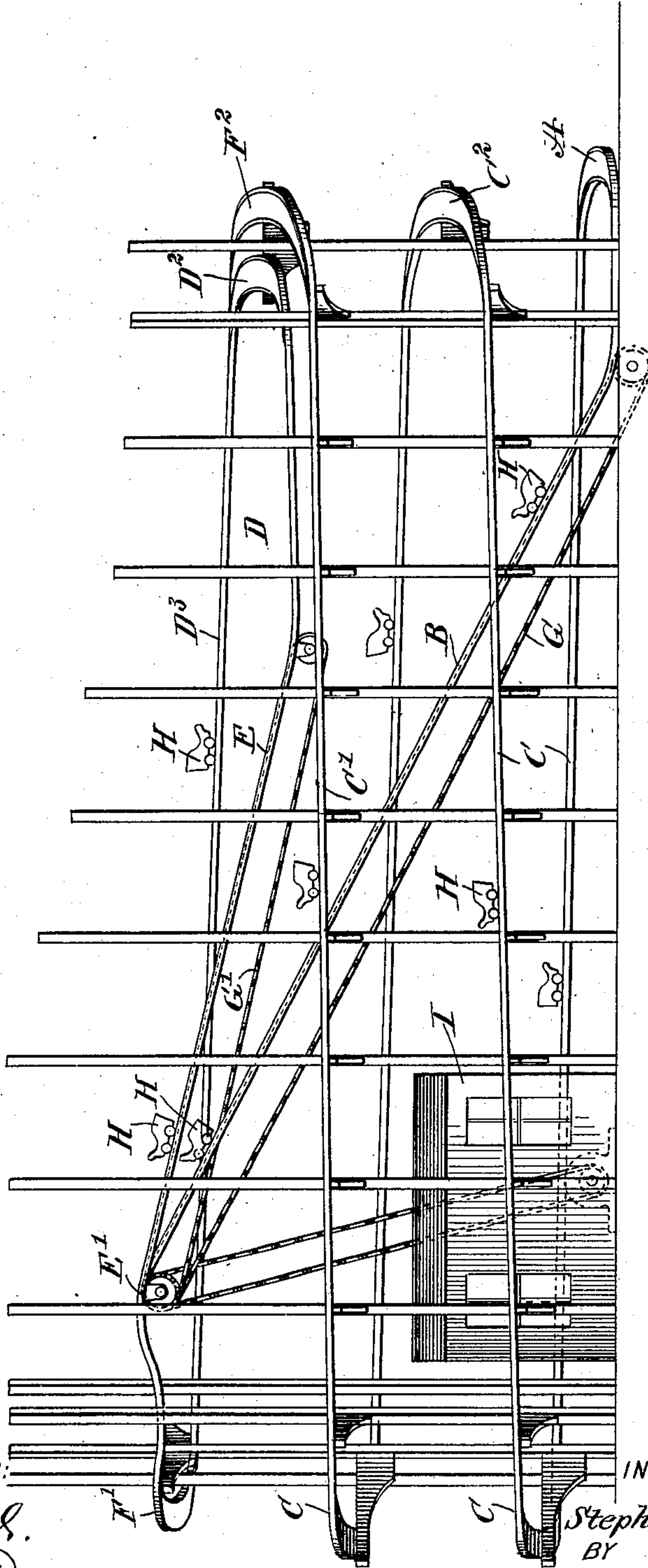
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NO MODEL.

2 SHEETS—SHEET 2.

Fig. 2.



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UNITED STATES PATENT OFFICE.

STEPHEN E. JACKMAN, OF NEW YORK, N. Y.

RAILWAY.

SPECIFICATION forming part of Letters Patent No. 750,242, dated January 19, 1904.

Application filed September 9, 1903. Serial No. 172,471. (No model.)

To all whom it may concern:

Be it known that I, STEPHEN E. JACKMAN, a citizen of the United States, and a resident of the city of New York, Coney Island, borough of Brooklyn, in the county of Kings and State of New York, have invented a new and Improved Railway, of which the following is a full, clear, and exact description.

The invention relates to railways such as are used for amusement in pleasure resorts, exhibitions, and the like; and its object is to provide a new and improved switchback or inclined railway arranged to take up a comparatively small amount of ground or floor space and to afford a long and exciting ride, especially as a car during a part of its journey races side by side with a preceding car and again with the next following car to greatly add to the amusement of the occupants of the car.

The invention consists of novel features and parts and combinations of the same, as will be more fully described hereinafter and then pointed out in the claims.

A practical embodiment of the invention is represented in the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in both views.

Figure 1 is a plan view of the improvement, and Fig. 2 is a side elevation of the same.

The continuous track of the railway when viewed in plan appears as a plurality of elongated loops, as will be readily understood by reference to Fig. 1, and the said track contains a station-section A, which leads at one end to the bottom of an inside up-track B, and in the other end of the said station-section A terminates the lower end of a downwardly-inclined homestretch C. From the summit B' of the inside up-track B leads downward an inside race-section D, having curved ends D' D² and a straight side D³, and the terminal of the end D² leads to the bottom of an outside up-track E, having its summit E' arranged adjacent to the summit B' of the inside up-track B. From the summit E' of the outside up-track E extends downwardly a second or outer race-section F, adjacent to the inside section D and arranged in the same plane, the

said outside race-section F consisting of curved ends F' and F² and a straight side F³, the same as the inside race-section D. The terminal of the end F² leads to the upper end C' of the homestretch C, having any desired number of convolutions and leading at its lower end to the station A, as previously mentioned.

The up-tracks B and E are provided with endless propelling-chains G and G', having spaced cross-bars for engaging projections on the under side of a car H, adapted to travel over the continuous track, and the said endless chains G and G' are driven by a suitable mechanism from a power-house I, preferably arranged within the track, as indicated in the drawings, to save floor-space.

A station J, adjacent to the station-section A of the continuous track, is provided with a separated entrance J' and an exit J², as indicated in Fig. 2, so that passengers can embark in the car H at the entrance J', and the car, filled with passengers, is now pushed by an attendant to the bottom of the inside up-track B, at which point the endless chain G engages the car and pulls the same up on the track B. When the car reaches the summit B', it disconnects from the chain G and now travels by its own gravity down the inside race-section D to finally pass to the bottom of the outside up-track E, at which point the chain G' engages the car and pulls the same up the track E, and when the car reaches the summit E' it leaves the chain G', and the car now travels by its own gravity down the outside race-section F to finally pass onto the upper end C' of the homestretch C to travel down the homestretch and finally onto the station-section A at the inside J² of the station. The passengers now disembark from the car, the latter is pushed by an attendant to the entrance J' of the station, and the above-described operation is repeated. Now when the railway is in use a number of cars are successively sent over the track at the same time, but spaced suitable distances apart in such a manner that when one car reaches the summit B' the preceding car reaches the summit E', so that the two cars now race side by side down the race-sections D and F until the car on the section D reaches the bottom of the up-track E and

the car on the outside race-section F reaches the upper end C' of the homestretch. Now the car traveling up the outside up-track E when reaching the summit E' is opposite the
 5 next following car, which now reaches the summit D', and the two cars now race together down the sections F and D in the same manner as previously described until the first car finally reaches the upper end C' of the
 10 homestretch to travel down the same back to the station-section A.

From the foregoing it will be seen that the car during a portion of its journey races with the preceding car and then with the next fol-
 15 lowing car, thus adding greatly to the amusement of the occupants of the cars. It will further be seen that a car while passing over the racing-sections is first on the inside of the car with which it races—that is, the preceding
 20 car—and then is on the outside during the next racing journey with the following car, thus greatly adding to the amusement of the occupants of the car. Furthermore, by the arrangement described the continuous track
 25 can be built with a comparatively small amount of floor-space, owing to the peculiar location of the inside and outside up-tracks and the race-sections. By reference to the
 30 drawings it will be seen that the forward portion of the station-section passes under the corresponding end C² of the homestretch C and the ends D² F² of the race-sections in order to reach the bottom of the inside up-track B, so that very little space is required to render
 35 the track continuous.

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

1. A railway having a continuous track consisting of a station-section, an inside up-track,

an inside race-section leading downwardly 40 from the summit of the up-track, an outside up-track, in the lower end of which terminates the lower end of the said inside race-section, an outside race-section leading from the summit of the outside up-track in a down- 45 ward direction, adjacent to and parallel with the first race-section and on the outside thereof, and a homestretch leading from the end of the outside race-section and terminating in the station-section, the upper portion of the 50 homestretch extending outside the said outside up-track, as set forth.

2. A railway having a continuous track consisting of a station-section, an inside up-track, an inside race-section leading downwardly 55 from the summit of the up-track, an outside up-track, in the lower end of which terminates the lower end of the said inside race-section, an outside race-section leading from the summit of the outside up-track in a down- 60 ward direction, adjacent to and parallel with the first race-section and on the outside thereof, and a homestretch leading from the end of the outside race-section and terminating in the station-section, the upper portion of the 65 homestretch extending outside the said outside up-track and the said station-section crossing with its forward portion below a portion of the homestretch and below the ends of the race-sections, to connect with the lower 70 end of the inside up-track, as set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

STEPHEN E. JACKMAN.

Witnesses:

THEO. G. HOSTER,
 WILLIAM P. GOEBEL.