

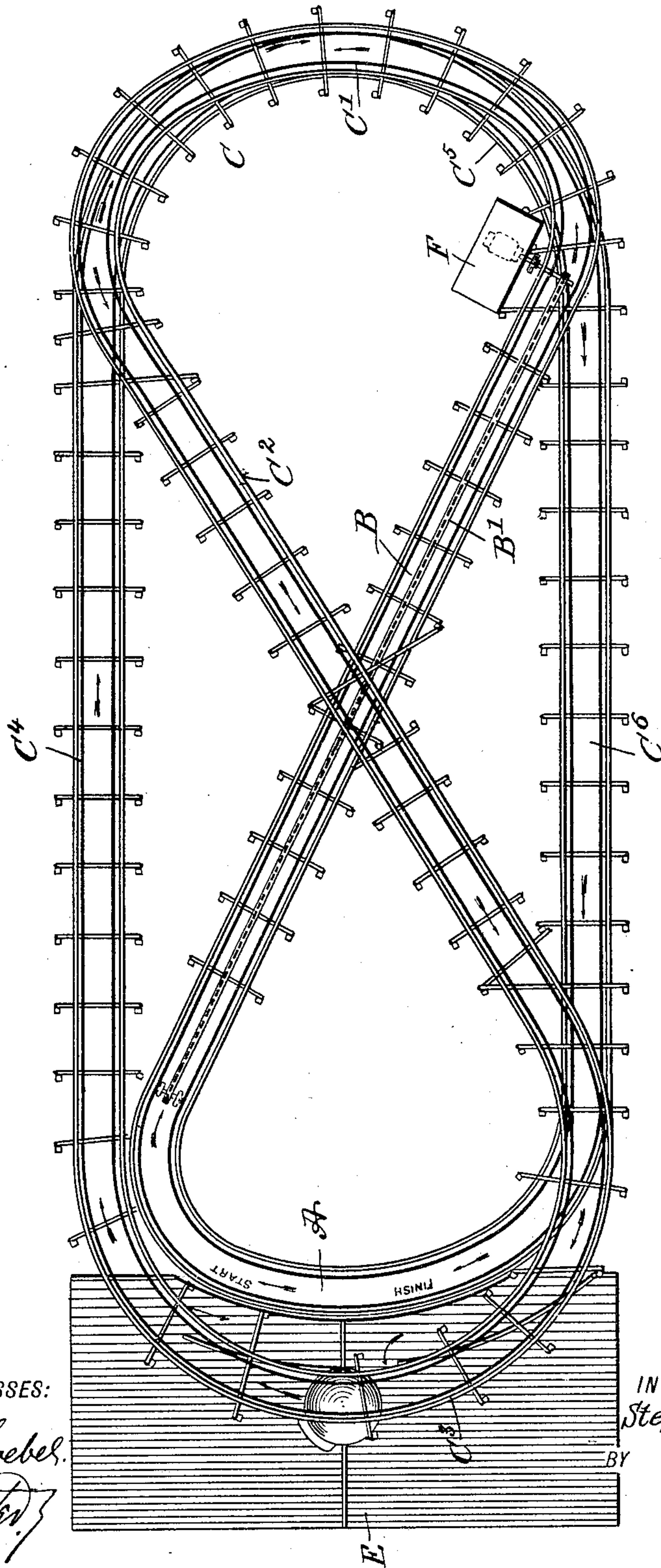
No. 784,329.

PATENTED MAR. 7, 1905.

S. E. JACKMAN.
INCLINED RAILWAY.
APPLICATION FILED OCT. 3, 1904.

2 SHEETS—SHEET 1.

Fig. 1.



WITNESSES:

William P. Goebel.
Reed. Hooster.

INVENTOR
Stephen E. Jackman

BY

Mumford
ATTORNEYS

No. 784,329.

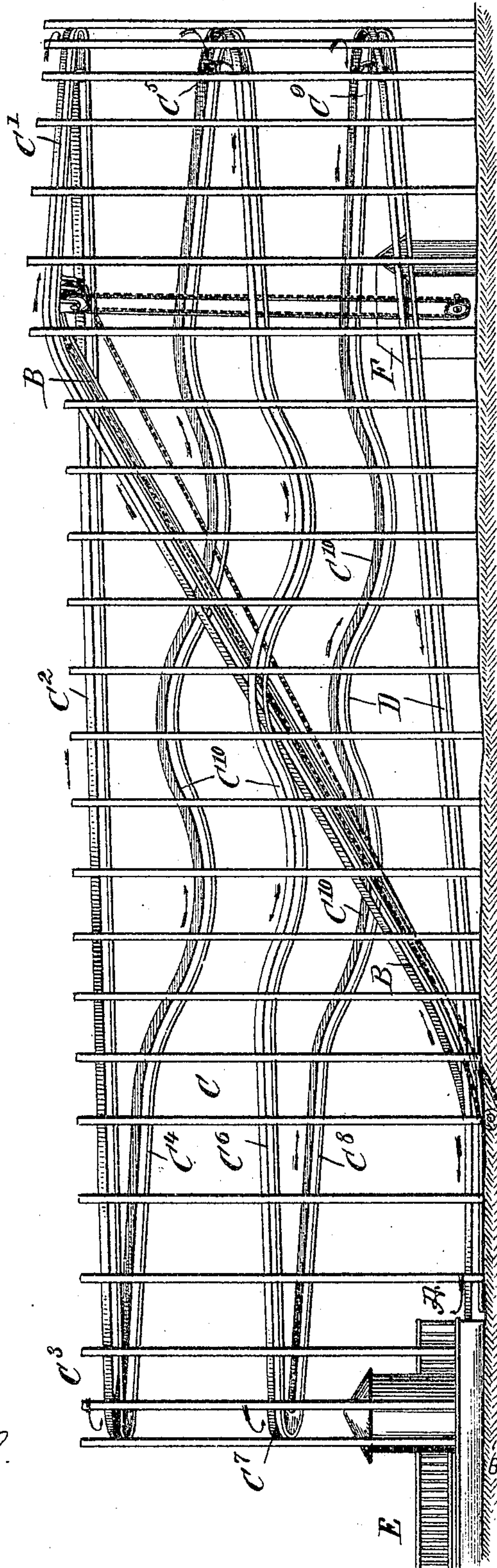
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2 SHEETS--SHEET 2.



WITNESSES:

William P. Gaebes.
Rev. J. Hooper.

INVENTOR

Stephen E. Jackman

64

Mann
ATTORNEYS

UNITED STATES PATENT OFFICE.

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

INCLINED RAILWAY.

SPECIFICATION forming part of Letters Patent No. 784,329, dated March 7, 1905.

Application filed October 3, 1904. Serial No. 227,003.

To all whom it may concern:

Be it known that I, STEPHEN EDWARD 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 Inclined Railway, of which the following is a full, clear, and exact description.

The invention relates to railways such as are principally used for amusement in pleasure resorts, exhibitions, and like places.

The object of the invention is to provide a new and improved inclined railway arranged to utilize the ground-space to the fullest advantage by providing a long up-track without diminishing the rise thereof for the purpose of requiring less power to haul cars up the track.

A further object of the invention is to render the ride over the inclined railway exceedingly exciting.

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 track of the improved inclined railway is preferably made continuous and consists, essentially, of a station-section A, an up-track B, and a down-run C, having a home-stretch D, leading back to the station-section A. The up-track B is inclined upwardly from the forward end of the station-section A, and the said up-track extends in a diagonal direction to provide an exceedingly long track of less grade at the same rise to the summit of the up-track.

The up-track B is provided with the usual hauling-chain B', adapted to engage a car pushed onto the end of the up-track to haul the car up the inclined diagonal up-track to the summit thereof. The car on reaching the

summit passes out of engagement with the chain B' and now travels onto and down the curved end portion C' of the down-run C, it being understood that the car now travels by its own momentum. The curved end portion C' terminates in a diagonal member C², standing at angles to the up-track B and crossing the same at a higher level to finally connect with the other curved end portion, C³, connected by a straight run C⁴ with the curved end portion C⁵, arranged below the end portion C' and leading to the straight side run C⁶, terminating in the curved end portion C⁷, located below the end portion C³ and connected with the side run C⁸, arranged below the side run C⁴ and connected with the curved end portion C⁹, located below the curved end portion C⁵ and terminating in the straight home run D, terminating in the station-section A.

The down-run C, as shown, is provided in each straight side portion C⁴, C⁶, and C⁸ with sets of dips C¹⁰, each set of dips consisting of a plurality of immediately-jointed connected successive dips of the same or of different depth, so that the car, loaded with passengers and passing down a side portion of the down-run, passes over the said jointed pair of dips, thus rendering the ride exceedingly exciting for the passengers in the car.

By arranging the continuous track in the manner described a very long ride is provided, and at the same time the ride is rendered exceedingly exciting owing to the crossing of the member C² over the up-track B and the sets of dips in the down-run C and home stretch D.

As shown in the drawings, the curved end portions C³ and C⁷ are extended above the station E, so as to add to the length of the track. The chain B' is propelled by suitable mechanism driven from a motor F, as indicated in the drawings.

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

1. A railway having a continuous track provided with an up-track extending diagonally.

2. A railway having a continuous track provided with an up-track extending diago-

nally relative to the down-run, which is approximately oval in plan and provided with a diagonal member.

5 3. A railway having a continuous track provided with an up-track extending diagonally relative to the down-run, which is approximately oval in plan and provided with a diagonal member crossing the up-track at a higher level.

10 4. A railway having a continuous track provided with an up-track extending diagonally

relative to the down-run, which is approximately oval in plan and provided with a diagonal member crossing the up-track at a higher level and in an opposite direction. 15

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

STEPHEN EDWARD JACKMAN.

Witnesses:

THEO. G. HOSTER,
EDWARD BOLTON MARSHALL.