

No. 858,624.

PATENTED JULY 2, 1907.

J. C. RECKWEG.  
PLEASURE RAILWAY.  
APPLICATION FILED NOV. 1, 1906.

4 SHEETS—SHEET 1.

FIG. 1

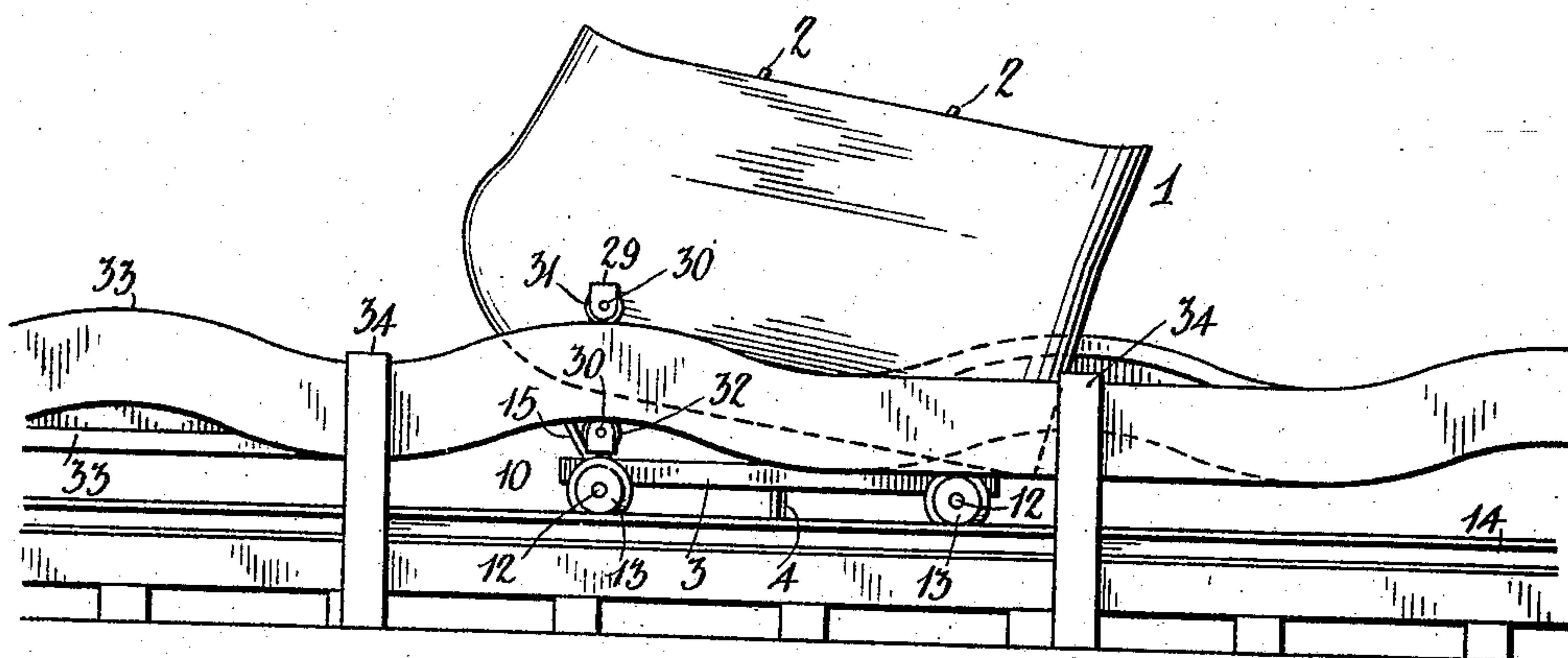
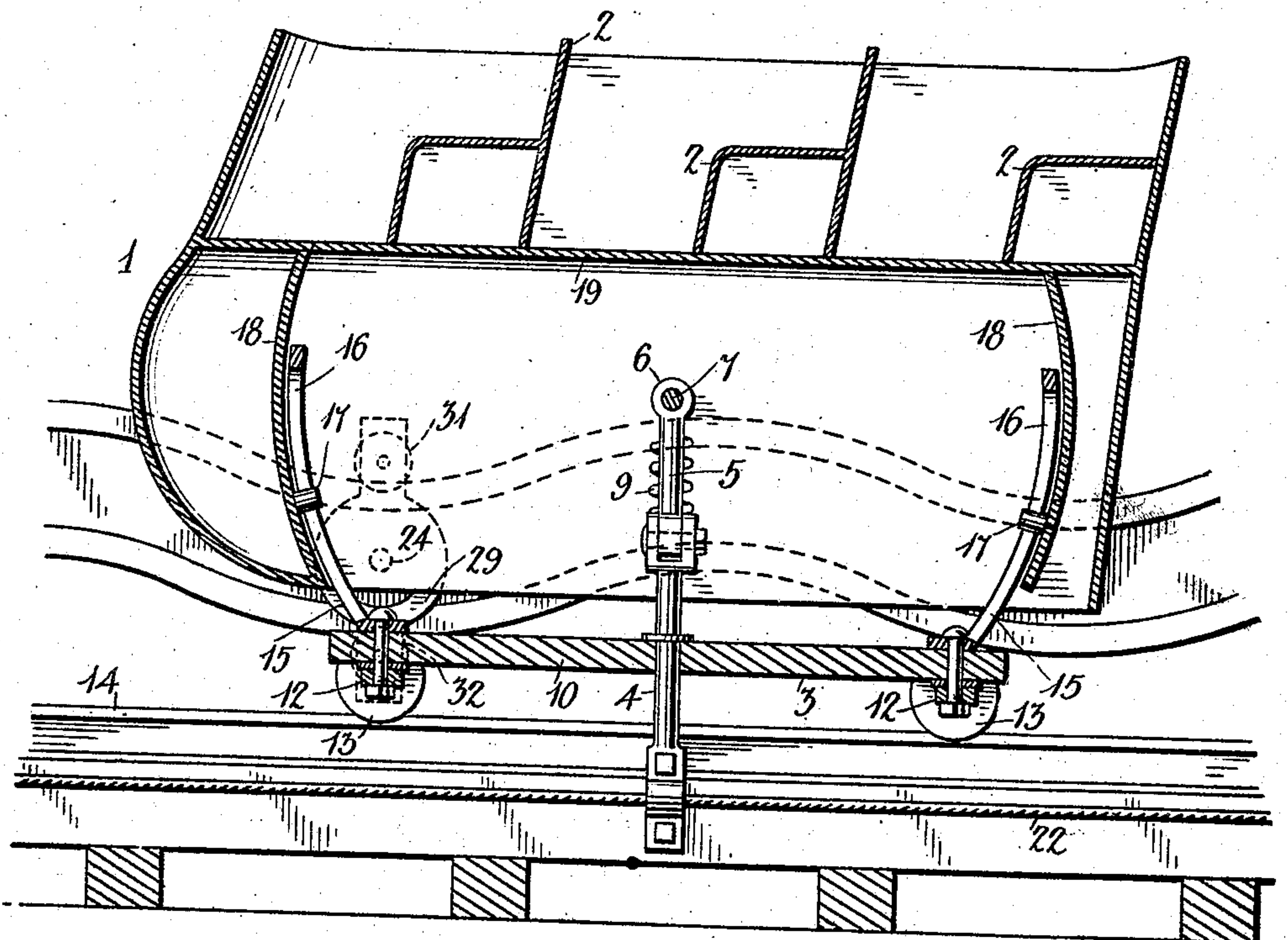


FIG. 2



Inventor

John C. Reckweg

by *A. B. Wilson & Co*

Attorneys

Witnesses

*J. J. Morris*

*C. A. Giesbauer*

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4 SHEETS—SHEET 2.



Witnesses  
J. L. Johnson  
C. H. Grier

NIH

Inventor  
John C. Reckweg  
Attorneys

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4 SHEETS—SHEET 3.

Fig. 3

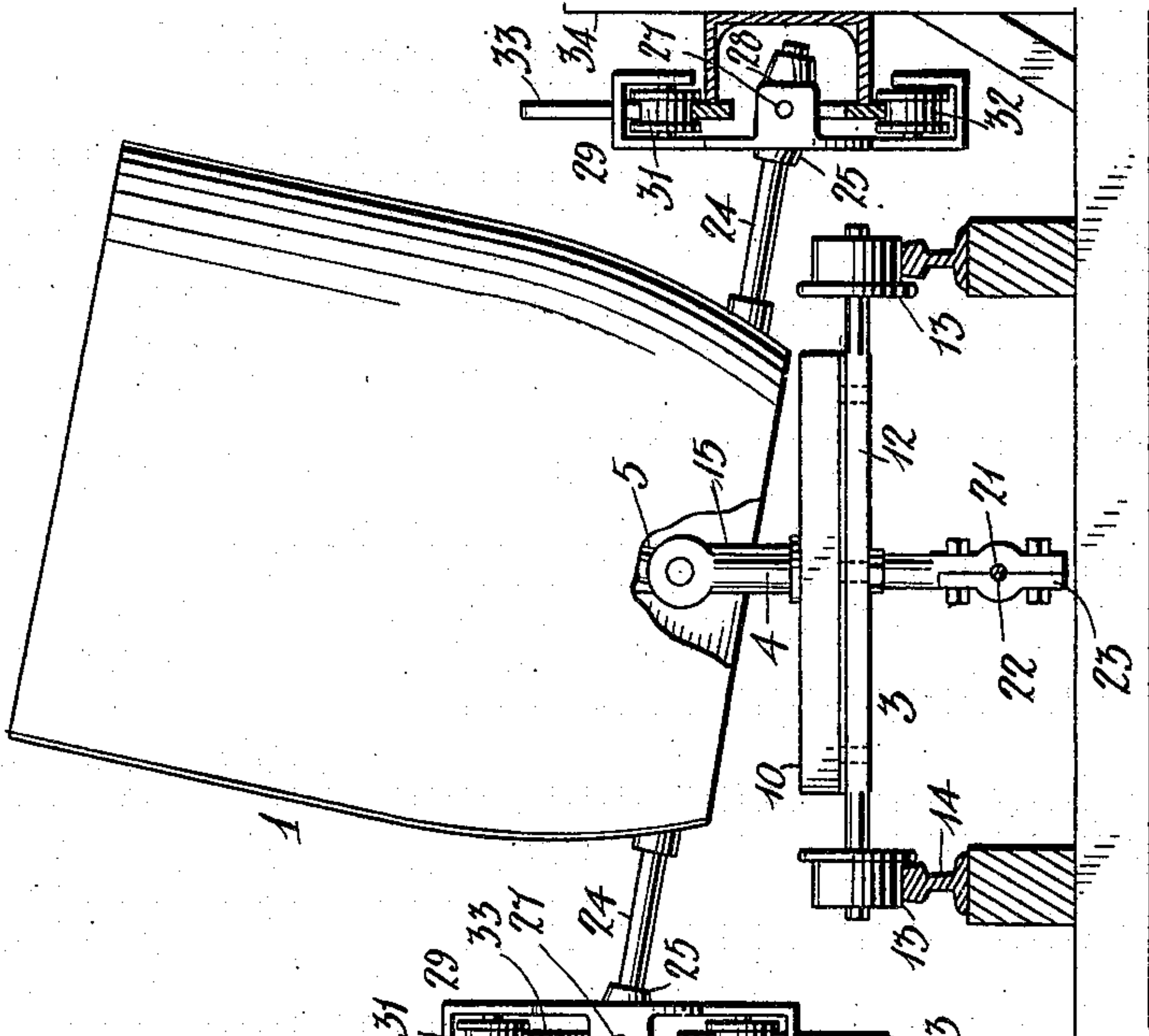
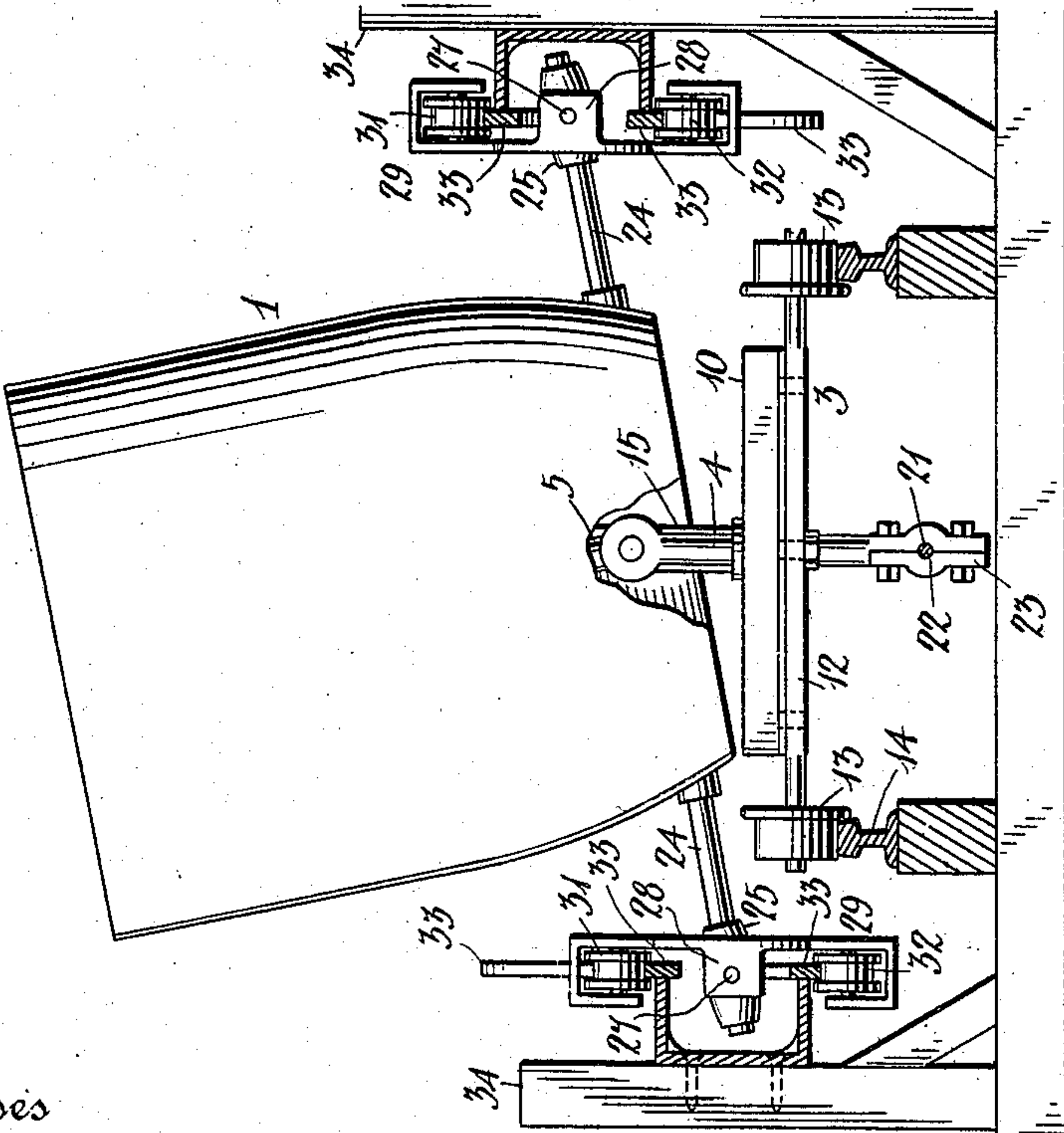


Fig. 4



Witnesses  
*J. H. Wilson*  
*C. H. Giesbauer*

Inventor  
John C. Reckweg  
By *A. B. Wilson & Co.*  
Attorneys

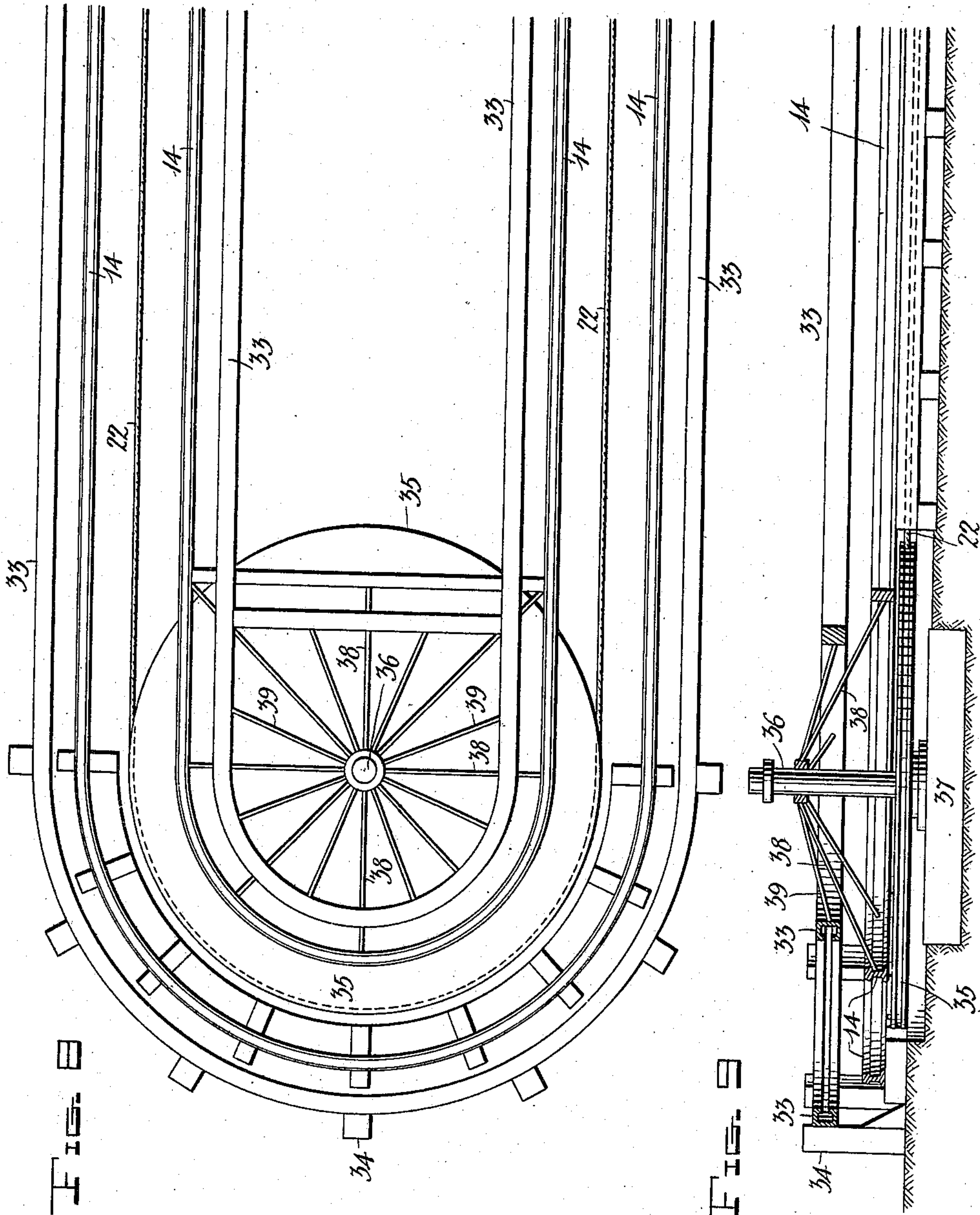


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4 SHEETS—SHEET 4.



Witnesses  
*C. H. Griesbauer*

Inventor  
*John C. Reckweg*  
by *A. B. Wilson & Co.*  
Attorneys



# UNITED STATES PATENT OFFICE.

JOHN C. RECKWEG, OF LOS ANGELES, CALIFORNIA.

## PLEASURE-RAILWAY.

No. 858,624.

Specification of Letters Patent.

Patented July 2, 1907.

Application filed November 1, 1906. Serial No. 341,659.

*To all whom it may concern:*

Be it known that I, JOHN C. RECKWEG, a citizen of the United States, residing at Los Angeles, in the county of Los Angeles and State of California, have  
5 invented certain new and useful Improvements in Pleasure-Railways; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

10 This invention relates to improvements in pleasure railways.

The object of the invention is to provide a railway of this character having means whereby the car is caused to pitch and roll or rock after the manner of a vessel on  
15 rough water, the car being constructed to represent a boat.

A further object is to provide an improved construction of track rails upon which the car truck travels and track ways by means of which the car or boat is pitched  
20 and rolled while being drawn over said tracks.

With the above and other objects in view, the invention consists of certain novel features of construction, combination and arrangements of parts as will be hereinafter described and claimed.

25 In the accompanying drawings, Figure 1 is a side view of the trackway and its supporting mechanism showing the position of a car thereon and the manner in which the same is rocked longitudinally by the trolley tracks. Fig. 2 is a central, vertical, longitudinal sectional view of the car and truck, showing the arrangement of the same on the tracks. Fig. 3 is a vertical,  
30 cross sectional view through the center of the car. Fig. 4 is a transverse, vertical, sectional view through the trackway, showing the position of the car thereon when rocked laterally in one direction. Fig. 5 is a similar  
35 view showing the position of the car when rocked laterally in the opposite direction. Fig. 6 is a detail side view of the rocker trolley. Fig. 7 is a vertical, sectional view of the same. Fig. 8 is a plan view of the  
40 tracks, showing the arrangement of the same and the cable wheel in making a turn at one end of the railway. Fig. 9 is a vertical sectional view through the tracks and cable wheel at one end as shown in Fig. 8. Fig. 10 is a diagrammatic view representing in full and  
45 dotted lines the relative position or contour of the trolley tracks on each side of the railway.

Referring more particularly to the drawings, 1 denotes the car which is here shown and is preferably in the shape of a boat having arranged therein seats 2. The  
50 car 1 is pivotally mounted upon a truck 3 by means of a centrally disposed standard 4, the lower end of which is firmly secured to and projects below the truck, as shown.

Hingedly connected to the upper end of the standard  
55 4 is a coupling bar 5 on the upper end of which is formed

a bearing sleeve 6 in which is loosely mounted to oscillate, a supporting shaft 7, the ends of which are loosely engaged with the inner sides of the boat midway between its ends. On the shaft 7 near its opposite ends are secured collars 8 to which are connected the upper  
60 ends of coiled springs 9, the lower ends of which are secured to lugs on the inner side of the lower edge of the boat whereby the same is yieldingly supported by the shaft 7.

The truck 3 comprises a rectangular oblong frame 10  
65 to the under side of which near each end is pivotally connected supporting axles 12 on the ends of which are journaled flanged supporting wheels 13 adapted to engage track rails 14 upon which the car travels. On the upper side of each end of the truck frame 10 are arranged upwardly projecting, centrally disposed curved  
70 guide bars 15 having formed therein longitudinally disposed guide passages 16 which are adapted to be engaged with studs 17 arranged on the inner sides of transversely disposed partitions 18 in the opposite ends of  
75 the boats. The upper portion of the boat is decked over or provided with a flooring or platform 19 upon which are arranged the seats 2.

The lower end of the standard 4 below the truck is provided with a cable grip which is constructed by  
80 forming a groove or channel 21 in one side of said lower end of the standard to receive the cable 22 which is clamped therein by means of a clip 23 bolted or otherwise secured to the end of the standard as shown. The cable 22 is adapted to run midway between the track  
85 rails 14 immediately above the ties.

Connected with the opposite sides of the boat near the forward end or bow of the same are laterally projecting rocker trolley arms 24, the outer ends of which are connected to rocker trolley carriages by a sliding joint connection, comprising a centrally disposed hub 25 having  
90 a longitudinally disposed passage 26 with which the ends of the arms 24 are slidably engaged. The hubs 25 are provided on their opposite sides with laterally projecting studs 27 which are pivotally mounted in a bearing collar or annular flange 28 which projects laterally from the center of one side of a trolley carriage 29. On the upper and lower extended ends of the carriage 29 are formed trolley wheel bearings 30 in which are journaled upper and lower flanged trolley wheels 31 and 32.  
95 100

The trolley wheels 31 and 32 of each carriage 29 are respectively engaged with the upper and lower parallel rails undulated or irregular trolley tracks 33 arranged at each side of the supporting track rails and supported upon suitable posts 34, as shown. The trolley tracks  
105 on the opposite sides of the supporting track rails are so arranged with respect to each other that the undulations of the rails on one side will at certain points be in alignment or co-incident with each other and at other points, the rails of the track on one side will run level while the  
110



rails of the track on the other side at a directly opposite point will curve upwardly as indicated by the diagram shown in Fig. 10 of the drawing.

When the trolley wheels of the carriages on the opposite sides of the car are in engagement with the trolley tracks at such points where the convolutions are in the same plane or co-incident, the car will be pitched forwardly or rearwardly as shown in Fig. 1 of the drawings. When, however, the trolley wheels on one side of the car come into engagement with a level stretch of trolley track on one side and the trolley wheels on the other side of the car, simultaneously come into engagement with a curved stretch of the trolley track on the other side, the car or boat will be rocked or tilted laterally on the jointed upper end of the truck standard. The curved portions of the trolley rails on one side opposite the level portion of the rails on the other side are so arranged with respect to each other that the car or boat will be rocked or tilted laterally first in one direction and then in the other, thus simulating the side roll or rock of a vessel at sea. The forward and rearward pitch of the car or boat caused by the engagement of the trolley carriages with co-incident convolutions or curves in the trolley tracks is intended to simulate the riding of the vessel on the waves.

The supporting tracks and the trolley tracks are turned or looped at their ends to provide a continuous track-way. Within the return or looped ends of the trackway is arranged a cable supporting wheel 35, the diameter of which is equal to the width of the space between stretches of the cable in the two sides of the trackway. The wheel 35 may be of any suitable construction and is revolvably mounted on a post 36 which is firmly fastened to supporting base or framework of beams 37 embedded in the ground. In order to provide space in which the cable wheel 35 may operate it is necessary to support the inner rail of the supporting track and the inner rails of the trolley tracks from above the ground and the same are here shown as being supported by means of radially disposed horizontal and inclined brace bars and rods 38 and 39, the outer ends of which are secured to the rails and the inner ends to the post in any suitable manner.

From the foregoing description, taken in connection with the accompanying drawings, the construction and operation of the invention will be readily understood without requiring more extended explanation.

Various changes in the form, proportion and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention as defined by the appended claims.

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

1. In a pleasure railway, the combination with supporting tracks, of undulated trolley tracks, a car adapted to

be propelled on the supporting tracks, and means connected with the car to engage the trolley tracks, thereby to impart a rocking motion to the car, while being propelled on said supporting tracks, substantially as described.

2. In a pleasure railway, the combination with a level supporting trackway, of undulated trolley tracks arranged on each side thereof, the undulations in the opposite trolley tracks being arranged both in and out of alignment with each other, a car adapted to be propelled on the supporting trackway, and means connected with the body of the car to engage the trolley tracks, substantially as described.

3. In a pleasure railway, the combination with a level supporting trackway, of undulated trolley tracks arranged on opposite sides thereof, a car having a wheeled truck adapted to be propelled on the level trackway, a body hingedly mounted on said truck to rock longitudinally and laterally, rocker trolleys adapted to travel on the trolley tracks, and rocker arms connected to said body and adapted to engage the rocker trolleys, substantially as described.

4. In a pleasure railway, the combination with a level supporting trackway, of trolley trackways arranged on each side thereof and having aligned and unaligned undulations, a car having a wheeled truck adapted to be propelled on the level trackway, a body portion hingedly mounted on the level trackway to swing longitudinally and laterally, rocker trolleys adapted to engage the trolley tracks, track engaging wheels arranged on the carriage, a hubs pivotally mounted on the rocker trolleys and laterally projecting rocker arms secured to the body and having a sliding engagement with the hubs, substantially as described.

5. In a pleasure railway, the combination with a level supporting trackway, of a trolley trackway comprising pairs of parallel undulated tracks supported on each side of the level trackway, a car comprising a truck, axles pivotally mounted thereon, wheels on the axles to engage the supporting trackway, a centrally disposed standard on the truck, a cable grip on the lower end of the standard, upwardly curved guide bars on the front and rear ends of the truck, a hinged coupling joint on the upper end of the standard, a bearing sleeve on the coupling, a car supporting shaft loosely mounted in the sleeve, supporting springs connected to the shaft and to the car body whereby said body is yieldingly and loosely supported on the truck, rocker trolleys adapted to engage the trolley tracks, and rocker arms arranged on the car to engage the trolleys, substantially as described.

6. In a pleasure railway, the combination with a continuous level supporting trackway, of continuous trolley tracks arranged on each side thereof and having arranged therein aligned and unaligned undulations, a car adapted to travel on the supporting trackway, means connected to the body of the car to engage the trolley tracks, an endless cable adapted to propel the car, cable supporting wheels at the return ends of the tracks, supporting posts for the wheels, and radially projecting brace bars and rods connected to the posts to support the inner stretches of the supporting and trolley track rails over the cable wheels at the return ends of the trackway, substantially as described.

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

JOHN C. RECKWEG.

Witnesses:

JOHN L. SIMPSON,  
Mrs. FRED. SCHNEIDER.