

No. 862,607.

PATENTED AUG. 6, 1907.

A. BRAGG.  
PLEASURE RAILWAY.  
APPLICATION FILED JAN. 2, 1907.

2 SHEETS—SHEET 1.

Fig. 1.

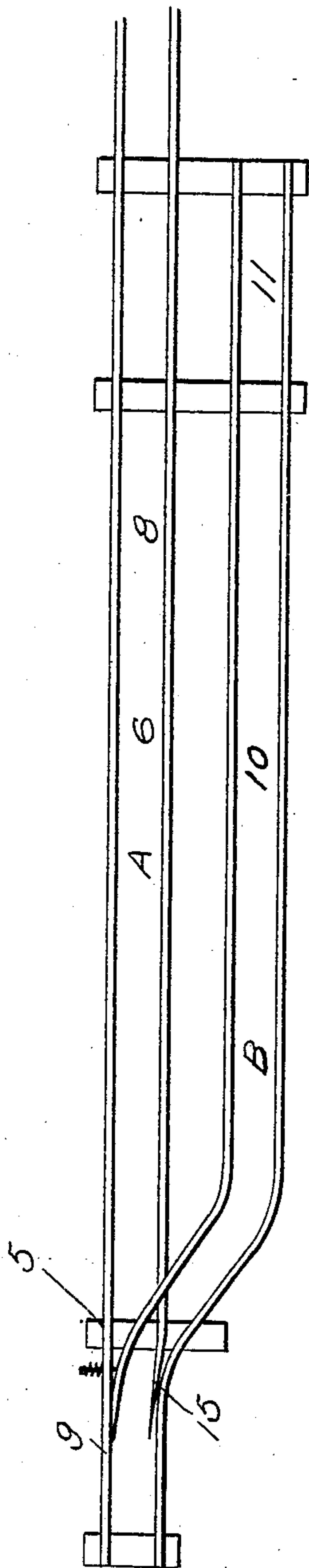
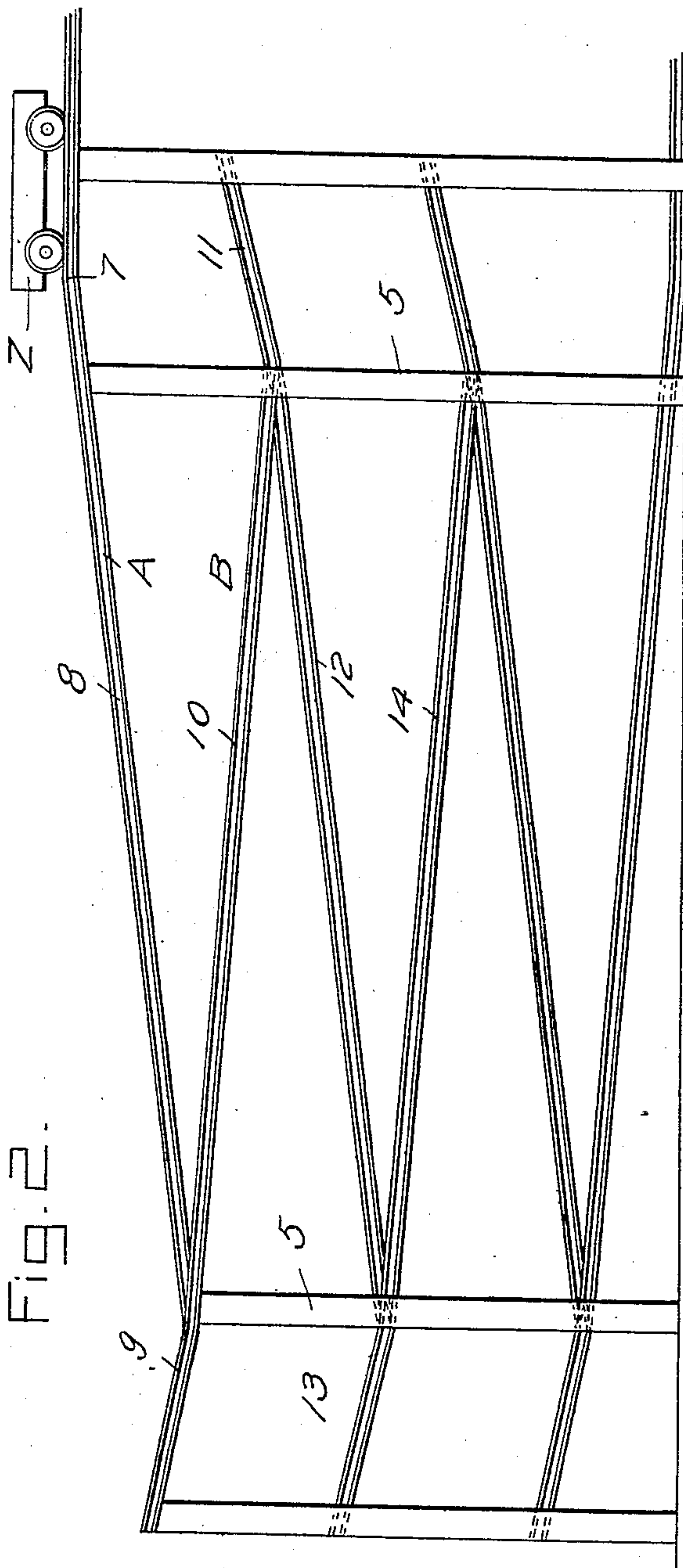


Fig. 2.



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2 SHEETS—SHEET 2.

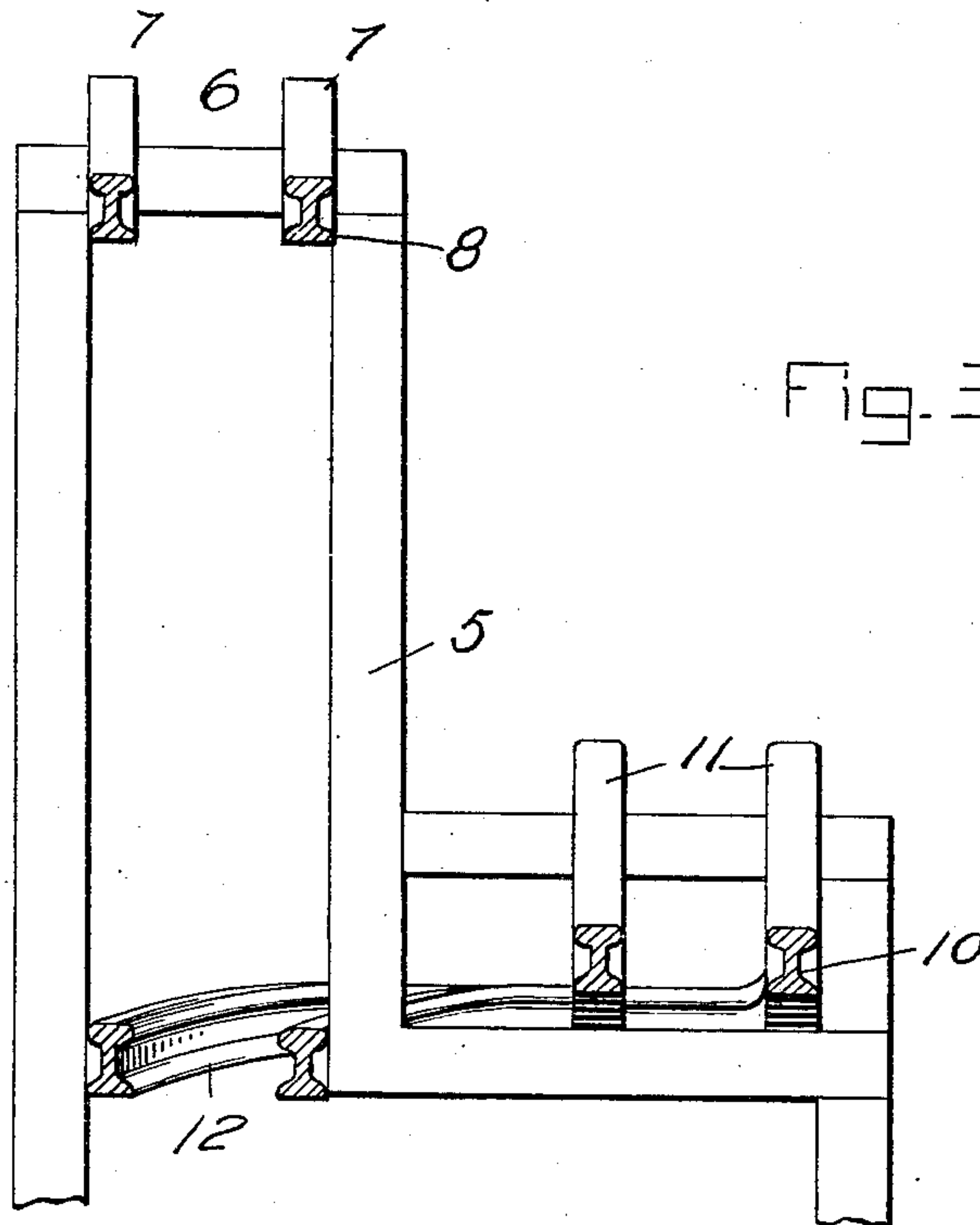


Fig. 3.

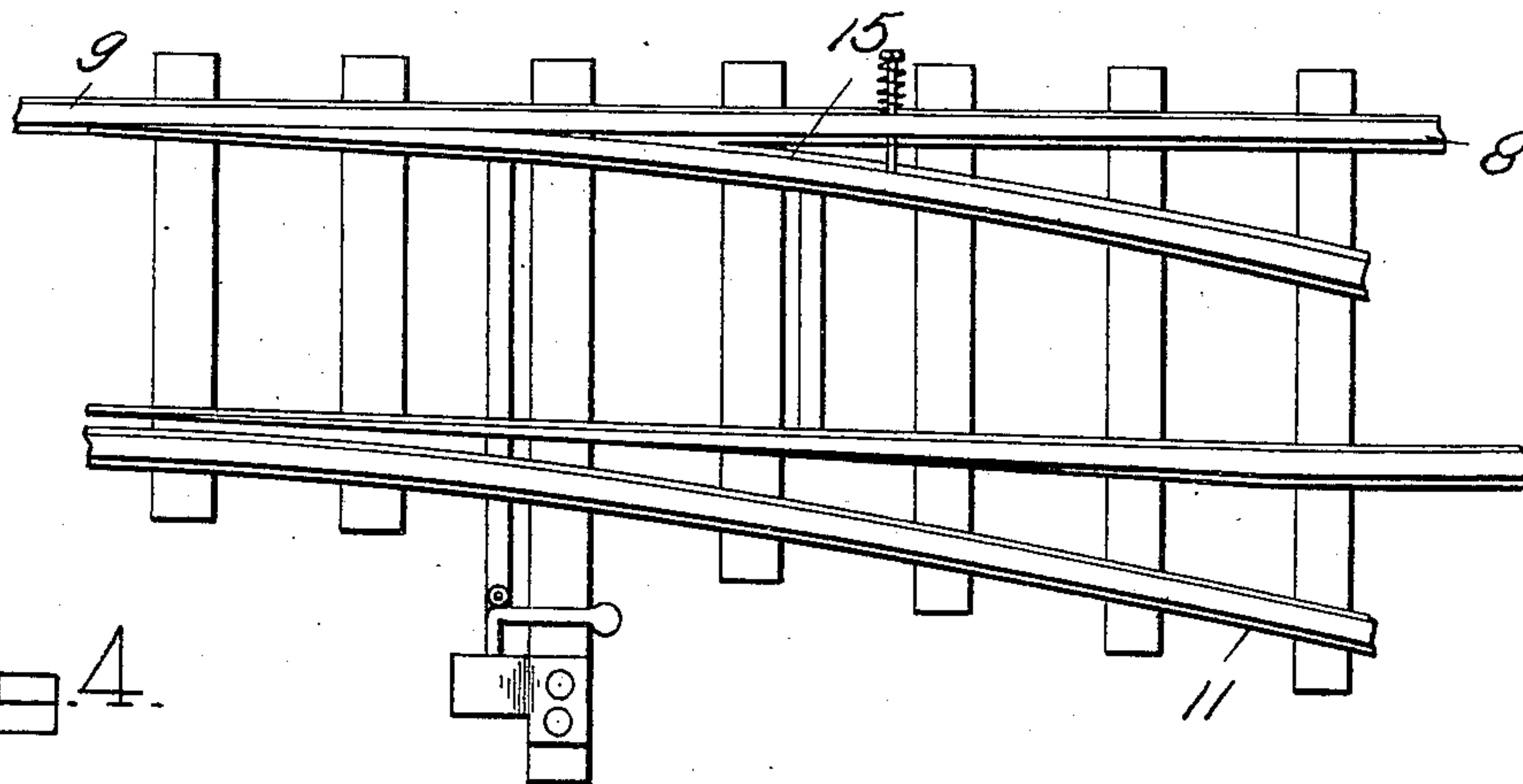


Fig. 4.

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# UNITED STATES PATENT OFFICE.

ARTHUR BRAGG, OF BROOKLYN, NEW YORK.

## PLEASURE-RAILWAY.

No. 862,607.

Specification of Letters Patent.

Patented Aug. 6, 1907.

Application filed January 2, 1907. Serial No. 350,450.

*To all whom it may concern:*

Be it known that I, ARTHUR BRAGG, a citizen of the United States, residing at Brooklyn, in the county of Kings, State of New York, have invented certain new and useful Improvements in Pleasure-Railways; and I do hereby 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.

This invention relates to amusement devices and more particularly to pleasure railways of the gravity type, and has for its object to provide a railway including a novel arrangement of track, such that a car passing thereover will be given alternate forward and backward movements throughout a portion of the track, the car occupying the lower level at each successive movement.

Other objects and advantages will be apparent from the following description, and it is to be understood that I do not desire to be limited to the exact details of construction shown and described, for obvious modifications will occur to a person skilled in the art.

In the drawings forming a portion of this specification and in which like numerals of reference indicate similar parts in the several views, Figure 1 is a top plan view showing the present railway. Fig. 2 is a front elevation. Fig. 3 is a section taken transversely through the diagonal track section. Fig. 4 is an enlarged plan view showing the switch.

Referring now to the drawings, the present invention comprises a supporting framework 5, upon which there is mounted the main track portion 6, which, at a point 7, is slanted downwardly, as shown at 8, and then upwardly at a considerable slant, as shown at 9. A track section 10 joins the portions 8 and 9 at their union, extending downwardly in divergent relation to the portion 8 and in continuation of the portion 9, and this section 10 terminates in an abruptly inclined portion 11. A rail section 12 joins the section 10 at its lowest point, which is the inner end of the portion 11, as will be understood, and slants downwardly and oppositely from the section 10 in parallel relation to the portion 8 of the main track 6, this section 12 also terminating upwardly inclined portion 13. A track section 14 joins the section 12 at the union of its downwardly and upwardly inclined portion, slanting oppositely to the portion 12 and diverging therefrom to lie in a vertical plane parallel with that of the section 10. There are thus provided a plurality of oppositely extending downwardly slanted track sections, terminating in upwardly inclined lower end portions, each section joining its predecessor at its lowest point, the similarly slanted sections lying in parallel vertical planes, as shown, and this arrangement of

track section may be continued to bring a car passing downwardly thereover to any desired elevation below the main track 6.

Automatic switches 15 are provided at the unions of the several track sections to direct a car passing downwardly over the upwardly inclined end portion of one section on to the succeeding section. Thus, a car passing downwardly over the portion 8 of the main track 6, will run upwardly over the portion 9 until its impetus is exhausted, when it will run backward down this portion and be directed by the corresponding switch 15 on to the track section 10, down which it will pass to the portion 11 thereof, the upward incline of which will serve to stop the car and start it in the opposite direction, when it will pass to the section 12, and thus to the succeeding section, as will be readily understood. The car is thus given a shuttle motion, as will be readily seen.

As will be observed from the drawings, the several track sections form a zigzag track including two series of rail sections A and B, the rails of each series being located one below another, and the rails of the two sections being oppositely slanted. As stated, the rails of the series B connect the ends of those of the series A, and vice versa. Upwardly inclined spurs, which are the portions 9, 11 and 13, being located at the meeting ends of these sections.

A car movable over the track is indicated at Z.

What is claimed is:

1. A railway comprising track sections arranged in parallel series, the sections of each series being disposed above one another in parallelism, and being inclined in a direction opposite to the sections of the opposing series, each of said track sections terminating at their lower ends in upwardly-slanted spurs and at their upper ends being curved to join the track section adjacent thereto at a point coinciding with the spur thereof, and switches interposed between the adjacent track sections of said series and serving to direct a car from the spur of one section to the upper end of the section adjacent thereto.

2. A railway comprising a plurality of track sections arranged in parallel series, the sections of each series being arranged one above the other in parallelism and extending at an incline in opposite directions to the sections of the opposing series severally adjacent thereto, each of said track sections terminating at its lower end in an upwardly slanted spur approximating in pitch the inclination of the track section of the opposing series adjacent thereto, said last named track section being curved at its upper end to join said spur, and an automatic switch provided between said spurs and the upper end of the track section adjacent thereto.

In testimony whereof, I affix my signature, in presence of two witnesses.

ARTHUR BRAGG.

Witnesses:

WILLIAM C. CHANDLER,  
EMIL WOERTH.