

No. 791,315.

PATENTED MAY 30, 1905.

A. BRAGG.

PLEASURE RAILWAY.

APPLICATION FILED JAN. 19, 1905.

2 SHEETS—SHEET 1.

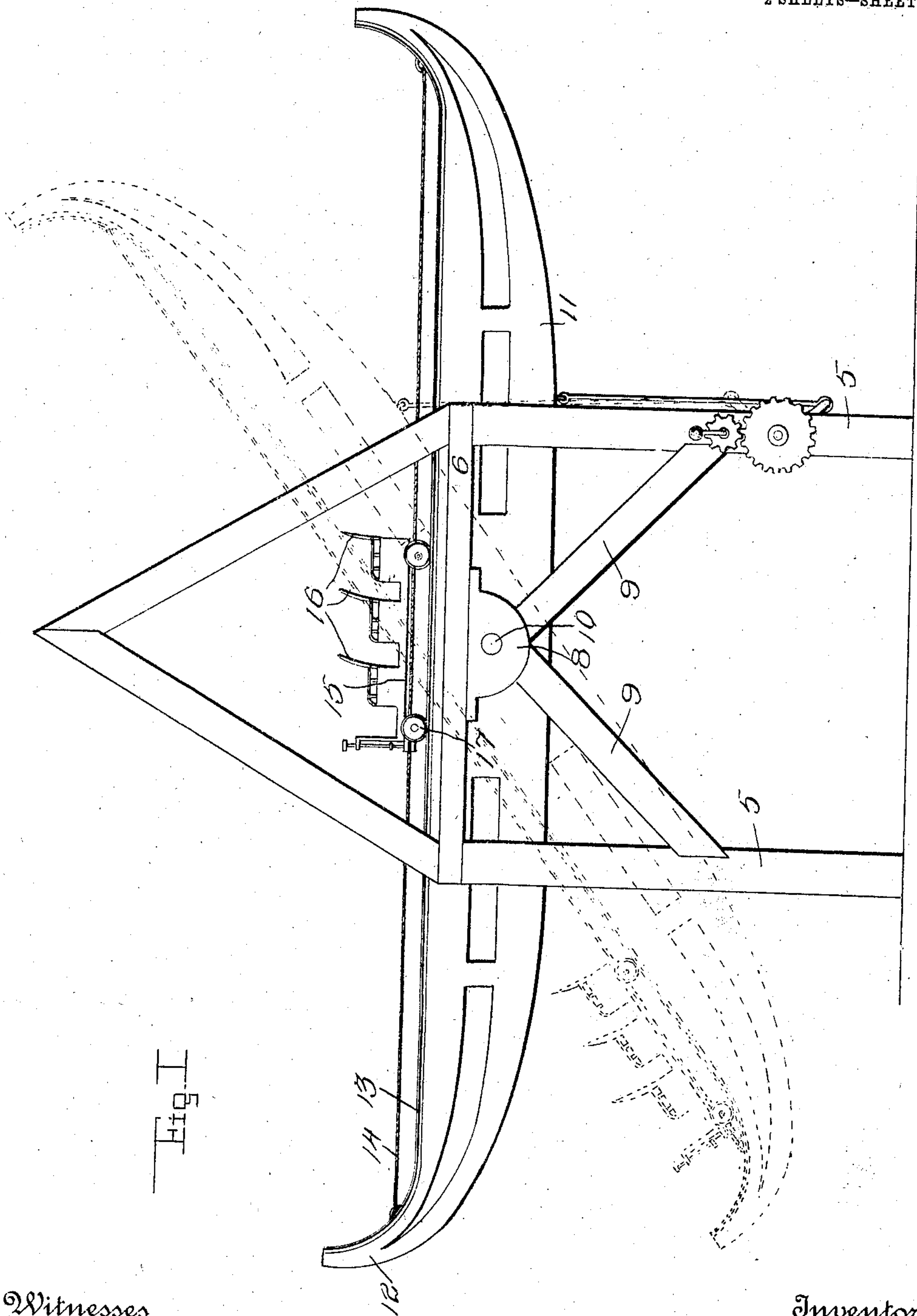


Fig. 1

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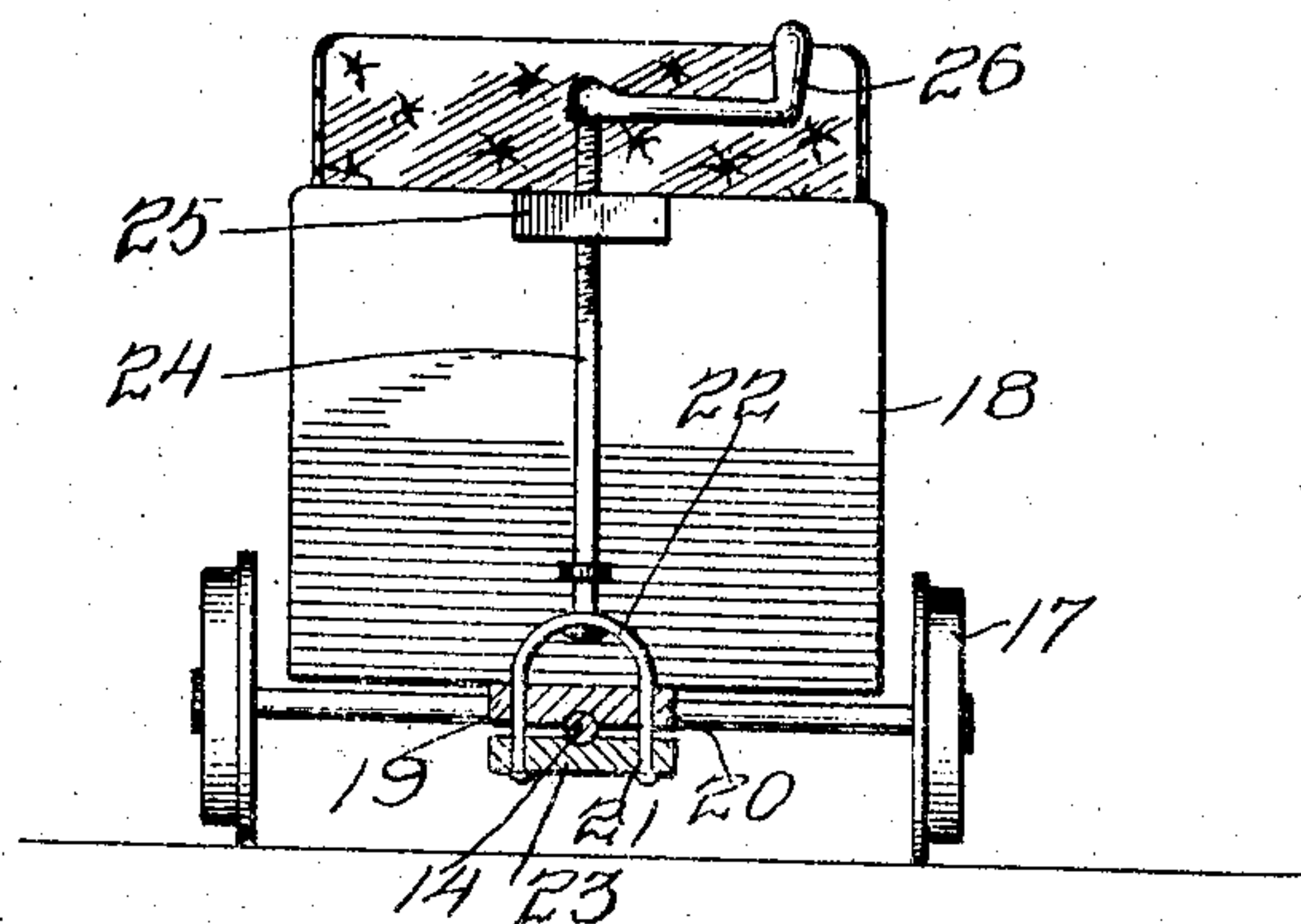


Fig. 2

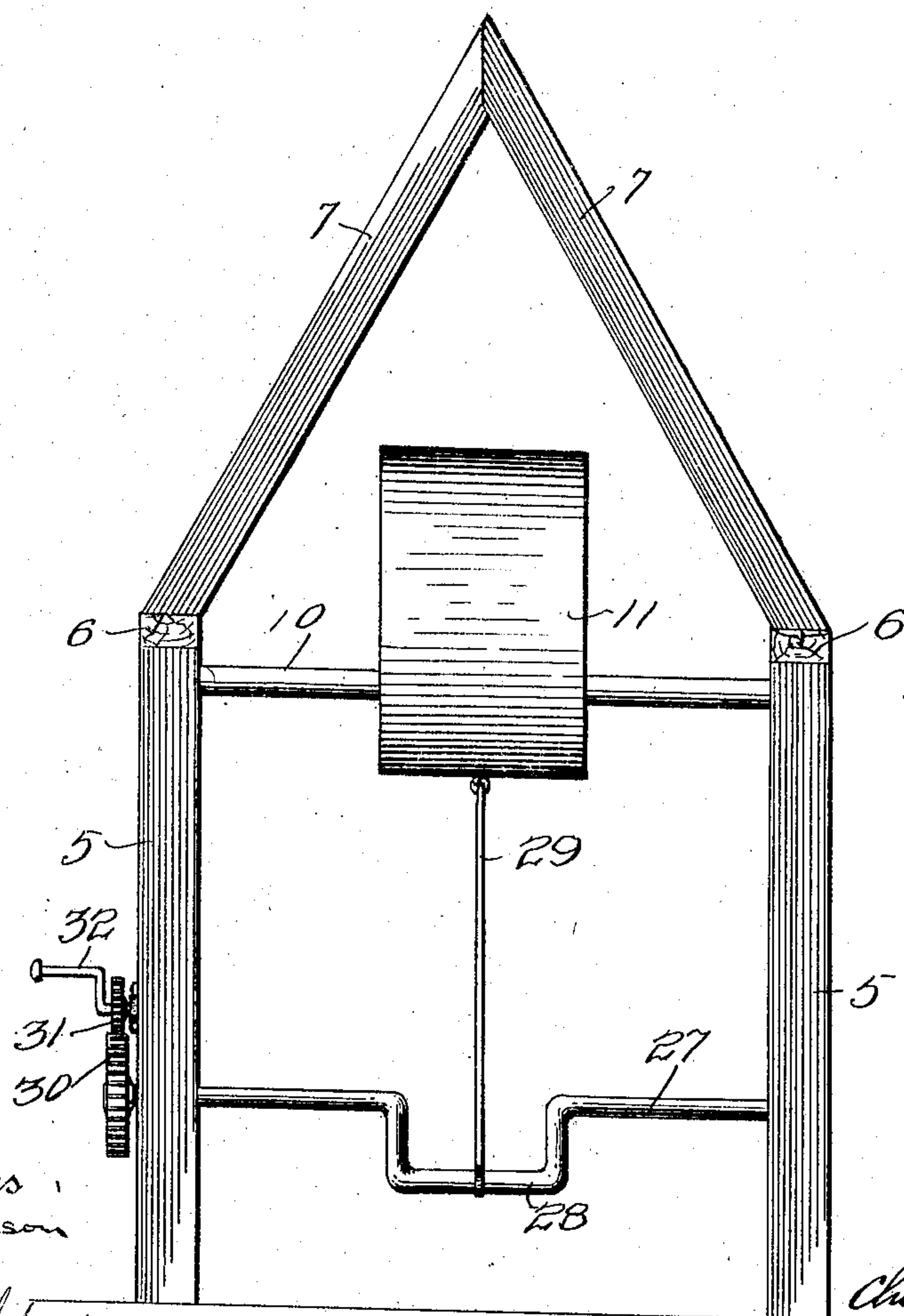


Fig. 3

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# UNITED STATES PATENT OFFICE.

ARTHUR BRAGG, OF BROOKLYN, NEW YORK, ASSIGNOR TO C. L. POPE & CO., OF BROOKLYN, NEW YORK, A COPARTNERSHIP.

## PLEASURE-RAILWAY.

SPECIFICATION forming part of Letters Patent No. 791,315, dated May 30, 1905.

Application filed January 19, 1905. Serial No. 241,840.

*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 pleasure-railways; and it has for its object to provide an apparatus of this class which in its operation will afford much amusement, which may be manufactured at comparatively little expense, which will be easy of operation, and in which danger and accident will be practically eliminated.

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 side elevation of the apparatus. Fig. 2 is a front elevation of the car with the cable-gripping jaws in vertical section. Fig. 3 is an elevation at right angles to Fig. 1.

Referring now to the drawings, the present apparatus comprises a supporting-frame comprising four equidistant uprights 5, upon the upper ends of which are fixed cross-beams 6, that connect the uprights in pairs, and disposed at their lower ends upon these cross-pieces directly above the uprights are rafters 7, that meet and are mutually connected at their upper ends directly over the center of the frame.

Secured to the cross-beam 6 are pillow-blocks 8, against the bottom of which are disposed the upper ends of the braces 9, that diverge downwardly and are let into the faces of the uprights 5. Journaled in the pillow-blocks 8 is a rock-shaft 10, upon which is fixed a platform 11, which is designed to tilt or oscillate with the shaft. The upper face of the platform 11 is flat, excepting at the end portions, where it is curved upwardly, as shown at 12, and fixed upon the upper face of the platform and extending along the upwardly-curved end thereof are rails 13. A cable 14 is attached to the ends 12 of the platform and

extends throughout the length thereof just above the track-rails. Upon the track-rails 13 is disposed a car comprising a body 15, provided with any desired number of seats 16 and having its wheels 17 flanged to prevent the car from leaving the track. Fixed to the front portion of the body of the car and projecting forwardly beyond the dashboard 18 is a fixed gripping-jaw 19, through which are formed vertical passages 20, that slidably receive the arms 21 of a yoke, the bight portion 22 of which is above the jaw 19. A second gripping-jaw 23 is connected to the lower ends of the yoke-arms. Pivotally engaged in the bight 22 of the yoke is a shaft 24, which extends vertically through a block 25, that projects forwardly from the upper part of the dashboard 18, the upper portion of the shaft 24 being threaded, as illustrated, and engaging the block 25, so that when the shaft is rotated in one direction or the other it will move also vertically and will move the jaw 23 toward or away from the jaw 19. The shaft 24 is provided with a crank 26 for manipulating it.

The cable 14 passes between the jaws 19 and 23, and by adjusting the lower jaw upwardly it will be caused to clamp the cable against the upper jaw and hold the car against movement on the platform. Normally the gripping-jaws are released from the cable, so that by oscillating the platform the car will by gravity run from end to end thereof.

To rock or oscillate the platform, a crank-shaft 27 is journaled in a pair of uprights 5, and its crank 28 is connected, by means of a pitman 29, with the platform 11 at one side of the shaft 10. The shaft 27 is provided with a gear-wheel 30, with which meshes a pinion 31, carried by a crank-shaft 32, journaled in suitable bearings above the wheel 30. With this mechanism by operating the crank 32 the platform will be oscillated.

It will be understood that the gripping-jaws serve both as a means for holding the car against movement on the platform and for retarding its speed on the platform.

What is claimed is—

1. A pleasure-railway comprising a frame, a platform pivoted in the upper portion of the

frame and having its ends turned upwardly, a track arranged upon the upper surface of the platform and continuing along the upturned ends thereof, a car mounted for movement  
5 upon the tracks, a cable arranged above that portion of the track between the upturned ends, a braking mechanism associated with the car and cable and means for tilting the platform.

10 2. A device of the class described, comprising a frame, a platform pivoted in the upper portion of the frame and having a track ar-

ranged upon its upper surface, said platform having its ends turned upwardly, a car mounted for movement upon said track, a cable associated with the platform, a braking mechanism associated with the car and cable, and means for moving the platform. 15

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

ARTHUR BRAGG.

Witnesses:

HORTON JOHN GIBSON,  
ABRAHAM LOEB.