No. 888,111. PATENTED MAY 19, 1908.

J. F. MORRISSEY.

PLEASURE RAILWAY.

APPLICATION FILED FEB. 15, 1908.

Fig. 1.

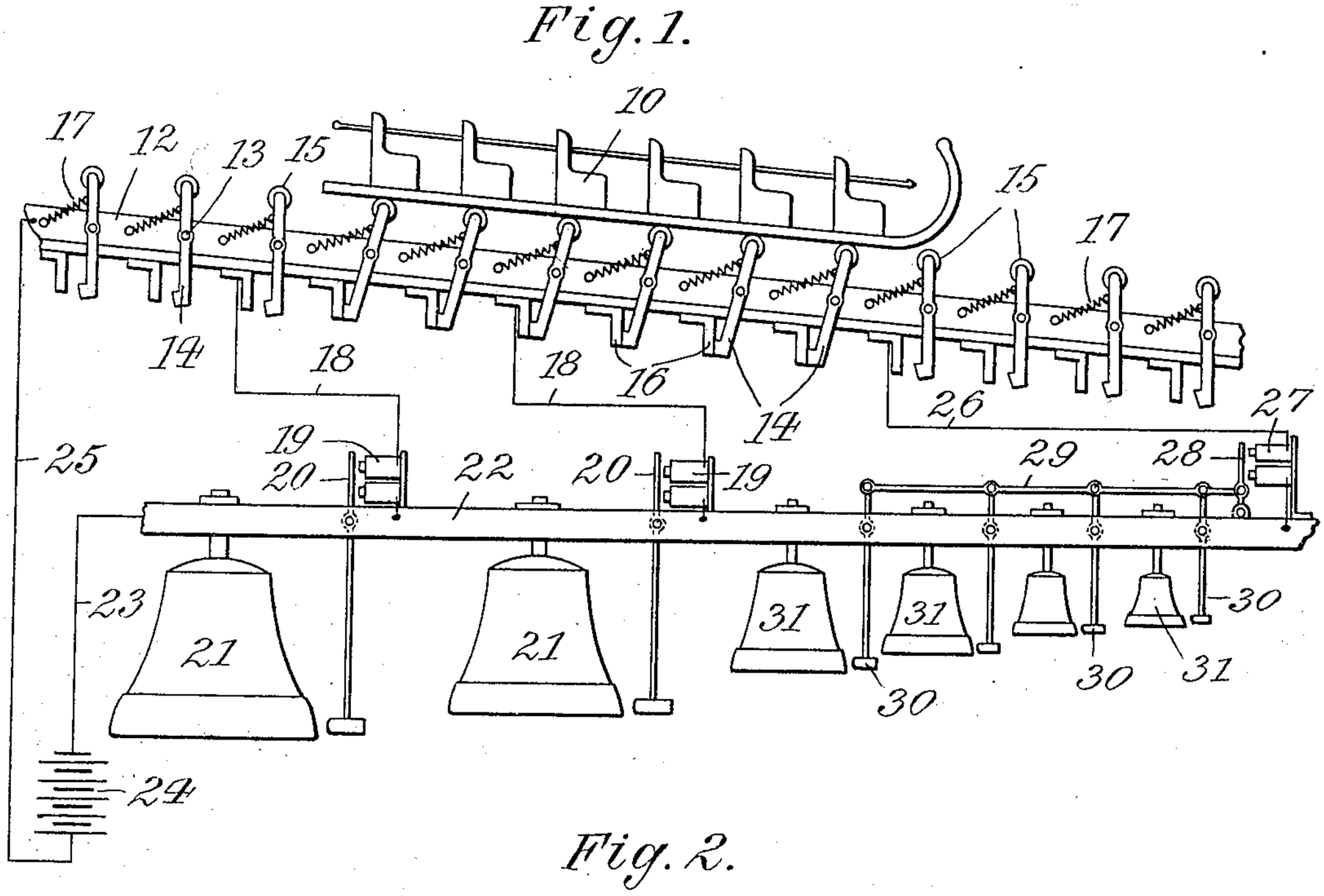


Fig. 2.

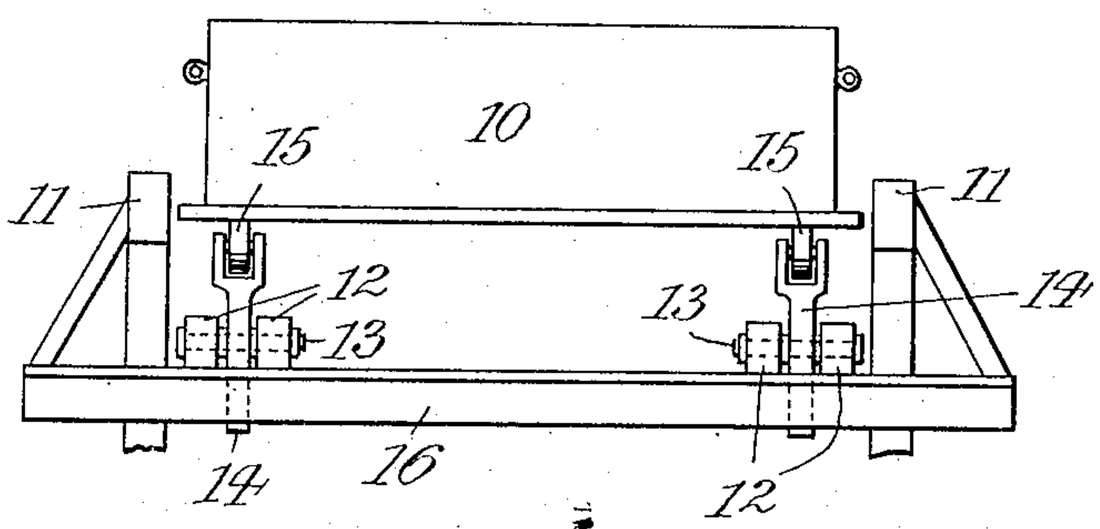
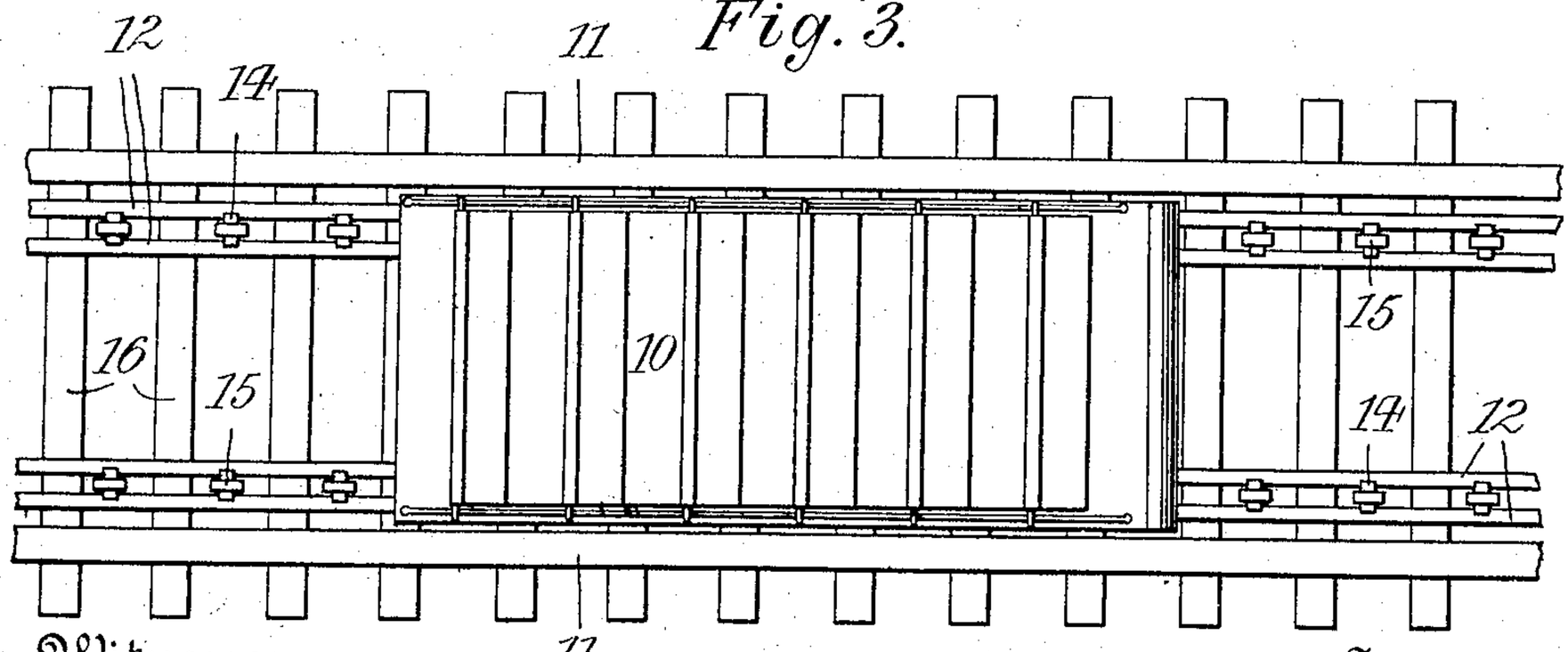


Fig. 3.



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UNITED STATES PATENT OFFICE.

JOHN F. MORRISSEY, OF NEW YORK, N. Y.

PLEASURE-RAILWAY.

No. 888,111. Specification of Letters Patent. Patented May 19, 1908.

Application filed February 15, 1908. Serial No. 416,017.

To all whom it may concern:

Be it known that I, JOHN F. MORRISSEY, a citizen of the United States, residing at New York city, Manhattan, county and State of New York, have invented new and useful Improvements in Pleasure-Railways, of which the following is a specification.

This invention relates to a pleasure railway in which the descent of a sled along an inclined track causes a series of musical instruments to be automatically sounded in succession. In this way a pleasing musical accompaniment to the ride is obtained.

In the accompanying drawing: Figure 1 is a side elevation of my improved pleasure railway, with some of the parts omitted; Fig. 2 an end view of the road-bed, and Fig. 3 a plan thereof.

An inclined road-bed adapted for the descent of a sled 10, by gravity, is guarded at each side by a fender 11. Between the fenders and parallel thereto are arranged two pair of rails 12, the members of each pair being placed in proximity to each other. To rails 12 there are fulcrumed at 13, contact levers 14 that are arranged between the rails and project above and below the same. These levers carry at their upper ends friction rollers 15, while their lower ends are adapted to engage metallic railway-ties or other contacts 16. Springs 17 normally hold levers 14 in a substantially upright position and off contacts 16. A selected number of these contacts is in circuit with bells, chimes or other musical instruments.

As shown, two of the contacts 16 on the left side of Fig. 1, are connected by wires 18 to electro-magnets 19, the armatures 20 of which carry clappers for bells 21. These bells are suspended from a frame 22 extending along the road-bed and preferably beneath the same. Frame 22 is, by wire 23, connected to one pole of a source of electricity 24, the other pole of which is, by wire 25, connected with one of the rails 12.

On the right hand side of Fig. 1, a single contact 16 is, by wire 26, connected to an electro-magnet 27, the armature 28 of which, by rod 29, actuates a number of clappers 30. These clappers are adapted to strike simultaneously a series of bells 31 constituting tuned chimes and suspended from frame 22.

Rollers 15 form the supports of sled 10, the latter being provided with a flat bottom that travels on the rollers. Thus when the sled descends by gravity over rollers 15, it will tilt levers 14 to close against ties 16. In this way the electro-magnets 19, 27 will be energized to sound the bells, as will be readily understood. After a roller 15 has been cleared by sled 10, it will be righted by spring 17 to open the circuit and thus return the parts to their normal position.

The drawing shows two rows of levers 14, each actuated by one side of the sled, but such number may obviously be varied.

It will be seen that my improved pleasure railway produces an automatic musical accompaniment to the ride, thus increasing, to a marked extent, the pleasure of the passengers.

I claim:

1. A device of the character described, comprising a series of music producers, levers adapted to actuate the same, and a sled having a flat base adapted to actuate said levers, substantially as specified.

2. A device of the character described, comprising a series of music producers, levers adapted to actuate the same, rollers journaled in the levers, and a sled having a flat base adapted to engage the rollers, substantially as specified.

Signed by me at New York city, Manhattan, N. Y., this 13th day of February, 1908.

JOHN F. MORRISSEY.

Witnesses:

FRANK V. BRIESEN,

AUGUST MINER.