

No. 838,074.

PATENTED DEC. 11, 1906.

A. BRAGG.
PLEASURE RAILWAY.
APPLICATION FILED MAY 18, 1906.

Fig. 1.

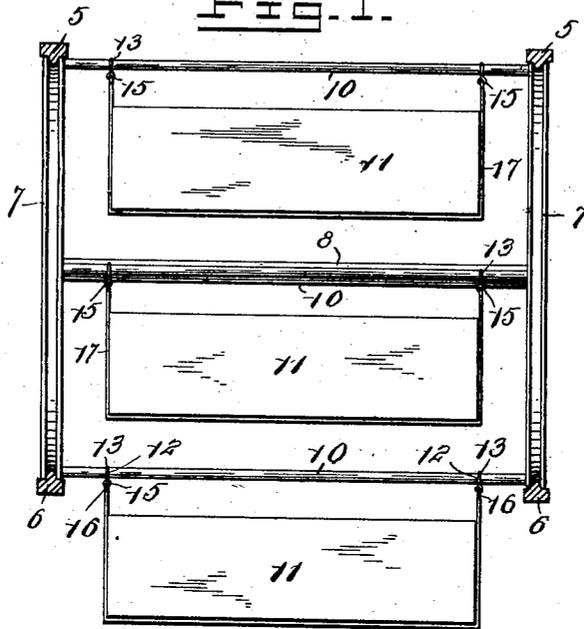
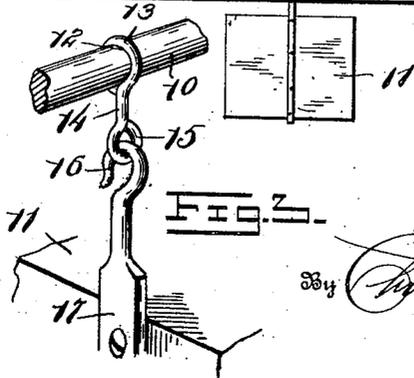
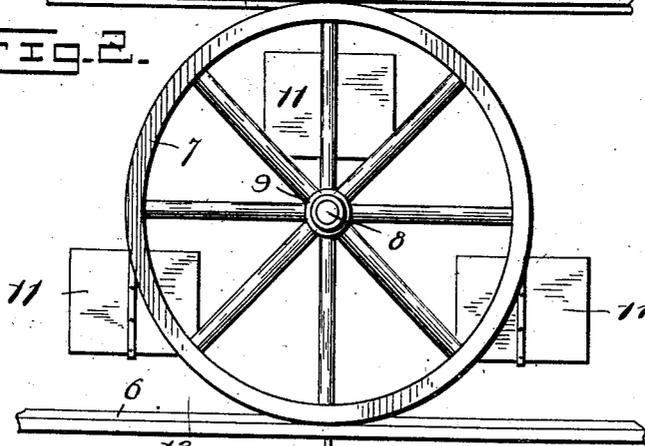


Fig. 2.



Witnesses
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ARTHUR BRAGG, OF BROOKLYN, NEW YORK, ASSIGNOR TO WHIRLFLY PLEASURE RAILROAD COMPANY, OF BROOKLYN, NEW YORK, A CO-PARTNERSHIP.

PLEASURE-RAILWAY.

No. 838,074.

Specification of Letters Patent.

Patented Dec. 11, 1906.

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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 has for its object to provide a novel form of device of this nature, including cars which are so hung that they will move up and down during the travel of the device over its tracks.

The invention resides, broadly speaking, in the provision of a pair of spaced flanged wheels which are connected by an axle and an annular series of cross-bars, from which latter are suspended cars.

In the accompanying drawings, Figure 1 is a front elevation of the device. Fig. 2 is a side elevation thereof; and Fig. 3 is a detail view of one of the cars, showing the manner of hanging the same.

Referring more specifically to the drawings, the numerals 5 and 6 denote upper and lower pairs of parallel tracks upon which the device is designed to travel and which are supported by any suitable form of trestle-work. (Not shown.)

The device itself comprises a pair of peripherally-grooved wheels 7, which are connected in spaced relation by means of an axle 8, which is secured at its ends in the hubs 9 of the wheels, and by an annular series of cross-bars 10, which are secured at their ends to the grooved rims of the wheels.

It is to be understood that the device travels upon the lower tracks 6 and is prevented by the upper tracks 5 from leaving the said lower tracks, the said upper and lower tracks being received in the groove in the periphery of the corresponding wheel.

In order that passengers may be carried by the device, I provide cars 11, which may be of any desired form and size and are suspended from the cross-bars 10 by means of suitable hangers in the following manner:

The cross-bars are grooved, as at 12, at points equidistant their middles, and engaged around each cross-bar and in each of its grooves is a ring 13, formed at one end of a shank 14, there being a second ring formed at the opposite end of each shank in a plane at right angles to the ring 13, through which former is engaged the light portion of a hanger for one side of the respective car. Each of the hangers is formed from a rod which is bent upon itself at its middle to form the light portion above mentioned and has its ends flattened, as at 17, and secured to opposite sides of the middle of the car, as clearly shown in Fig. 3.

From the foregoing it will be readily seen that as the device travels over the tracks, which are guided in the usual manner, the cars will at the same time travel up and down.

What is claimed is—

1. A device of the class described, comprising upper and lower pairs of tracks, spaced peripherally-grooved wheels arranged to travel upon the tracks and to receive the same in their grooved peripheries, cross-bars connecting the wheels, and cars suspended from the cross-bars.

2. A device of the class described, comprising a pair of spaced wheels, cross-bars connecting the wheels, hangers supported by said cross-bars, a plurality of cars, and hangers connected with the cars and with the said first-named hangers for support thereby.

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

ARTHUR BRAGG.

Witnesses:

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