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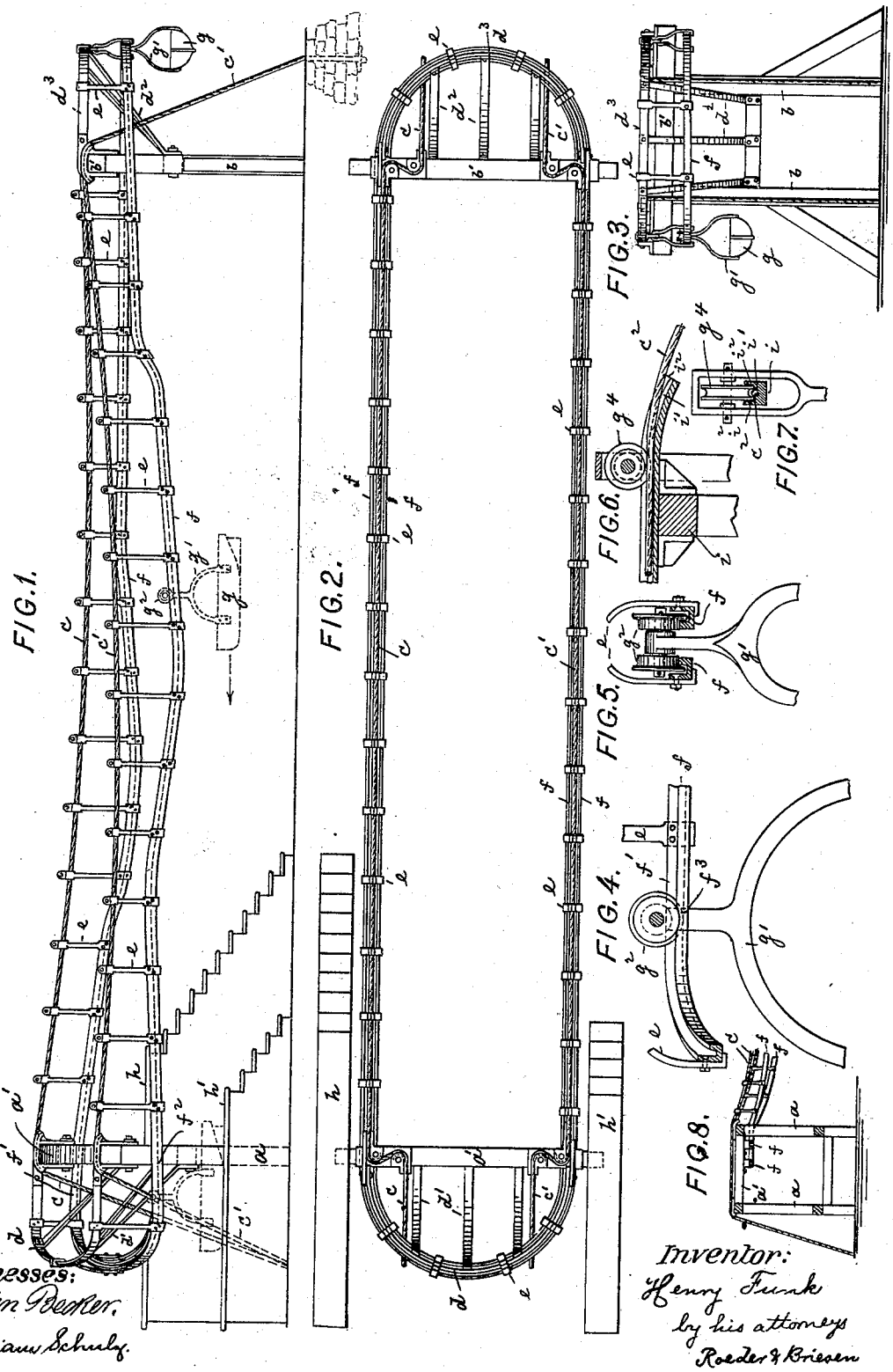
H. FUNK.

PLEASURE RAILWAY.

(Application filed June 26, 1899.)

(No Model.)



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UNITED STATES PATENT OFFICE.

HENRY FUNK, OF NEW YORK, N. Y.

PLEASURE-RAILWAY.

SPECIFICATION forming part of Letters Patent No. 637,775, dated November 28, 1899.

Application filed June 26, 1899. Serial No. 721,821. (No model.)

To all whom it may concern:

Be it known that I, HENRY FUNK, a citizen of the United States, and a resident of New York, (Brooklyn,) county of Kings, 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 an improved pleasure-railway in which an overhead rail is suspended from a cable that constitutes a yielding support for the rail and insures great safety with a minimum amount of framing or supporting-timbers.

In the accompanying drawings, Figure 1 is a side elevation of my improved pleasure-railway; Fig. 2, a plan thereof; Fig. 3, an end view; Fig. 4, a detail of the end portion of one of the rails; Fig. 5, a cross-section through the rails; Fig. 6, a longitudinal section of a modification of one of the terminals; Fig. 7, a cross-section thereof; and Fig. 8, a detail of a terminal, showing a pair of cables and tracks arranged side by side.

The railway, briefly stated, is composed of an inclined track suspended from cables and engaged by the overhead pulley of the carriage, which is moved along the track by gravity.

a and b represent the terminal uprights connected by cross-timbers a' b' to constitute frames over which extend two cables c c', the ends of which are anchored in suitable manner. To the outer side of each frame a a' and b b' there is connected by braces d' d^2 an arched rigid end beam d and d^3, such beams constituting in effect a connection between the upper ends of the cables c c', so that in this way a continuous overhead supporting structure is formed. From this structure there are suspended by hangers e a pair of endless parallel rails f, placed side by side, Fig. 5, and so arranged that the starting-point f' of the track is in a higher vertical plane than the stopping-point f^2, so that the carriage g will be propelled by gravity. Between the points f' f^2 the track should be alternately raised and lowered to produce a corresponding pleasant undulating motion of the carriage. The latter is suspended from the rails f by the yoke g', that projects upwardly between the rails and forms the bearing for the axle of a pair of flanged rollers g^2 engaging such rails. When the carriage has arrived at the end of its run, it is drawn from point f^2 to point f' and there held by indentations f^3 in rails f, that engage rollers g^2, Fig. 4.

The passengers reach the carriage by an upper platform h and after having finished the ride leave it by a lower platform h'.

In Figs. 6 and 7 the pulley g^4 of the carriage is guided directly upon the cable c^2 in lieu of being supported upon the rail. Here the terminal station i is provided with a longitudinal groove i', adapted to receive the cable, and with a shoulder i^2 at each side of the groove. As the pulley g^4 arrives upon the station i its groove will clear the cable and its flanges will engage the shoulders i^2, so that a rigid support for the carriage while loading is obtained.

In Fig. 8 a number of rails f f are arranged side by side, each pair of such rails being suspended from a separate cable c. Thus any number of concentric tracks may be formed, each of which serves for the propulsion of a carriage.

It will be seen that my improved pleasure-railway is constructed with a minimum amount of framework and that as the rails are suspended from cables an agreeable yielding support is given to the carriage.

What I claim is—

1. A pleasure-railway composed of a pair of end frames, cables supported thereby, rigid curved end beams connecting the cables, a rail suspended from the cables and beams, and a carriage adapted to engage the rail, substantially as specified.

2. A pleasure-railway composed of a pair of end frames, cables supported thereby, rigid curved end beams connecting the cables, a pair of parallel grooved rails suspended from the cables and beams, and a carriage having an upwardly-projecting yoke, and a pair of wheels that are adapted to engage the rails, substantially as specified.

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