

No. 884,594.

PATENTED APR. 14, 1908.

G. LACOMME.
SCENIC RAILWAY.
APPLICATION FILED FEB. 7, 1908.

Fig. 1.

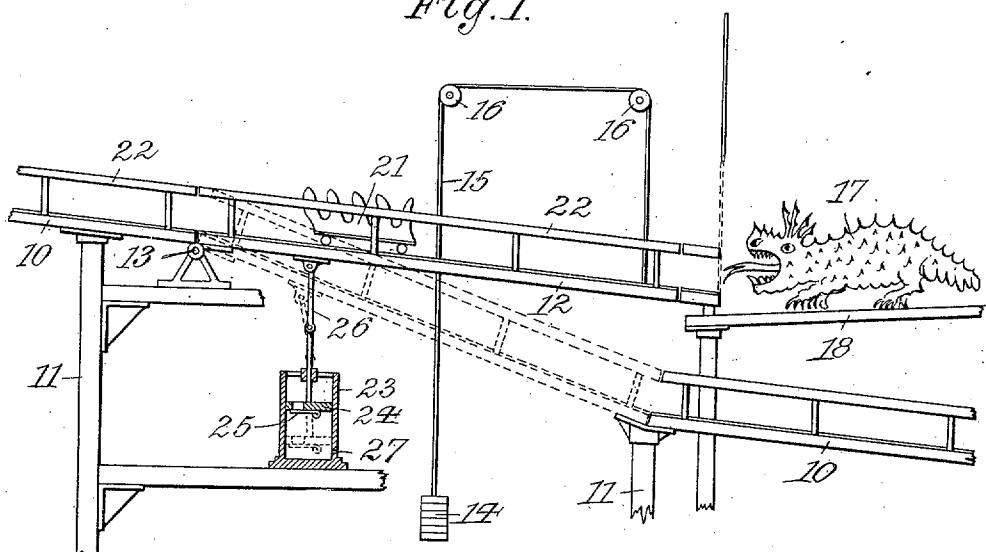
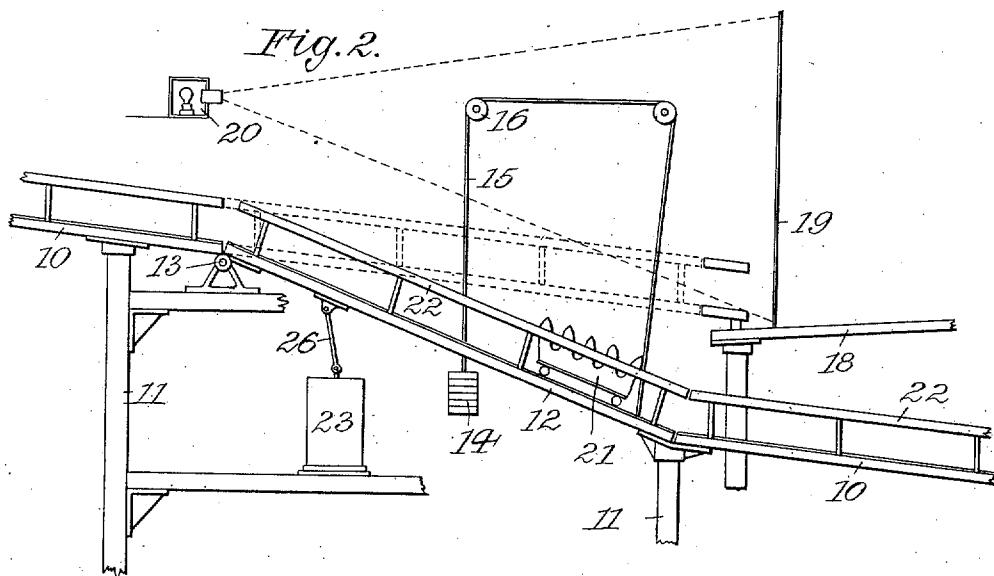


Fig. 2.



Witnesses:

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SCENIC RAILWAY.

No. 884,594.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, GASTON LACOMME, a citizen of France, residing at New York city, Brooklyn, county of Kings, State of New York, have invented new and useful Improvements in Scenic Railways, of which the following is a specification.

This invention relates to a scenic railway in which the passengers are carried along a track towards and apparently into some set piece of scenery or illusion, before encountering which however, the track is tilted by the weight of the car, so that the latter clears the illusion by plunging beneath the same. 15 In this way an interesting and amusing ride is provided.

In the accompanying drawing: Figures 1 and 2 are side views partly in section of my improved scenic railway, Fig. 2 being a right hand continuation of Fig. 1.

The roadbed is composed of a suitable number of sections 10 which are separated from one another by intervening open spaces. Sections 10 are inclined to form a gravity 25 road and are so supported by their frames 11, that the rear or lowermost end of any one section is placed at a higher level than the front or uppermost end of the succeeding section. The gap between every pair of consecutive sections is adapted to be bridged by a vertically movable drop 12, which is hinged to the rear end of one section as at 13, so as to connect when lowered with the front end of the succeeding section. Normally, drop 12 30 is held in its raised position by counterweights 14 suspended from a rope 15 running over pulleys 16 and connected to the free end of the drop. When thus raised the drop forms a continuation of the track-section to 40 which it is hinged, and is not readily distinguishable therefrom. When the drop is lowered, it is positively supported at its free end in alignment with the front end of the succeeding section by frame 11.

45 Across the lower end of each section 10, and beyond the drop 12 thereof, is arranged a scenic device or optic illusion of any suitable construction. Thus, there is shown to be fitted opposite the first section 10, a 50 dragon 17 supported on a platform 18 ar-

ranged a sufficient distance over the forward end of the second section to clear the car. Opposite the rear end of this second section there is similarly arranged a screen or mirror 19 upon which flame effects may be thrown from a lantern 20. It is obvious that the scenic effects available are practically unlimited and may be selected with a view of instructing and entertaining the passengers.

Upon the inclined road, constructed as described, is adapted to travel by gravity the car or sled 21, protected by guard rails 22. When this car descends along any one fixed section, its passengers will face the set piece of scenery, etc., with which they are apparently about to collide. But as the car, directly in front of such illusion, runs on to the intervening drop 12, it will by its weight cause the drop to tilt and connect with the succeeding section. In this way the illusion, etc., is cleared, the car plunging beneath the same and continuing its travel until the next obstacle is faced and cleared. Thus, it will be seen that a very interesting and amusing trip is provided.

75 In order to retard the descent of the drop, there is arranged a compressed air cylinder 23 engaged by a perforated piston 24 having a downwardly opening valve 25, and connected by rod 26 to the bottom of the drop. 80 When the latter descends, the piston will compress the air in the cylinder and cause the latter to escape slowly through a vent 27. When the drop is relieved from the weight of the car, and ascends to its normal position 85 by the action of counterweights 14, valve 25 will open so that the piston may rise freely.

I claim:

1. A scenic railway, comprising a series of spaced sections arranged at different levels, drops adapted to connect succeeding sections, and scenic effects extending across the sections, substantially as specified.

2. A scenic railway, comprising a series of spaced inclined sections arranged at different levels, hinged drops adapted to connect succeeding sections, and scenic effects opposite the sections and separated therefrom by the drops, substantially as specified.

3. A scenic railway, comprising a pair of 100

spaced inclined sections, a connecting drop, and a scenic effect arranged opposite the rear end of the first section and above the front end of the second section, substantially as 5 specified.

4. A scenic railway, comprising a series of spaced inclined sections, connecting counterbalanced drops, scenic effects opposite the drops, pistons connected to the drops, and

cylinders engaged by said pistons, substantially as specified. 10

Signed by me at New York city, (Manhattan,) N. Y., this 6th day of February, 1908.

GASTON LACOMME.

Witnesses:

W. R. SCHULZ,
FRANK V. BRIESEN.