

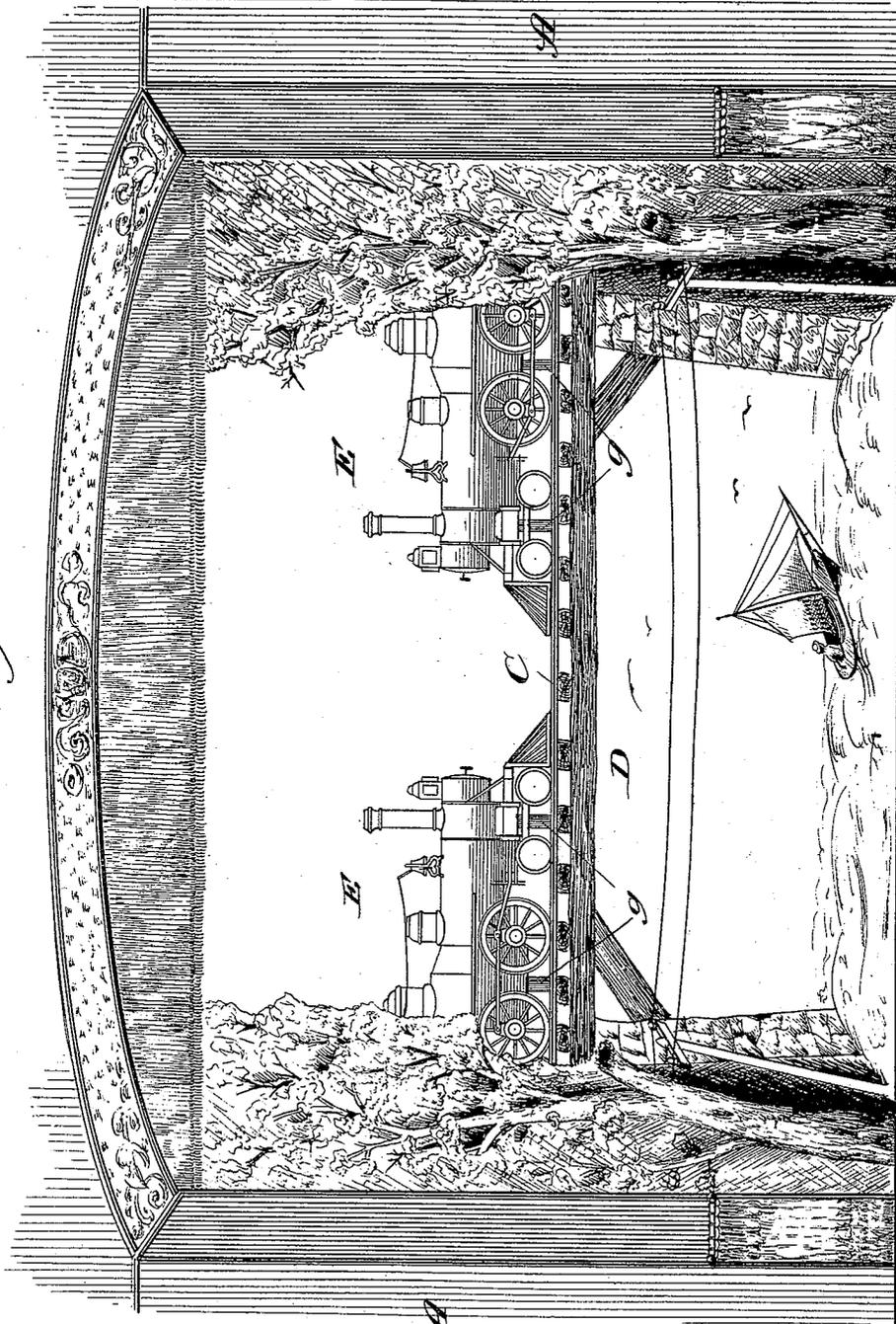
(No Model.)

2 Sheets—Sheet 1.

H. WILLIAMS.  
STAGE SCENE APPARATUS.

No. 430,259.

Patented June 17, 1890.



Witnesses:  
*J. H. Dyrenforth*  
*J. H. Dyrenforth*

Inventor,  
Henry Williams,  
By *Dyrenforth & Dyrenforth,*  
*Attys*

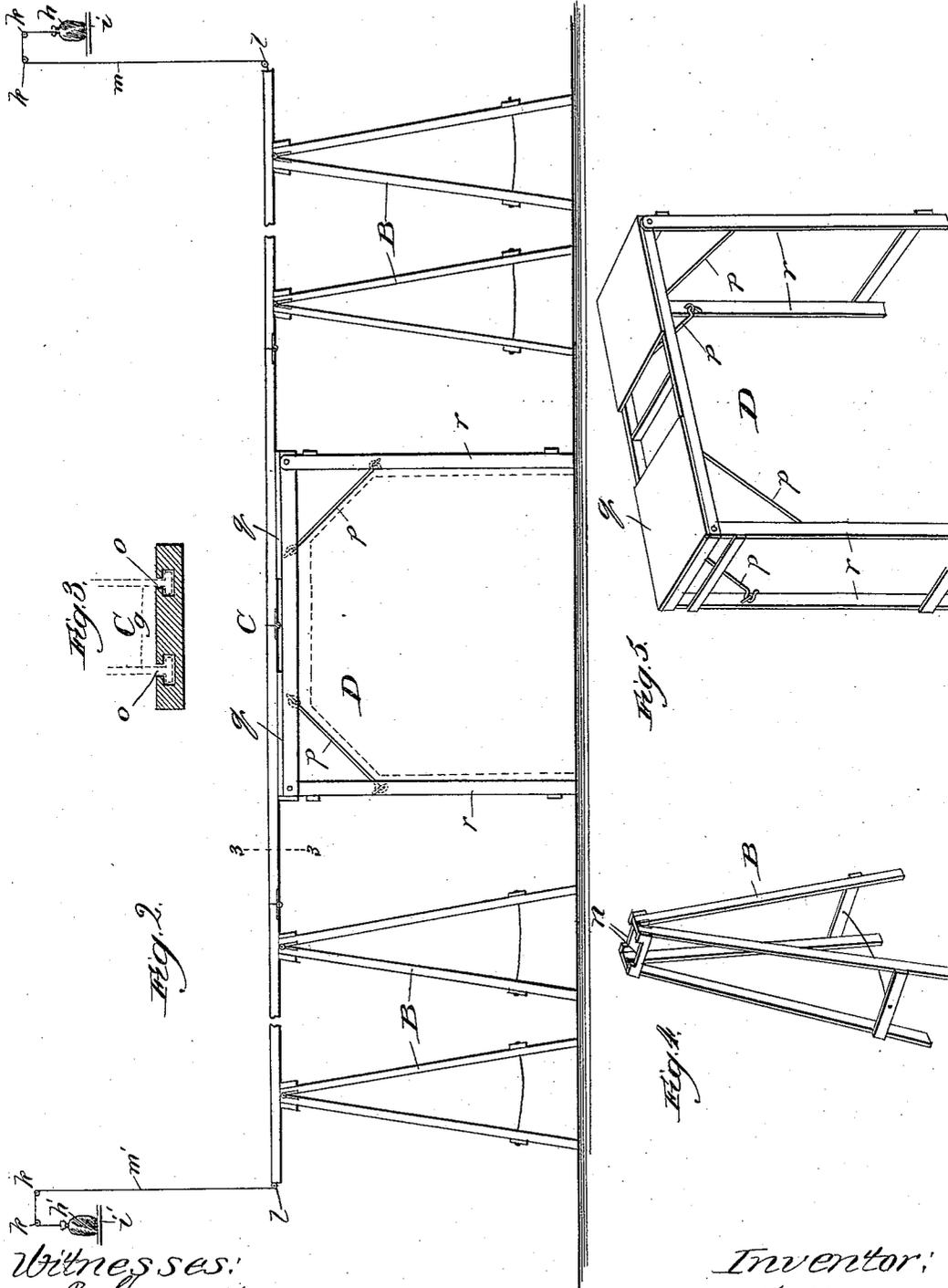
(No Model.)

2 Sheets—Sheet 2.

H. WILLIAMS.  
STAGE SCENE APPARATUS.

No. 430,259.

Patented June 17, 1890.



Witnesses:  
 C. Hanson  
 J. H. Dyrenforth

Inventor:  
 Henry Williams,  
 By Dyrenforth & Dyrenforth  
 Attys

# UNITED STATES PATENT OFFICE.

HENRY WILLIAMS, OF CHICAGO, ILLINOIS.

## STAGE-SCENE APPARATUS.

SPECIFICATION forming part of Letters Patent No. 430,259, dated June 17, 1890.

Application filed March 11, 1890. Serial No. 343,502. (No model.)

To all whom it may concern:

Be it known that I, HENRY WILLIAMS, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Stage-Scene Apparatus, of which the following is a specification.

My invention relates to means for producing the representation upon a theatrical stage of two railway-trains passing each other upon railroads; and the object of my invention is to provide means whereby the representation shall be true and vivid, and which shall involve simplicity of construction and reliability in operation.

My invention consists in the general construction of my improved apparatus; and it also consists in details of the construction and combinations of parts hereinafter more fully set forth.

In the accompanying drawings, Figure 1 is a view in front elevation of a stage shown as set with scenery and with my improved representation; Fig. 2, a view in elevation of the structure forming the railroad for the passage across the stage of the cars, and showing the means I employ for moving the trains in opposite directions past each other; Fig. 3, an enlarged cross-sectional view showing the construction of the track, and Figs. 4 and 5 are perspective views of further details.

A is the stage, which should be set with suitable scenery, as shown, in keeping with the representation for which my apparatus is designed. Toward the rear of the stage, preferably at what is termed the "fourth groove," my improved structure is located and involves in its most elaborate form the details, of which the following is a description.

B B denote horses for sustaining the track C, hereinafter described, and which may be formed with their parts hinged together, as indicated, to enable them to be folded when out of use and thus enhance their convenience for storage.

D denotes a bridge, which I form of the standard portions *r*, hinged to the table *q*, and having adjustable stay-rods *p*, provided for producing rigidity of the parts when the bridge is in use, but the flexible construction of which adapts it, like the horses hereinbefore described, to be folded for storage. The

bridge forms the center piece, and through it may be viewed suitable scenery, such as the representation of water and a sail-boat, as illustrated, and further representation, according to desire.

Two of the horses B at each side of the bridge D (or if the bridge be omitted it may be supplanted by additional horses) are sufficient to sustain the track C, which I form in sections of plank or other suitable material hinged together, whereby it may be folded for storing, and provide it at opposite sides of the longitudinal center with grooves *o*, each preferably in the form of an inverted T, to receive suitable guides *g*, extending from the cars of the train, (of which only the locomotive E is represented in each case,) and serving to guide one train and retain it on the track. The horses B should, furthermore, be formed with seats *n* in their upper ends to receive and retain the track.

The trains, the cars I provide in which are each about five feet high and proportionately long and wide, are operated by any suitable means, though I prefer for the purpose to employ weights, and to that end I attach to the respective trains cords *m* and *m'* or the like, leading in opposite directions along the track over stationary supports—such as pulleys *l* and *k*—at the ends of the track, the last named being elevated above the plane of the track thereof, whence are suspended weights *h* and *h'* sufficiently heavy to move the trains and which are normally supported on readily-removable rests *i* and *i'*, or rests from which the weights may be readily removed when the trains are to be run.

The structure thus described is of course so hidden by appropriate scenery as to display the representation of a bridge and the track upon it for the trains.

The operation of causing at the proper time the two trains to speed past each other is produced by removing the supports *i* and *i'* to permit the weights *h* and *h'* to drop and exert their gravity to pull the trains rapidly in opposite directions, thereby entailing a strikingly vivid representation in the scene.

What I claim as new, and desire to secure by Letters Patent, is—

1. In a stage-scene, the combination, with the stage, of a railroad extending in elevated

position across the stage and provided with two tracks, two miniature trains supported on the tracks and adapted to be moved in opposite directions past each other, and a cable or the like connected with each train and having secured to it a weight normally sustained against exerting its gravity on its respective train, substantially as and for the purpose set forth.

2. In a stage-scene, the combination, with the stage, of a bridge, a railroad extending across the bridge and stage and provided with two tracks, two miniature trains supported upon the tracks and adapted to be moved in opposite directions past each other, and a cable or the like connected with each train and having secured to it a weight normally sustained against exerting its gravity on its respective train, substantially as and for the purpose set forth.

3. In combination with a stage A, a railroad-track C, supported in elevated position upon the stage and formed longitudinally in folding sections, substantially as described.

4. In combination with a stage A, a railroad-track C, supported in elevated position upon the stage and formed longitudinally in folding sections, provided with guides *o* at op-

posite sides of its longitudinal center, substantially as described.

5. In combination with a stage A, folding horses B at desired intervals at opposite ends of a folding bridge D, and a track C, supported on the horses, and bridge to extend in elevated position across the stage, substantially as described.

6. In combination with a stage A, a folding bridge D, flanked by horses B, a track C, formed longitudinally in folding sections, provided with guide-grooves *o* at opposite sides of its longitudinal center, the track being seated on the horses to extend in elevated position across the bridge and stage, two miniature trains of cars supported on the track to run in opposite directions past each other and each guided in a groove *o*, and weights *h* and *h'*, each connected by a cable or the like, with a train and normally supported against exerting its gravity on such train, whereby when the weights are released they move the trains past each other on the track, substantially as described.

HENRY WILLIAMS.

In presence of—

J. W. DYRENFORTH,  
M. J. FROST.