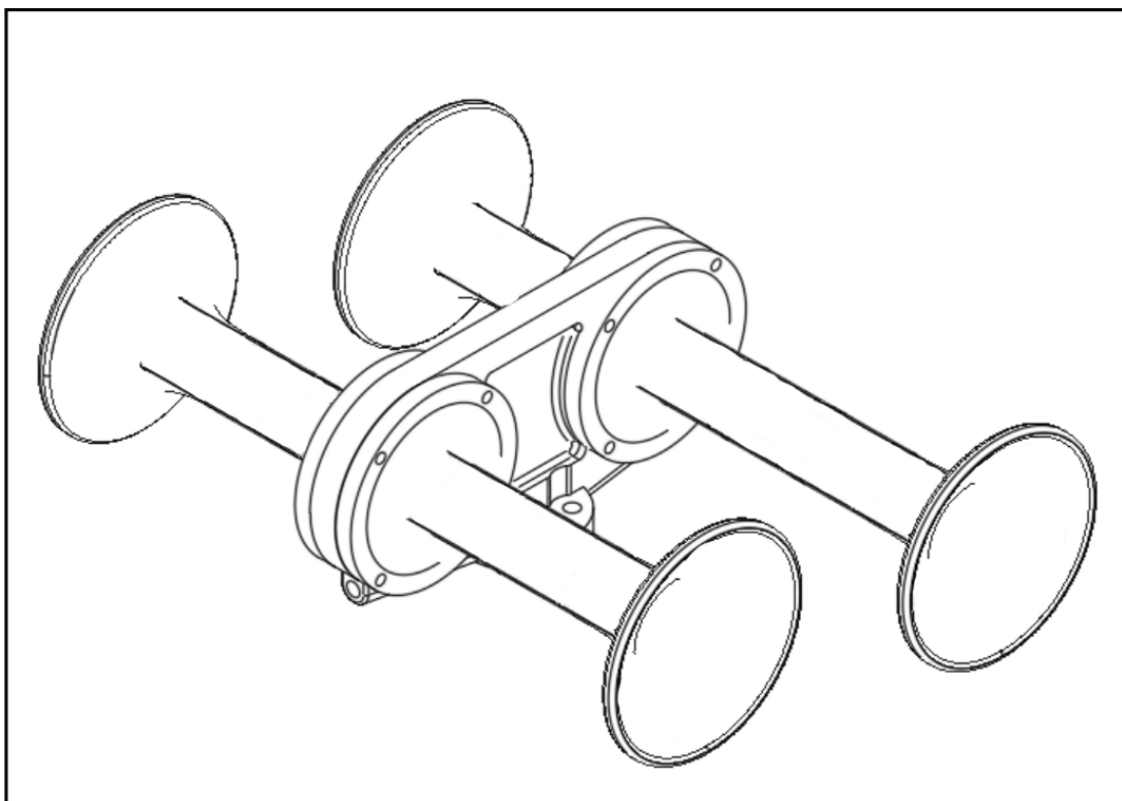


THE INSANE ENGINEERING OF MELODY



By Brady aka / Mäk Eldwine

Context

The purpose of designing and development of the infamous Melody "F-4" Whistle / Horn is mostly due to the lack of today's locomotive horn standards.

Most of today's major locomotive horn producers are all about to go out of business as of 2022. The point of developing such a highly efficient sophisticated whistle design is to improve the sound of railroad whistles for a better understanding of what a train sounds like to a normal person. Most horns you see on locomotives have a 6 out of 10 chance of being severely damaged, mostly coming out of tune, and or being illegally removed for malicious purposes.

One study shows that most railroad related accidents with pedestrians, or motor vehicles is related to the victim not hearing a properly sounding locomotive warning signal. This can have devastating effects / consequences.

~ Mäk Eldwine (Designer of The Melody Whistle Concept)

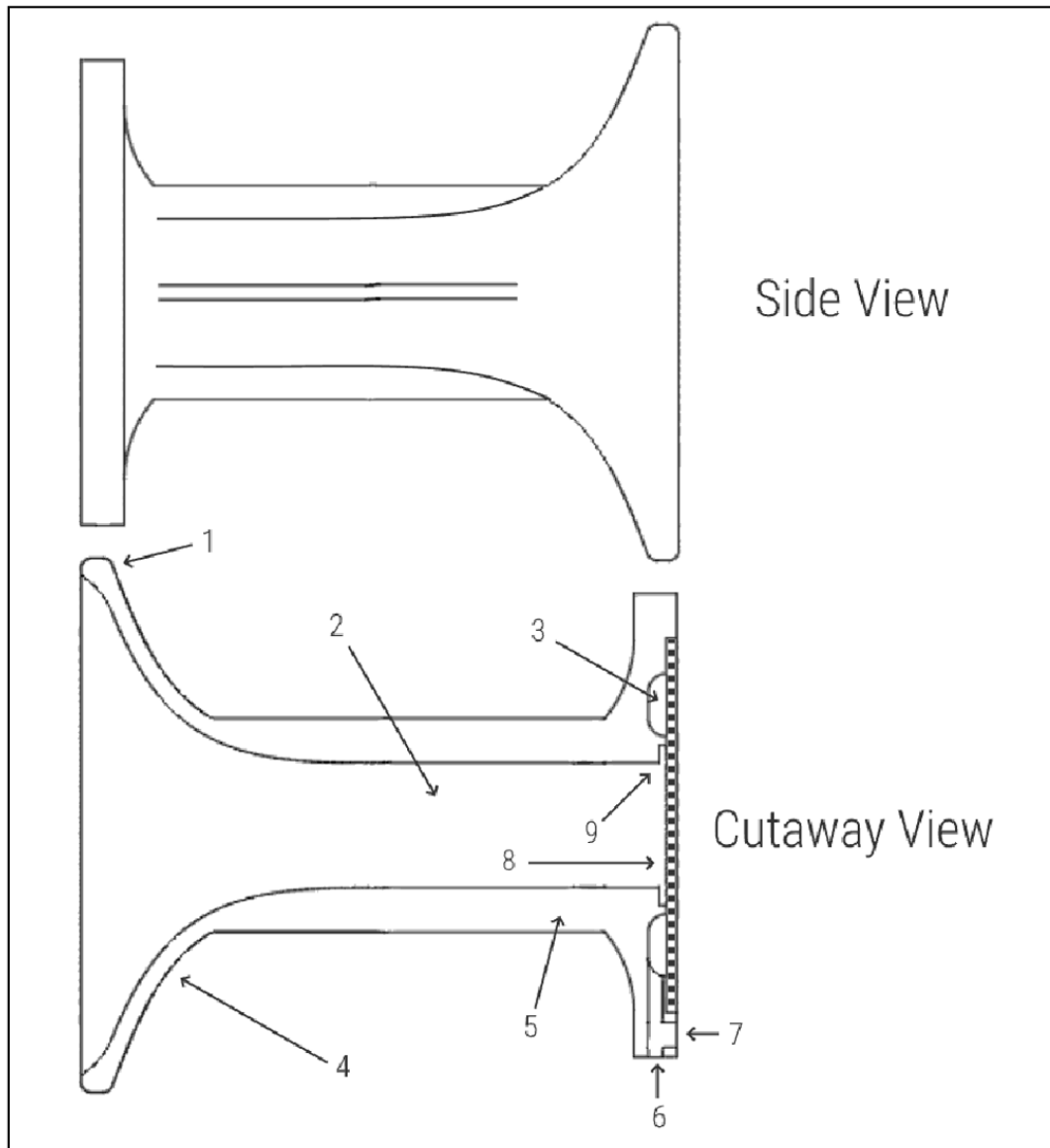
What Went Wrong

Many things have prevented the development of the Melody "F" horns from coming to an end. In most cases it was due to the lack of support from foundries, machine shops, and investors. Brady also known as Mäk Eldwine is the original designer of this horn concept. If anyone claims to have invented this horn concept, they are completely clueless. Brady has also been teased / made fun of / criticized for developing this entire horn design. He is known for having a super intelligent working mindset. Most of Brady's friends and family members have told him on multiple occasions he would eventually become a Billionaire. He always claims he doesn't believe in any of that nonsense. Development of the Infamous "F4" has been stopped due to Brady having lots of mental stress, lack of interest, no investors, being really busy at work, and being criticized on countless occasions.

Melody is basically a horn concept waiting to be picked up by someone with enough power to produce them at will. ~ Brady

How it all works

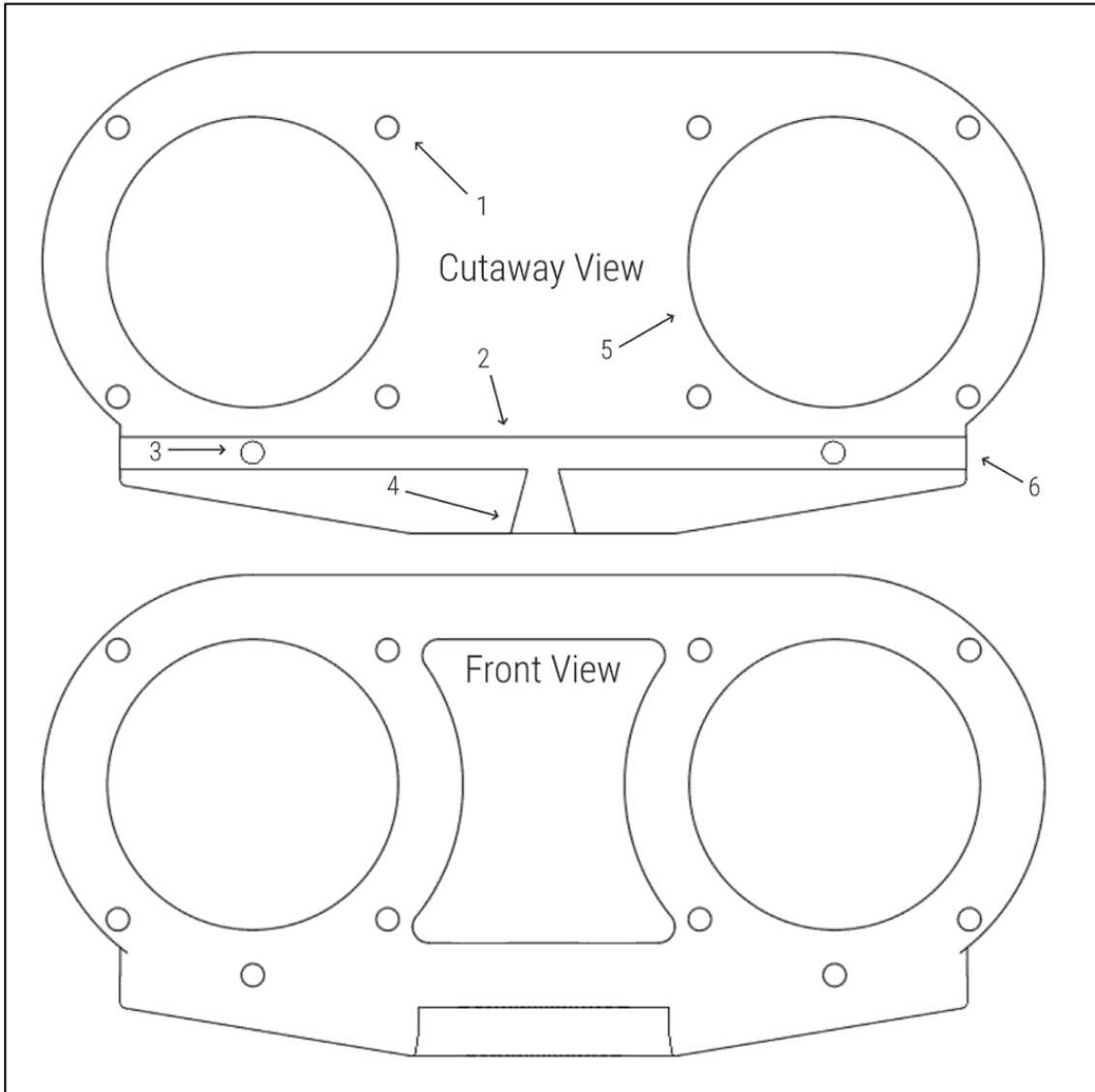
When air is introduced to the horn, the mount distributes the pressure flow into each individual trumpet, with doublesided ports, to maximize efficiency.



- | | |
|---|----------------------------|
| 1. Improved flare for harsh impacts. | 2. Horn throat |
| 3. Airflow distribution slot | 4. 1/4 Inch Flare Casting |
| 5. 0.20" Ribbing To Prevent Impact Damage | 6. Manufacturing plug hole |
| 7. Manifold to trumpet air inlet | 8. Diaphragm disc |
| 9. Borable pitch tuning slot | 10. N/A |

Figure 1

The mount is designed to be manufactured very easily. All that needs to be done is cast, mill the surface, and drill holes to desired specifications.

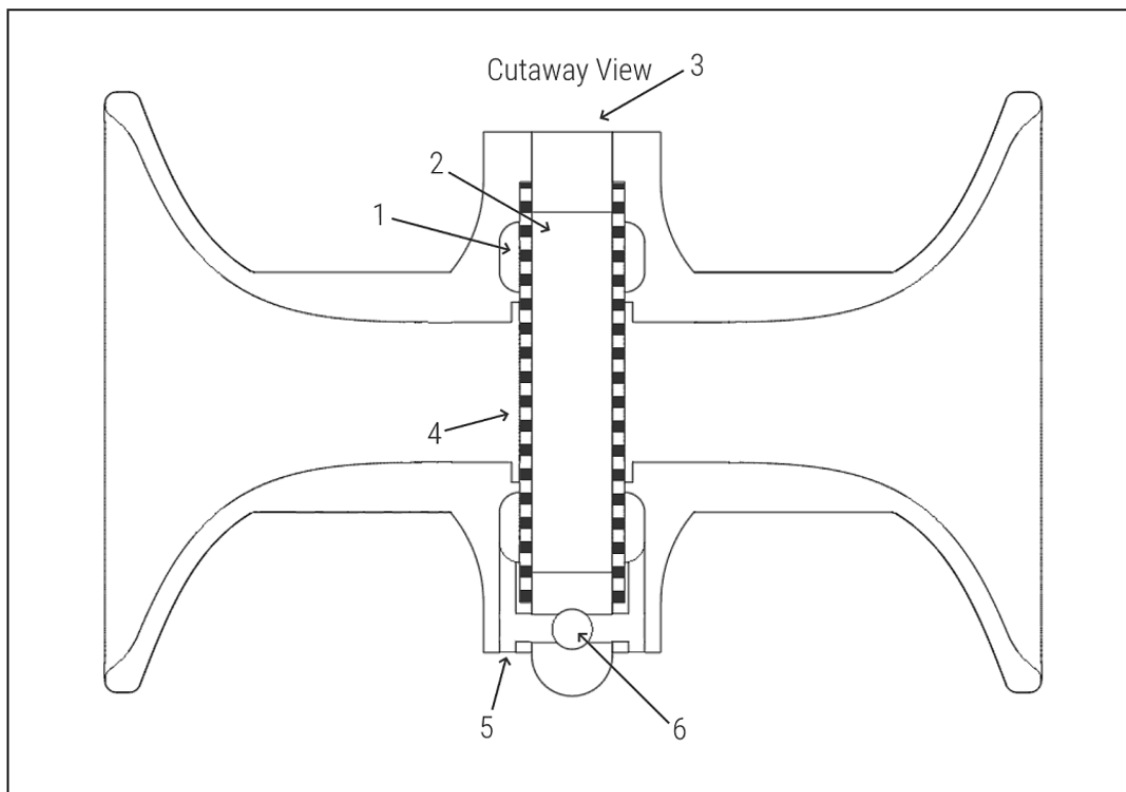


1. Trumpet mount assembly hole
3. Doublesided trumpet air introduction port
5. Atmospheric void Ring

2. Air Passage way
4. Air compression / packing passage
6. Manufacturing hole / Plug Insert

Figure 2

This is a diagram of how the entire "double acting" sound unit assembly works. When air is introduced into the base of the mount, it equally distributes the force through each trumpet assembly, furthermore powering the entire horn. This horn design concept is known to be one of the most powerful locomotive horn designs as of today, This horn is said to force out an estimated 143 DB at 50 feet when blown in the right conditions and environment.



- 1. Air distribution ring slot
- 3. Horn mount assembly
- 5. Manufacturing hole

- 2. Atmospheric void
- 4. Diaphragm disc
- 6. Manifold air passage way

Information To Consider

Brady has spent over 4 1/2 years and over \$2000.00+ developing and coming up with this horn concept. It is unknown if the entire design works or not. Due to the lack of interest that Brady now has with developing this design, He has decided to release all the technical information regarding how this entire setup works for the public to see. Maybe one day someone with enough power will pickup this design and produce these horns properly. The original tuning specifications were (325, 285, 515, 435 Hz) for this unit. The chord was chosen because it has the most authentic "train sound" to it. It is said that Brady has a lot of original Robert Swanson Horn / Whistle development documentation notes hidden somewhere in his bedroom that he does not want anyone to see. Brady has kept this project a secret since the start of development due to the fact of him being paranoid of someone stealing the design and being corrupt with it. He has now got over that fear, due to him overcoming many mental challenges recently. Brady is trying to get away from horns entirely, he says the hobby gives him too much stress and anxiety, due to hyperinflation, drama, and toxicity in the horn community. A few points in time Brady destroyed most of his horns in his collection to get over major stress, which most people would disapprove of. He has learned a lot of valuable information from doing that, from design work, all the way to design flaws and weak points of horns. Brady says he is not really a normal person anymore, from recent events leading up to now. He says he is not a socially welcomed kind of guy, and is trying his best to fit in with the crowd. He says most people reject him as a friend due to him being very awkward and weird. At this point of time, Brady is trying to wrap up his horn career, and find better things to do in life, as of getting a loving partner, and using his genius design skills on other more useful projects that would be more useful in society. If anyone wants to contact Brady about this horn concept and future development, his email is markeldrine420@gmail.com It may take awhile for a response, due to him barely checking his inbox from time to time.