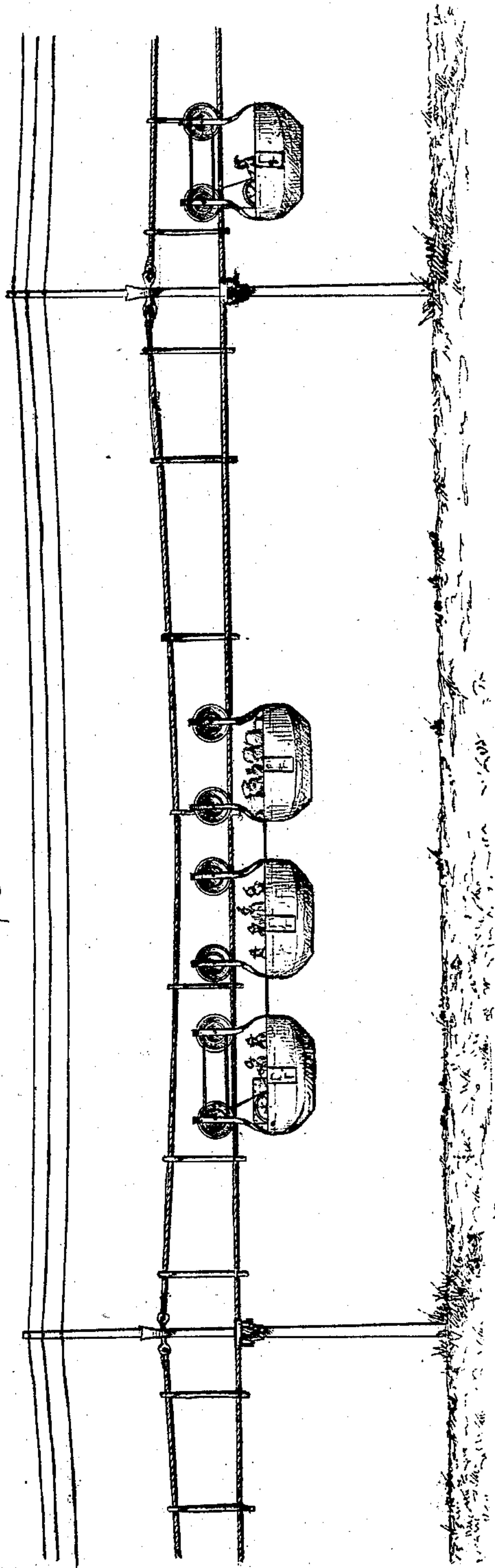


W. HYDE.
ELEVATED CABLE TRANSIT.

No. 99,679.

Patented Feb. 8, 1870.

Fig. 1.



Witnesses;

Edw. W. Dunn
A. Moore

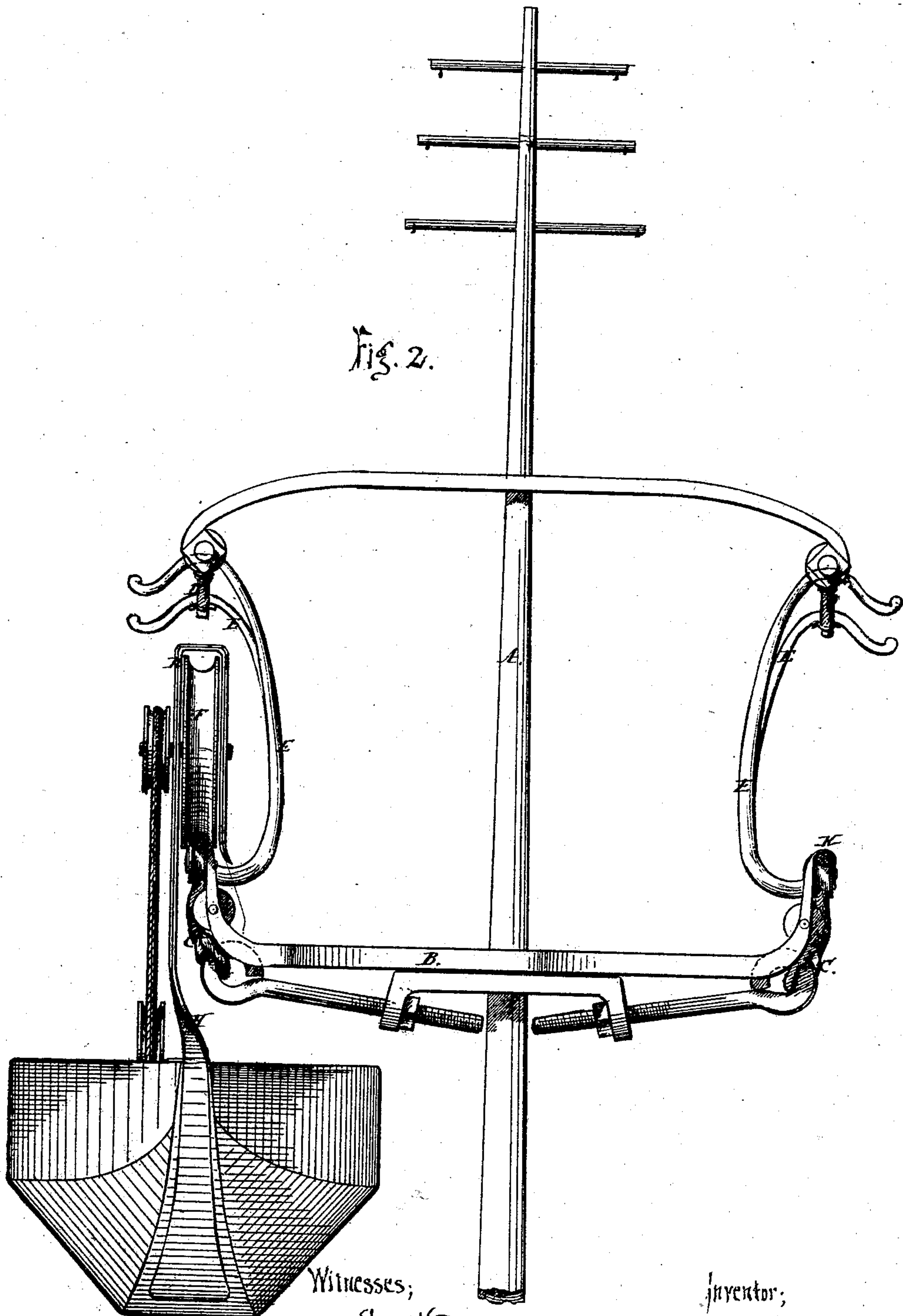
Inventor;

Walter Hyde

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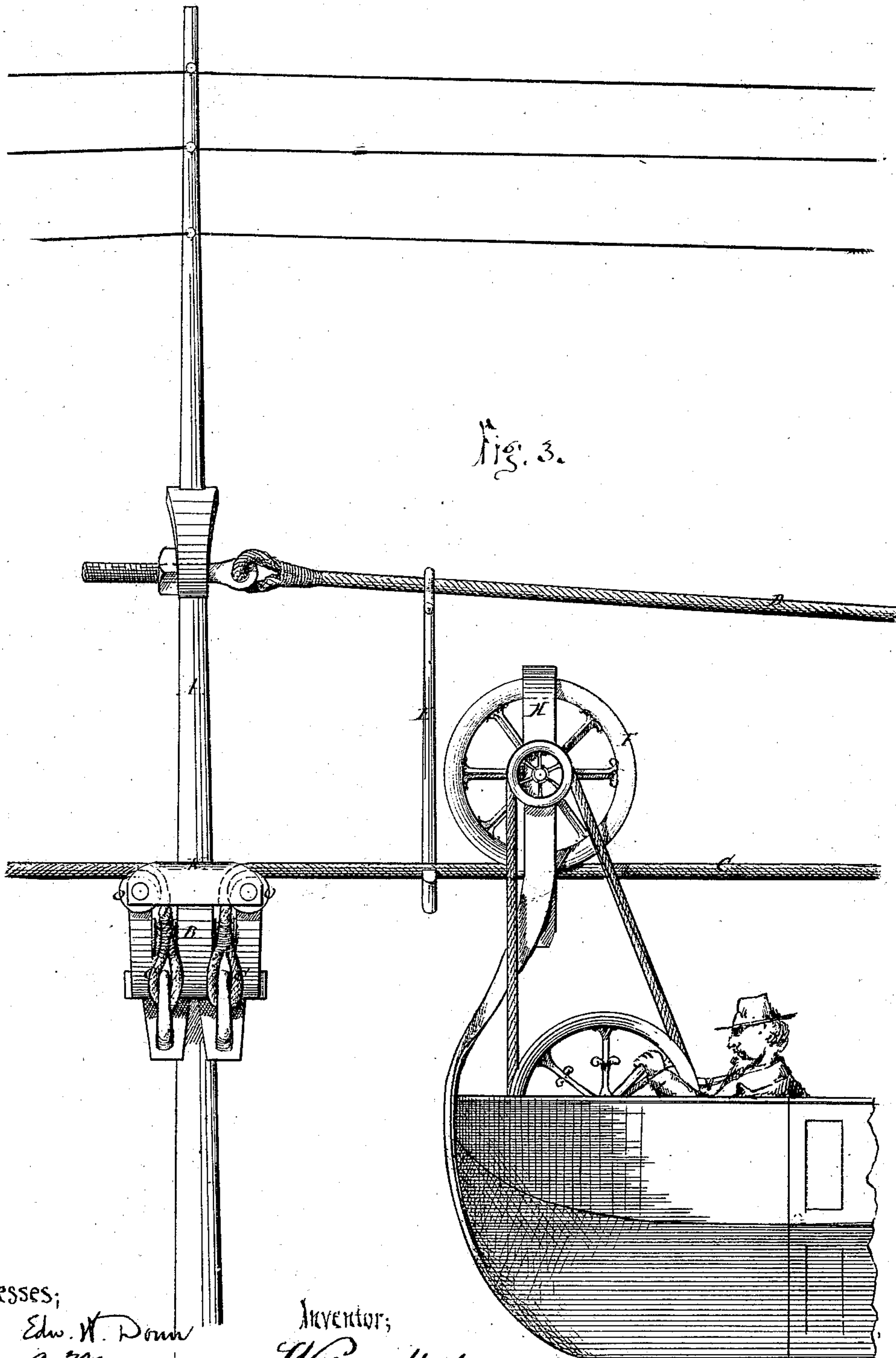
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A. Moore

Inventor;
Walter Hyde

United States Patent Office.

WALTER HYDE, OF NEW YORK, N. Y., ASSIGNOR TO HIMSELF AND WALTON TOWNSEND, OF SAME PLACE.

Letters Patent No. 99,679, dated February 8, 1870.

IMPROVED ELEVATED RAILWAY.

The Schedule referred to in these Letters Patent and making part of the same

To all whom it may concern :

Be it known that I, WALTER HYDE, of the city, county, and State of New York, have invented an Elevated Cable-Transit or Improved Mode of Transportation; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

The nature of my invention consists in the employment of sectional or divided lines of wire rope, fastened independently to elevated arms projecting from posts, in such a manner as to secure their utmost tension, and prevent deflections which occur in long continuous lines, that rest only on their supports. And to further prevent deflections, I suspend a second rope from post to post, above the primary, and connect the two by a series of hooks, so bent or curved as to permit the passage of the travelling-wheels.

As the ends of the primary sectional ropes are necessarily separate and retained in position by their fastenings, I provide a bridge, to span the space between them. The bridge is made of plate-iron or steel, and bent to nearly a half-circle, so as to embrace the rope sheaves on which the cables rest.

Thus, the combination of the primary sectional ropes, with their fastenings, the bridge, the hooks, and the suspension-rope above, secures the object sought in this invention, namely, a continuous line of wire rope, which, though in sections, permits the free and unobstructed passage of wheels over any number of supports, and through any extent of country.

The wheels traversing thus in line, on a single rope, are held in position by pendent iron bars, which extend downward on the outer side of the primary cable, and connect to the body of the car, in such a manner as to hold the centre of the car directly under the cable. By this device, the pendent irons carry the wheels and car past the supports.

I also provide a switch, which rises and falls, instead of moving sidewise, like the ordinary kind. Over this, the cars pass in and out of stations, to and from the main cable.

To prevent unnecessary swinging of the cars, I place one seat lengthwise through the centre, with the back adjustable, like that of the ordinary car-seat.

Small acting hand-levers, placed at either end of the above-mentioned seat, enable passengers to shift its

position, and secure the equilibrium of their own bal-
last.

To relieve passengers from the sun's rays, and to protect them from wind and rains, as well as any annoyance from the travelling-wheels and rope overhead, I make a light and substantial water-proof covering, separate from and above the body of the car, with intervening curtains, windows, or slides.

This invention anticipates the use of small cars or baskets, supported on the cable by two or four wheels, for the use of and to be operated by single individuals. Belt or chain-connections being made between the moter-wheel in the car, and the travelling-wheel or wheels above, and thus the travelling-wheels become obedient to the propelling-force.

To facilitate the rapid transit of made-up trains, small engines may be placed in the forward car.

For further details in the construction of my invention, I refer to the drawings, in which—

Figure 1 is a longitudinal elevation, showing the general position of the various parts.

Figure 2 is a front elevation.

Figure 3 is a side elevation.

A is the supporting-post.

B, a cross-arm which supports the primary cable and its fastenings.

C is the main or primary cable.

D is the suspension cable.

E, hook, connecting the cables.

F, travelling-wheels.

H, pendent iron, by which the car is suspended.

K, end view of bridge.

K, side view of bridge.

O, rope sheaves, on which the cables rest.

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

1. The sectional or divided ropes C, secured independently to arms projecting from supporting-posts, substantially as and for the purposes set forth.

2. The bridge K, arranged to span the space between the aforesaid divided ropes or cables.

3. The hook connecting the upper and lower cables, constructed and arranged substantially as described, and for the purposes set forth.

Witnesses:

WALTER HYDE.

T. C. CONNOLLY,

RICH'D COVINGTON.