

(No Model.)

J. P. HUNT.
CABLE RAILWAY.

No. 354,141.

Patented Dec. 14, 1886.

Fig. 1.

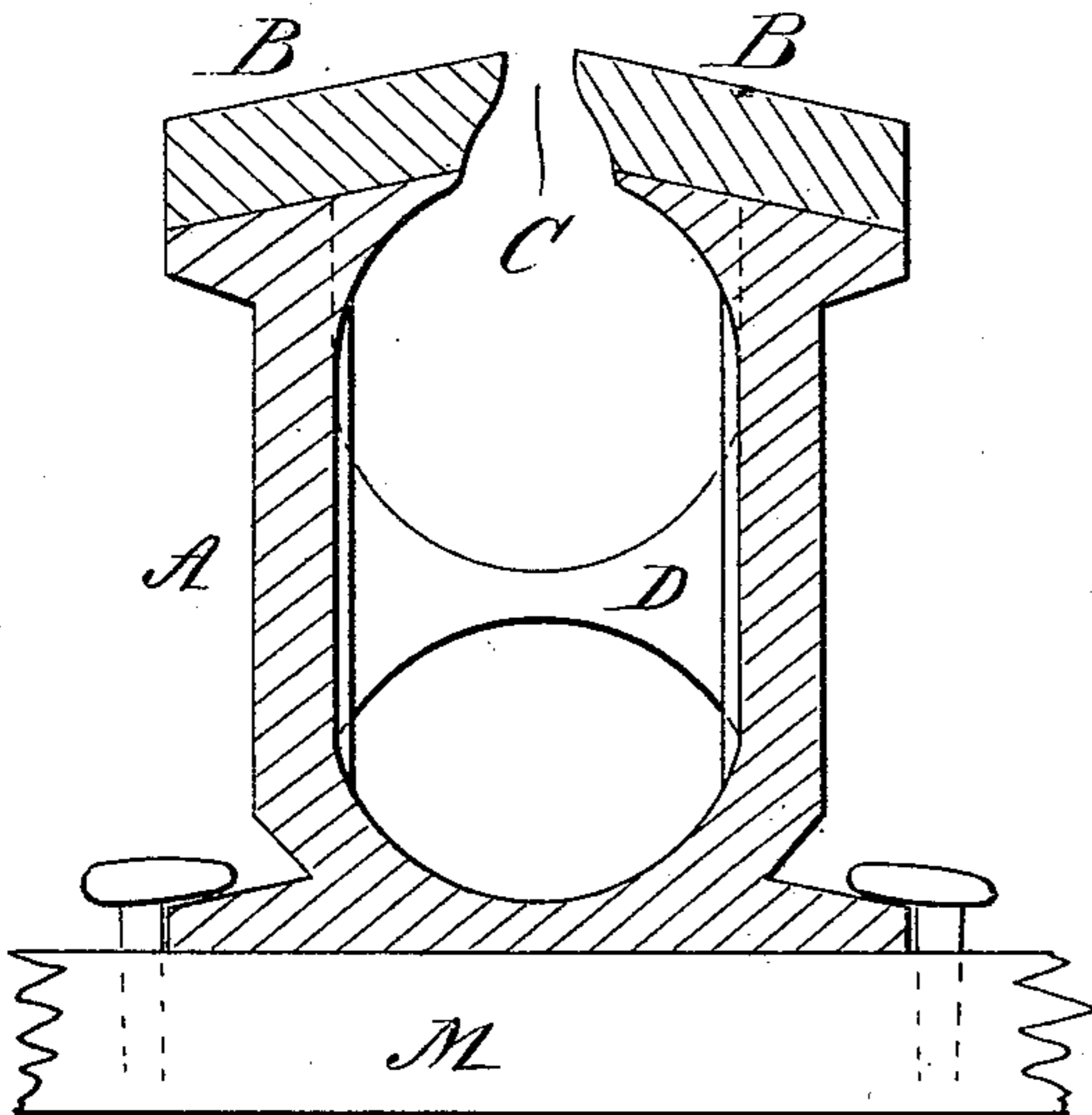


Fig. 2.

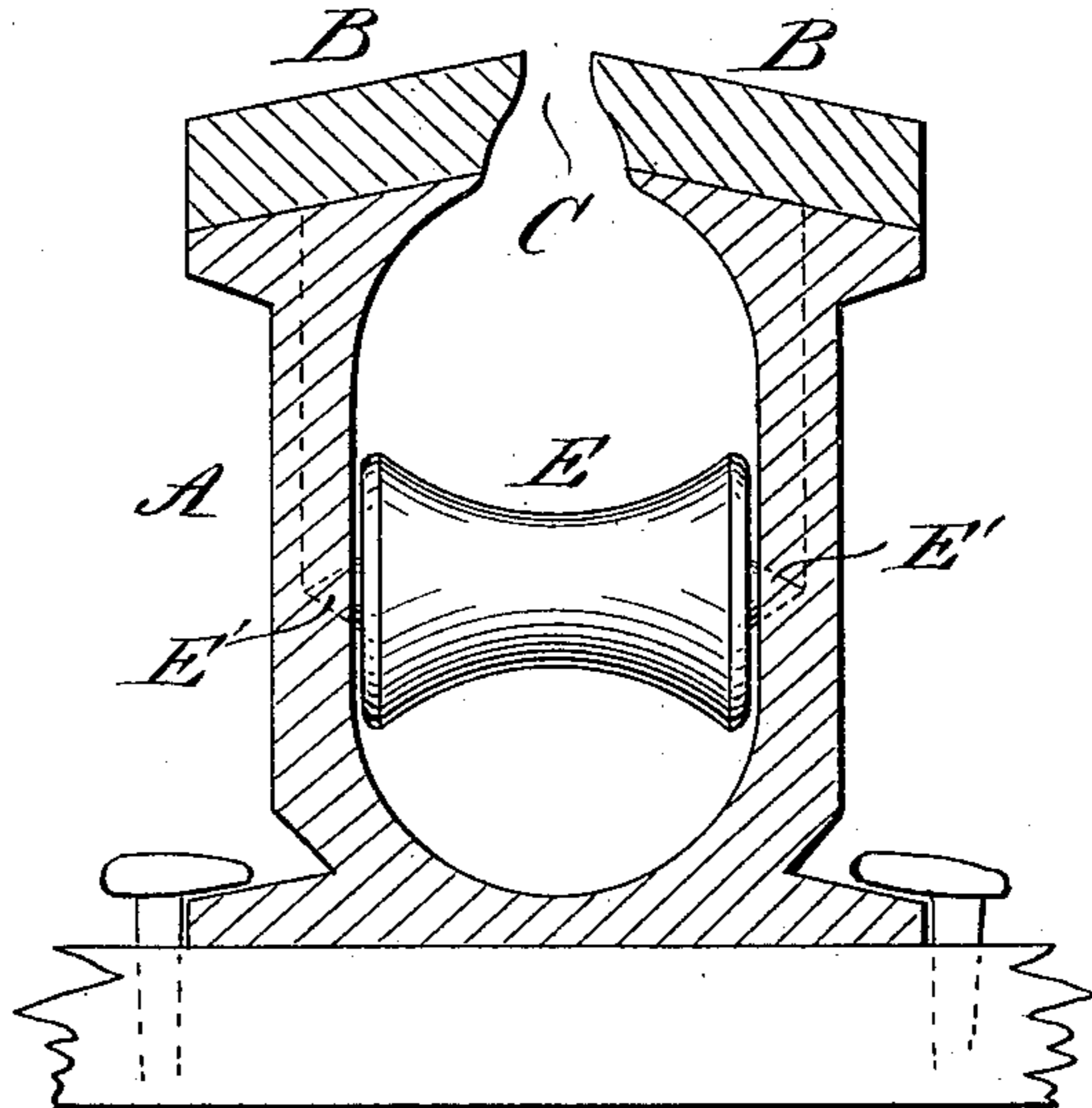
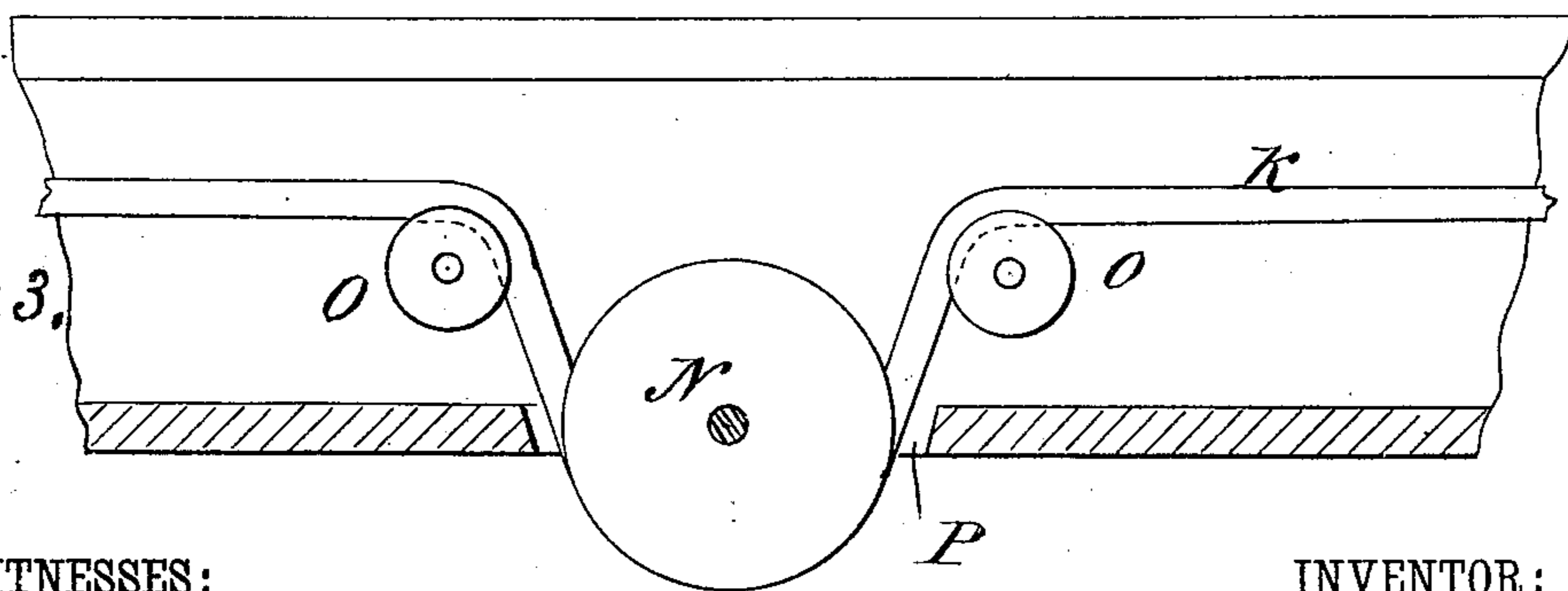


Fig. 3.



WITNESSES:

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JOHN PARKS HUNT, OF PHILADELPHIA, PENNSYLVANIA.

CABLE RAILWAY.

SPECIFICATION forming part of Letters Patent No. 354,141, dated December 14, 1886.

Application filed December 8, 1883. Serial No. 113,925. (No model.)

To all whom it may concern:

Be it known that I, JOHN PARKS HUNT, of the city and county of Philadelphia, Pennsylvania, have invented a new and useful Improvement in Cable Railways, of which the following is a full, clear, and exact description.

The object of my invention is to provide certain new and useful improvements in the conductors for cable traction railways in which the cable is held underground.

The invention consists in a conductor for the cable of a cable railway provided with transverse braces having concave edges and with transverse rollers.

Figure 1 is a cross-sectional elevation of the conductor, showing the brace in the same. Fig. 2 is a cross-sectional elevation of the conductor, showing the roller in the same. Fig. 3 is a longitudinal sectional elevation of the channel, showing the cable passed over a pulley outside of the channel.

The conductor A is made in the shape of a trough having a V-shaped cross-section. On the top edge of each side of the said trough a plate, B, is held detachably, which plates form a longitudinal slot, C, between their inner edges, through which the grips, &c., can pass. Transverse braces D, on which the cable can rest, are placed in the trough, the said braces having concave top and bottom edges. Rollers E, which are concaved, as shown, are also held in the trough at suitable intervals, the cable running over the said rollers. The rollers E are provided with tapering or conical pivots E', fitting in corresponding recesses in the sides of the trough, which conical pivots always fit well in their recesses, even if worn off considerably.

The sides of the trough can be provided with vertical grooves in the inner surfaces, into which grooves the ends of the braces are passed; or dovetail grooves can be formed in the inner surfaces of the sides of the trough, into which grooves strips can be passed, which strips are fastened to the ends of the braces, or in which strips the rollers are journaled. If desired, the braces D can be cast integral with the trough or conductor.

The troughs, channels, or conductors A are held on cross-ties M by means of spikes or other

suitable devices, or are fastened on cross-ties in any other suitable manner. The tracks or railways are generally secured on longitudinal sleepers held below and parallel with the track, which sleepers are united by cross-ties M some distance below the surface. It is to these cross-ties that the channel, trough, or conductor is bolted, whereby the said channel, trough, or conductor will be held in place firmly, and will be in the proper position in relation to the rails. My construction of the troughs permits them to be secured directly upon the upper surfaces of the ordinary cross-ties without grooving or cutting out the said ties. If a pulley is to be driven by the cable K, the cable is passed over two pulleys, O O, at each end of a slot, P, in the bottom of the channel, trough, or conductor, and then the cable is passed around the pulley N, which is journaled below the channel, trough, or conductor. The pulley N can be a driving-pulley for operating the cable, or it can be driven by the cable.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. A conductor or conduit for the cable of a cable railway, provided with transverse braces having concave edges, substantially as set forth.

2. A conductor or conduit for the cable of a cable railway, provided with transverse braces having concave edges, and with concave rollers, substantially as shown and described.

3. A cable-motor conduit composed wholly of metal sections, each section having at intervals along its length interior transverse braces, as and for the purpose set forth.

4. A cable-motor conduit composed of metal sections the sides of which are connected by interior braces located at intervals along the sections and placed above the bottom of the conduit-sections, as and for the purpose set forth.

5. A conduit for cable-motor railways, having on its inner sides conical-shaped recesses or bearings for the corresponding-shaped ends of the shafts of the cable-carrying sheaves, as set forth.

6. The combination of a cable conduit or conductor and a horizontally-arranged roller or sheave, having conical journals fitted into like

configured bearings in the conduit, as set forth.

7. The combination, with a cable-motor conduit, of interior transverse braces, grooved pulleys extending from side to side of the conduit, and both the braces and pulleys located at intervals along the length of the conduit, substantially as set forth.

8. A cable-motor conduit having on its inner sides recesses or grooves extending from the top of the conduit downwardly for receiving the journals of a sheave or pulley, substantially as set forth.

9. A cable-motor conduit having removable top plates and inside recesses or grooves ex-

tending downward from the top of the conduit for holding the bearings of the journals of a pulley or sheave, substantially as set forth.

10. A cable-motor conduit composed of metal sections having slotted top and interior transverse braces, in combination with rollers E, having conical-shaped journals fitting into correspondingly-shaped recesses or bearings in the sides of the conduit, substantially as set forth.

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Witnesses:

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H. R. HUNT.