

(No Model.)

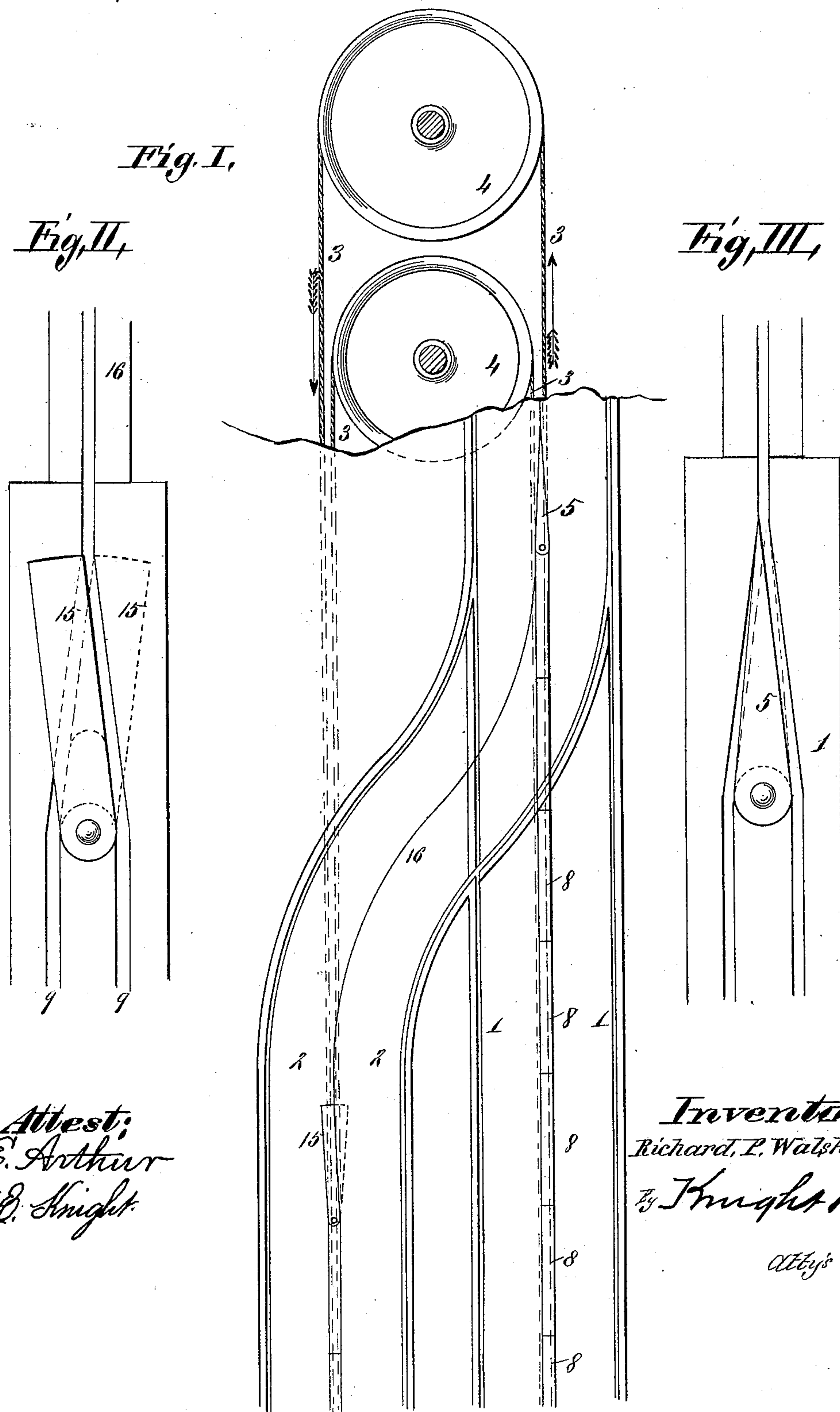
2 Sheets—Sheet 1.

R. P. WALSH.

CABLE RAILWAY.

No. 390,104.

Patented Sept. 25, 1888.



Attest;
E. Arthur
E. Knight.

Inventor;
Richard, P. Walsh,
By Knight Bros
Attys

(No Model.)

2 Sheets—Sheet 2.

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Fig. IV,

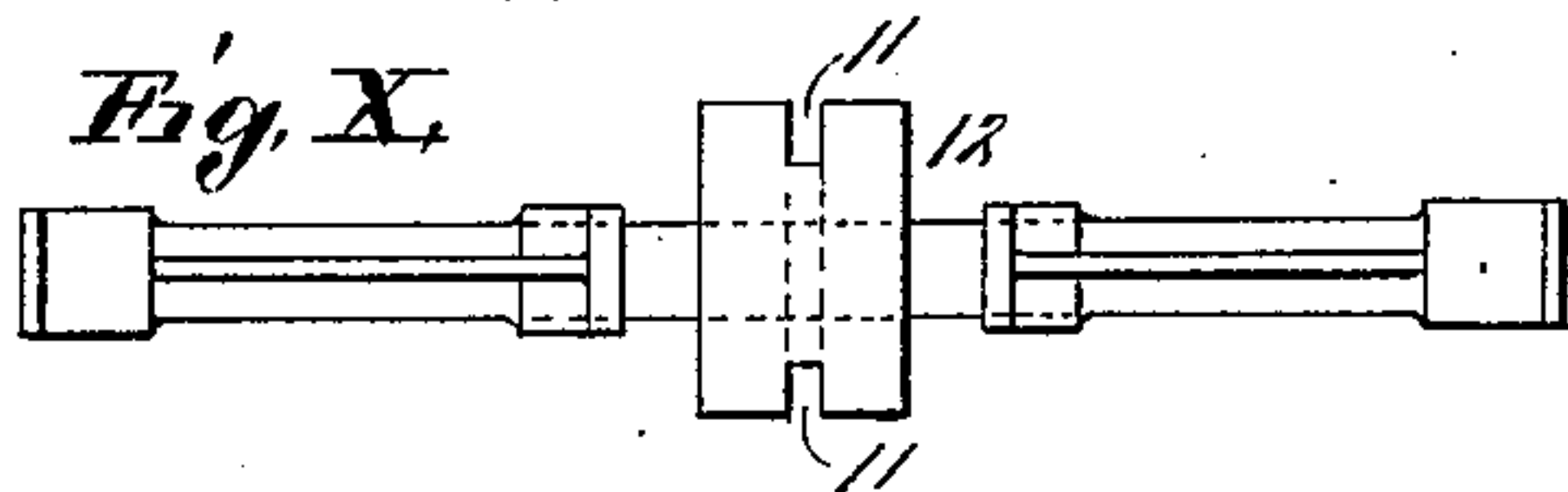
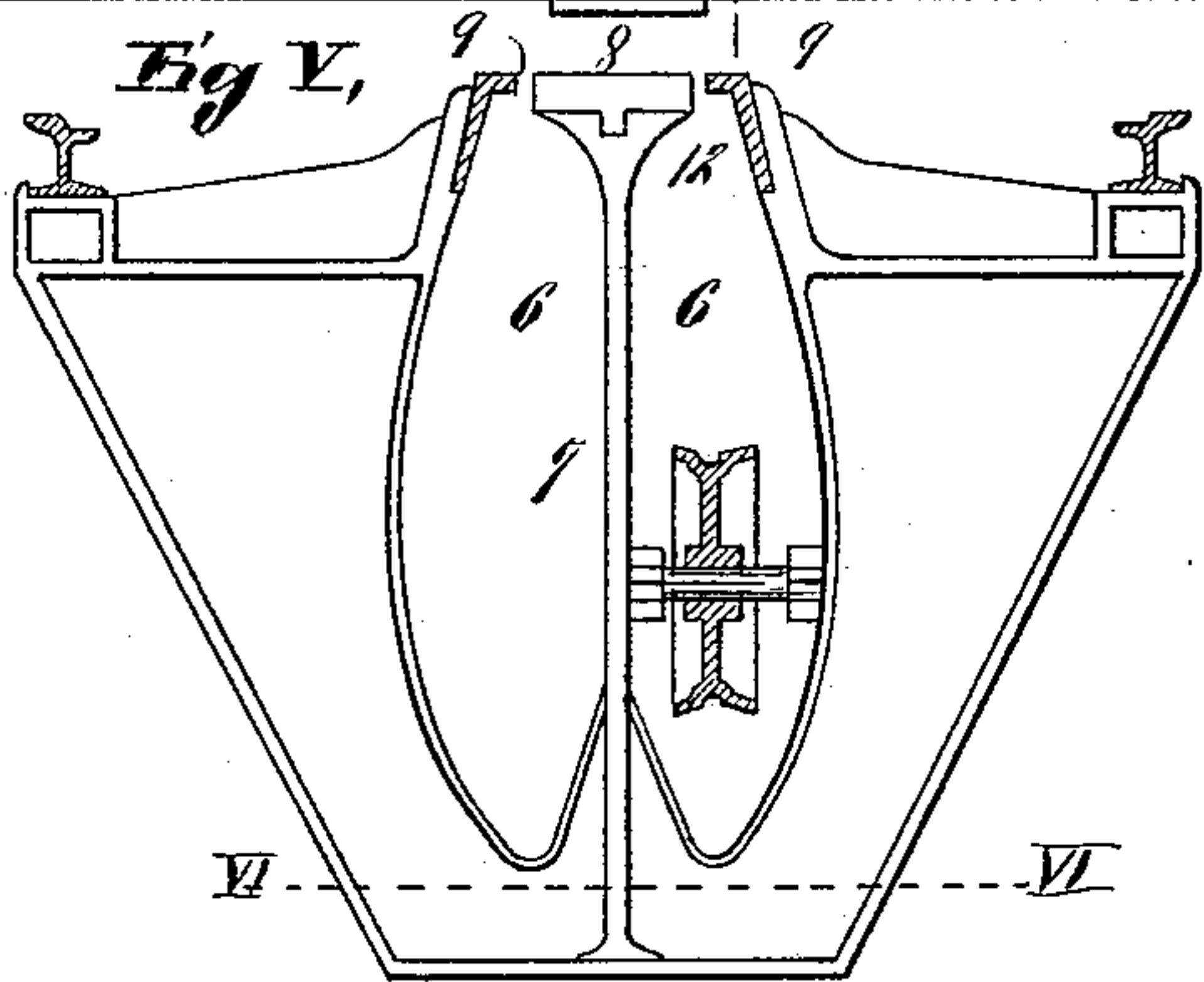
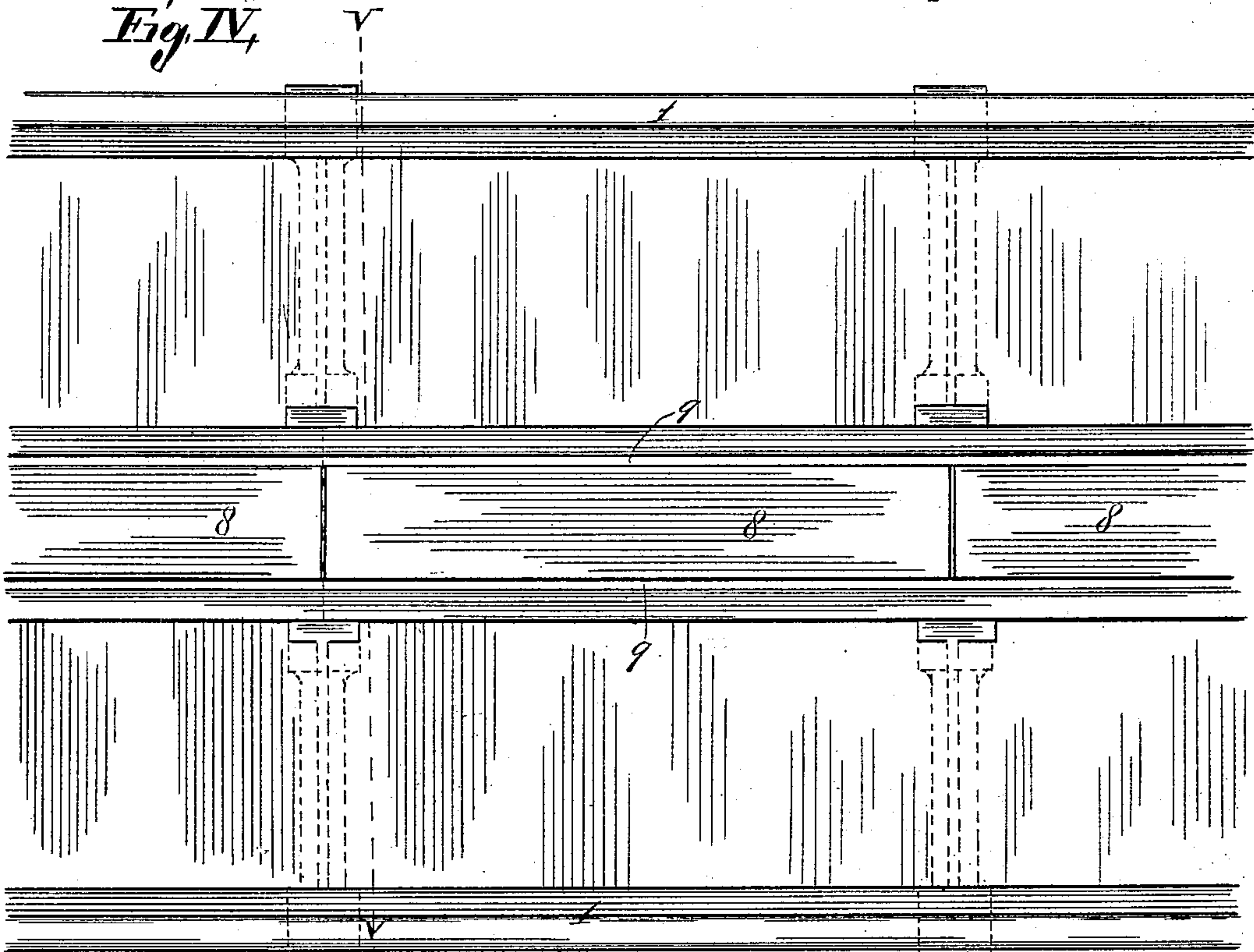


Fig. VI

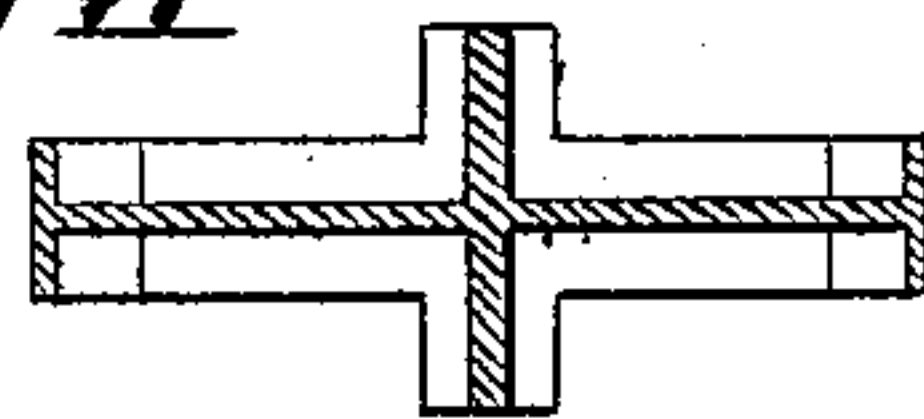


Fig. VII,

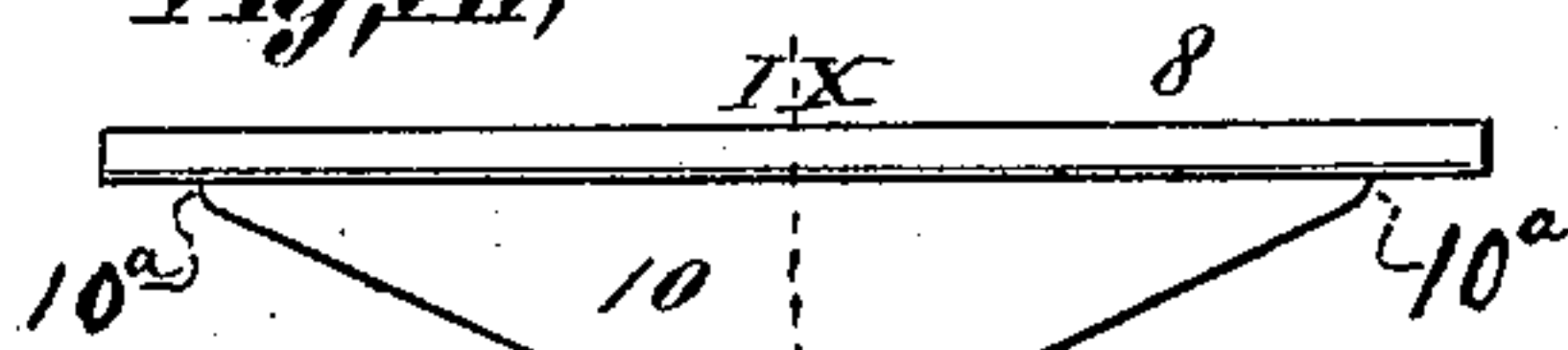


Fig. VIII

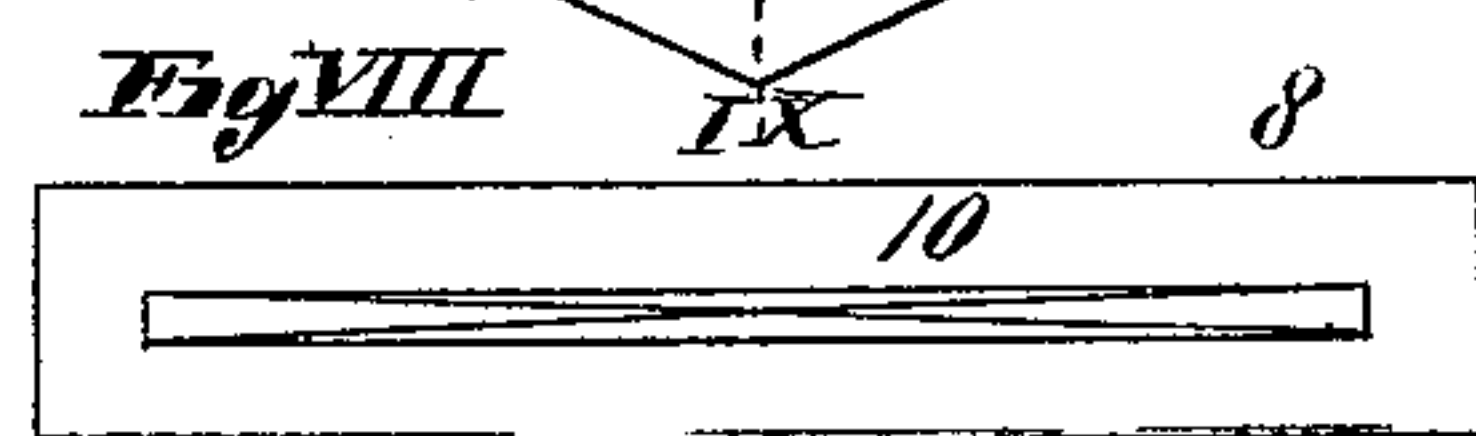


Fig. IX,



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UNITED STATES PATENT OFFICE.

RICHARD P. WALSH, OF ST. LOUIS, MISSOURI, ASSIGNOR OF ONE-FOURTH
TO MIDDLETON D. DEGGE, OF SAME PLACE.

CABLE RAILWAY.

SPECIFICATION forming part of Letters Patent No. 390,104, dated September 25, 1888.

Application filed October 31, 1887. Serial No. 253,908. (No model.)

To all whom it may concern:

Be it known that I, RICHARD P. WALSH, of the city of St. Louis, in the State of Missouri, have invented a certain new and useful Improvement in Cable Railways, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, and in which—

Figure I is a plan or top view, part in horizontal section. Fig. II is an enlarged view showing one of the switch-tongues. Fig. III is a similar view of the other tongue. Fig. IV is an enlarged view showing a portion of a cable road embodying my invention. Fig. V is a transverse vertical section taken on line V V, Fig. IV. Fig. VI is a horizontal section taken on line VI VI, Fig. V. Fig. VII is an elevation showing one of the sections that forms the road-bed between the slots. Fig. VIII is a bottom view of same. Fig. IX is a vertical section of same, taken on line IX IX, Fig. VII. Fig. X is a top view of one of the yokes.

My invention relates to an improvement in cable railroads; and it relates particularly to the manner of forming double conduits and to the manner of forming a road-bed between the slots.

My invention consists in features of novelty hereinafter fully described, and pointed out in the claims.

Referring to the drawings, 1 represents a track, from which a track, 2, (see Fig. I,) branches—as, for instance, at the single terminus of two roads.

3 represents the cables, one for each road, and 4 the pulleys around which the cables pass.

The road 1 is provided with a pivoted tongue or plate, 5, which serves to cause the cars to run on the track 2 when desired. The track 2, as well as the track 1, is provided with a double conduit, 6, (see Fig. V,) where a yoke is shown having a double conduit.

One of the cables 3 runs in one of the conduits and the other in the other conduit. It will be understood that one of these conduits belong to one main road and the other to another main road. The two main roads terminating, as stated, at one point afford use for my

double conduit. The two conduits are formed in the yokes by means of a central web or partition, 7. On the upper ends of these webs or partitions are supported plates 8, on each side of which are the slots 9 of the respective conduits. The plates 8 have fins or projections 10 extending from their under sides, and the upper ends of these fins or projections fit in slots 11 made in the ends of the heads 12 of the webs or partitions 7 of the yokes, so that ample means for keying the plates in place are afforded without weakening the head by a slot entirely across the same. The fins or projections 10 are preferably made V-shaped, and having vertical shoulders 10^a, as shown in Figs. VII and VIII, so that as the plates are dropped into place they will tend to seat themselves, and the engagement of said shoulders will prevent endwise or sidewise movement of the plate, while the form of the rib gives the greatest stiffness to the plate at the desired point—that is, in the middle. These plates form the road-bed between the conduits 6 or their slots 9. To cause the grip of a car to pass to its proper conduit 6 as a car is being moved from a track, 1, to a track, 2, I provide a pivoted tongue, 15, which may be moved from the position shown in full lines to the position shown in dotted lines, Fig. II, and vice versa, to cause the grip to take its proper slot. The free end of the tongue would be placed near the junction of the cross-slot 16 with the slots 9.

I am aware that it has been proposed to make divisional supporting standards in double conduits, the same being provided with grooves across their upper faces, or being made in two parts and having the tongue of a covering-plate secured therein; but such is not the equivalent of my standards or partitions provided with slots in the ends of their heads and having plates secured thereon by the V-shaped tongues having vertical shoulders.

I claim as my invention—

1. In a cable railway, a double conduit, each conduit being provided with a slot, in combination with sectional covering-plates supported on standards or partitions having vertical recesses in which fit corresponding vertical projections on the under sides of the plates, as herein set forth.

2. In a double cable-conduit, the combination of the vertical supports having heads 12 and horizontal plates supported on the same, the said heads having in their ends recesses 11, 5 in which fit lugs 10, whereby the plates rest upon solid standards and are restricted in end-wise and sidewise movement, as set forth.

3. In combination with two double cable-conduits, each having two slots, a cross-slot 10 communicating between the inner slots of each pair, and tongues for guiding the grips from

one to the other of each pair and from one to the other of the inner slots, as set forth.

4. In a cable railway, the combination of the yokes having webs 7, forming double conduits, 15 plates on the upper ends of the webs, and V-shaped projections on the plates, substantially as and for the purpose set forth.

RICHARD P. WALSH.

In presence of—

GEO. H. KNIGHT,
JOS. WAHLE.