

(No Model.)

J. WALKER.

SHEAVE SUPPORTING FRAME FOR CABLE RAILWAYS.

No. 401,986.

Patented Apr. 23, 1889.

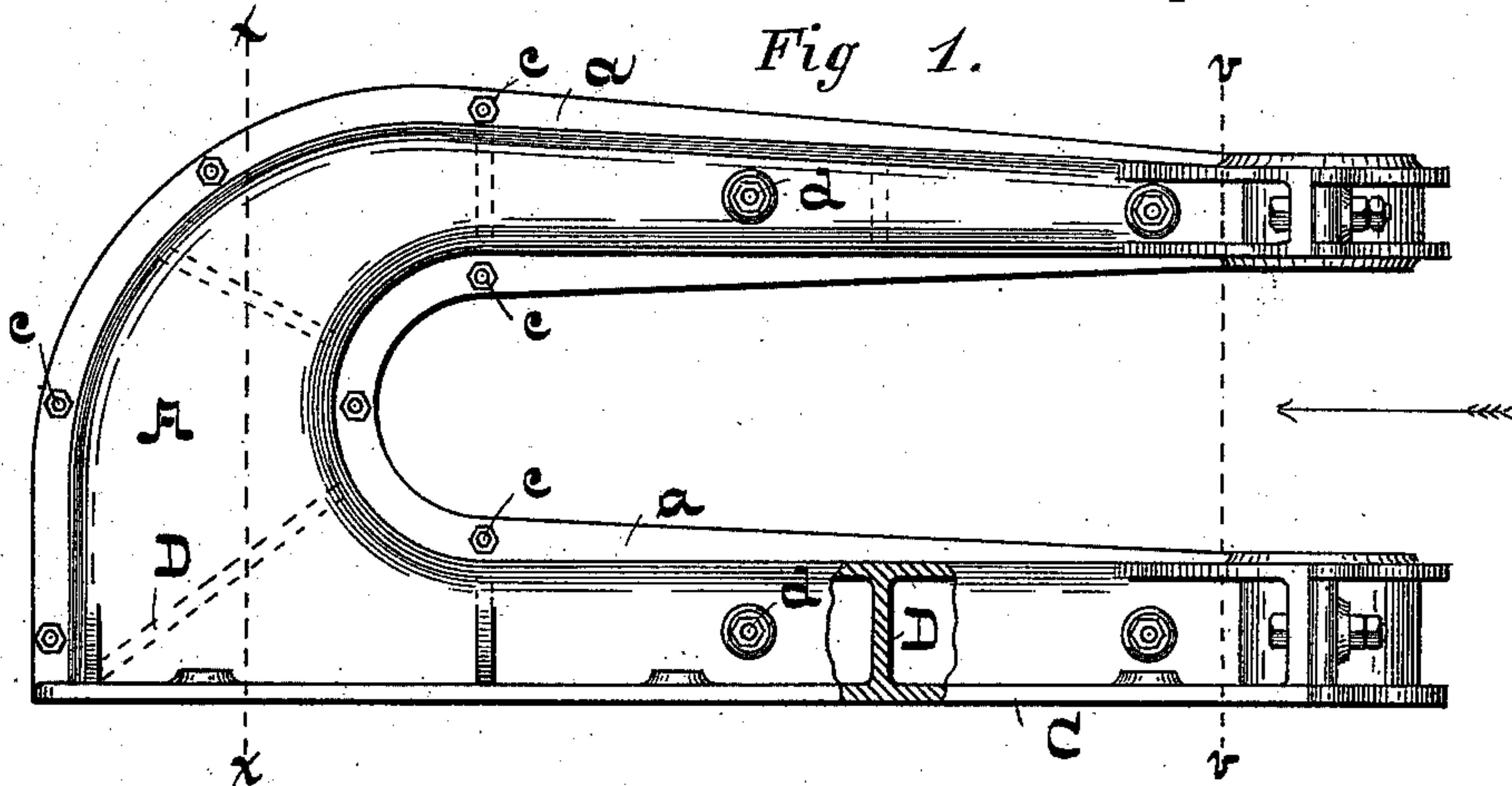


Fig 2.

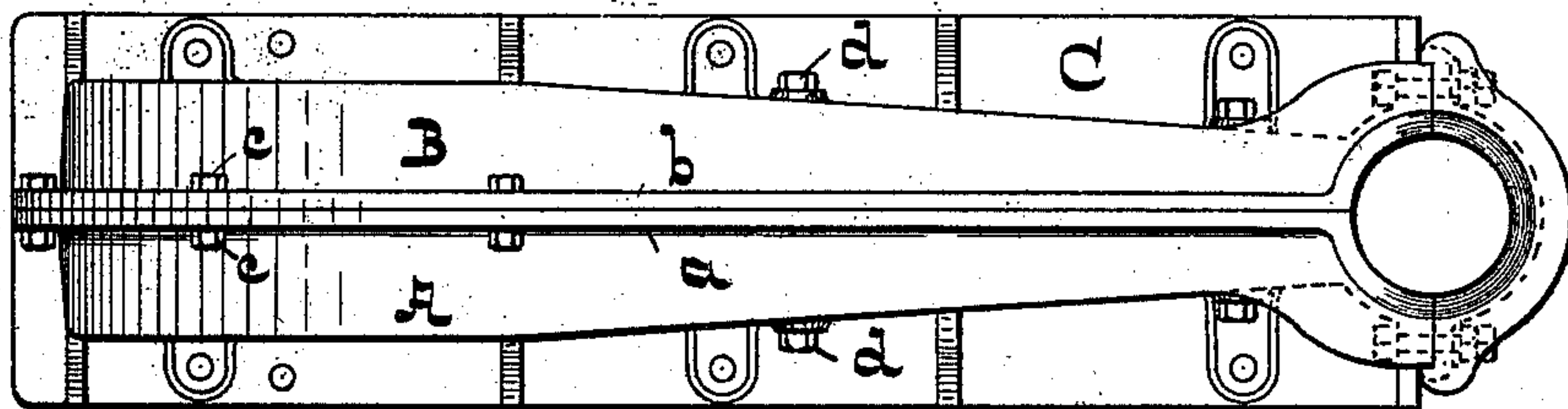


Fig 4.

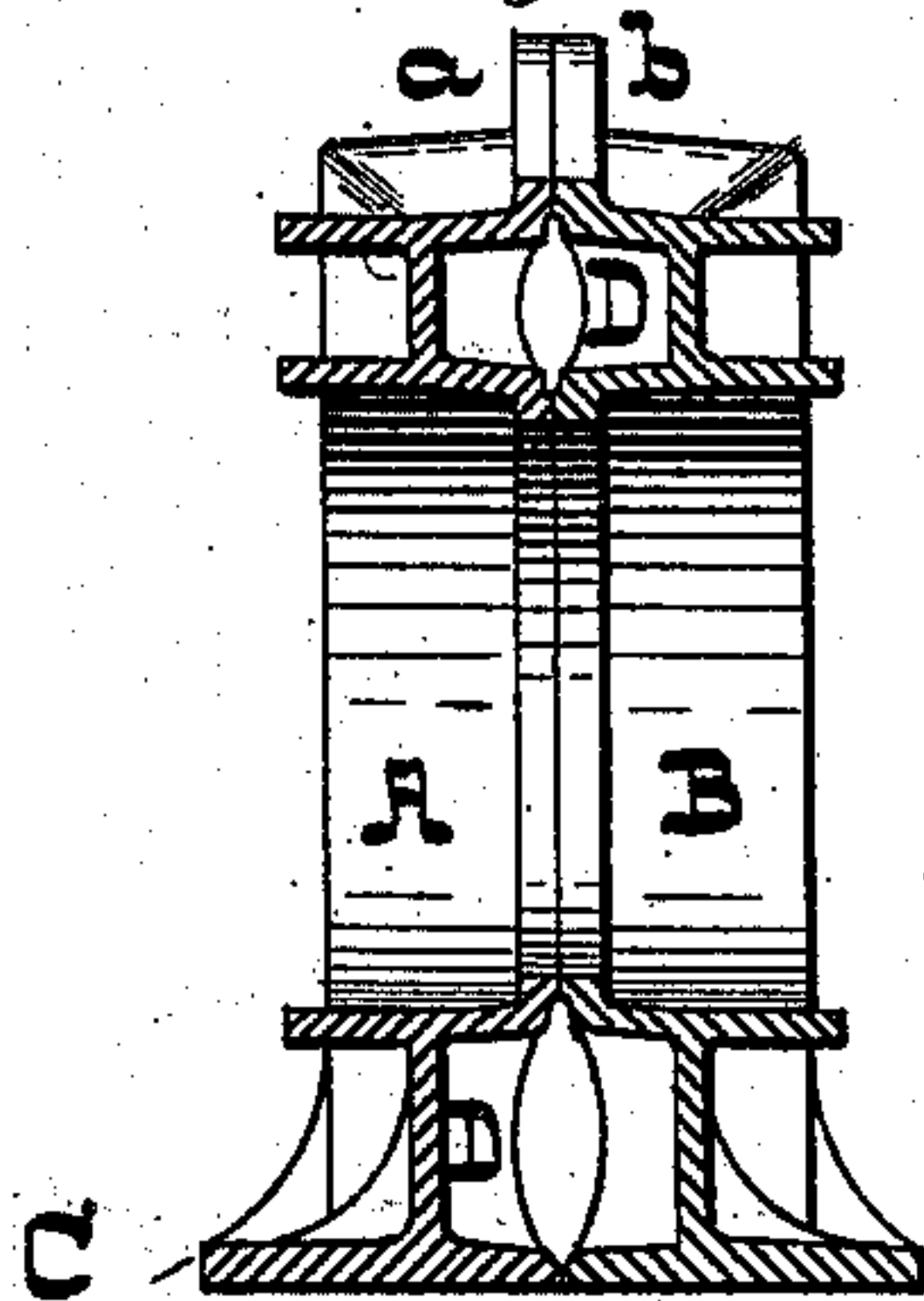


Fig 3.

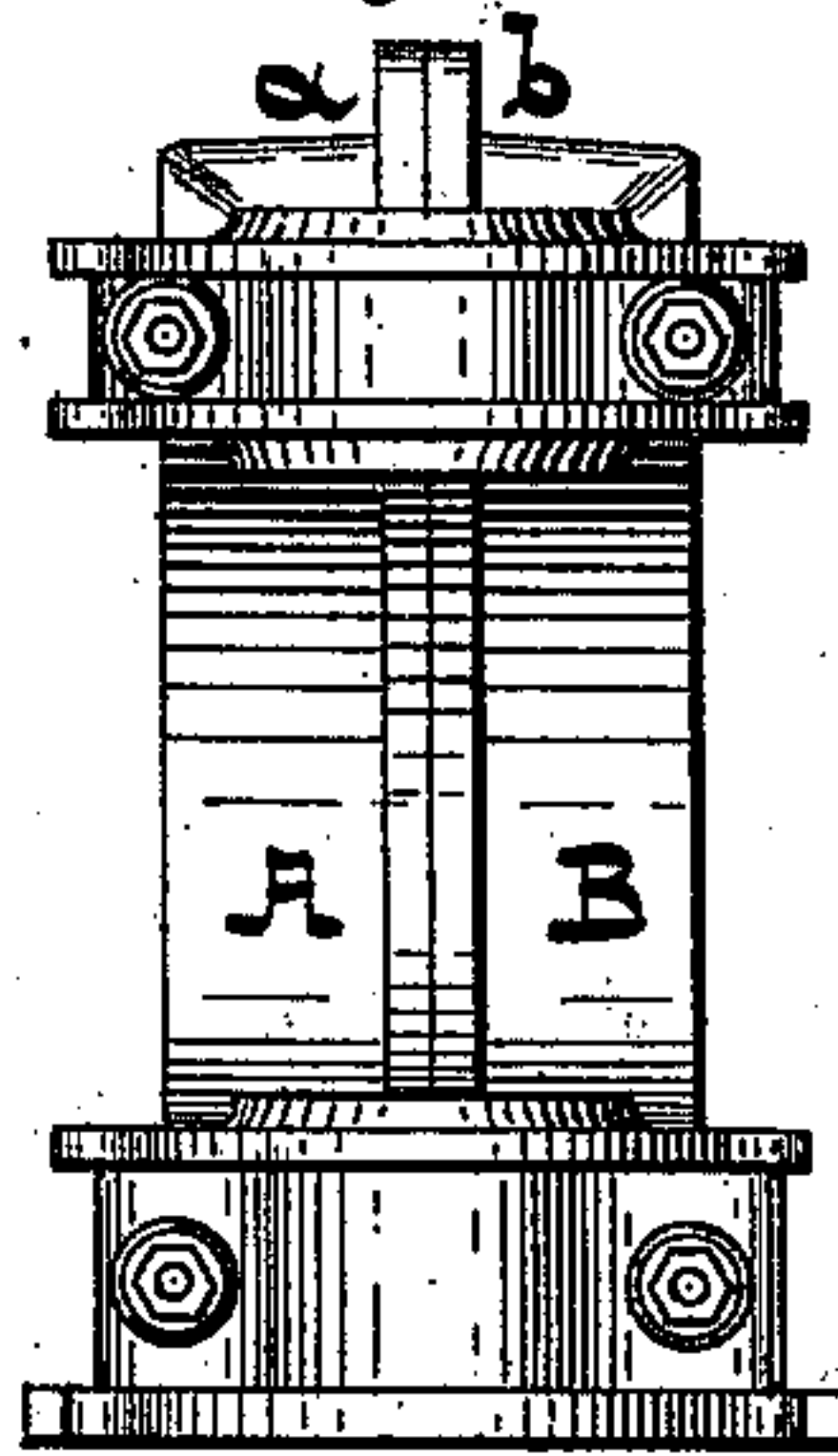
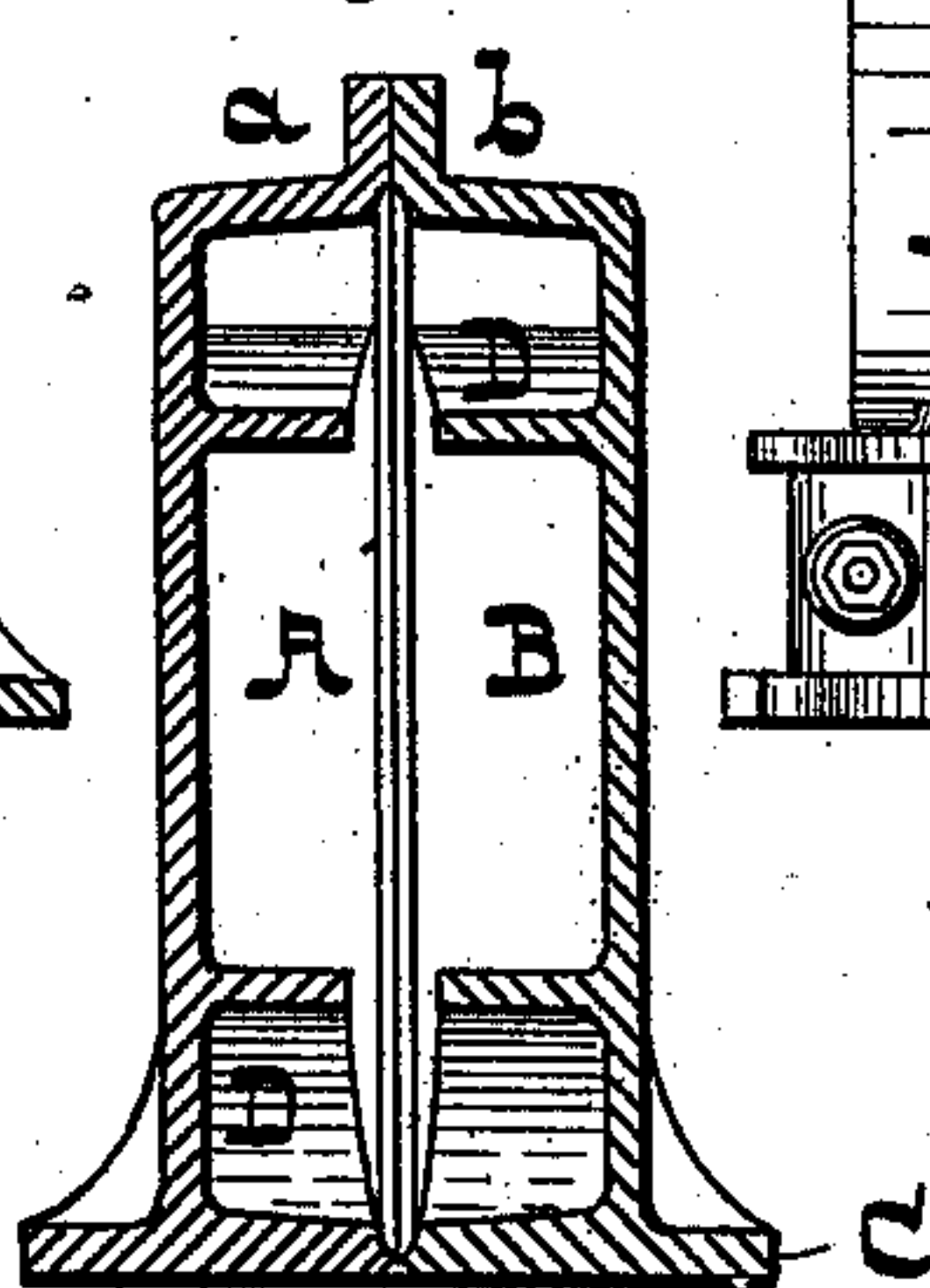


Fig 5.



-WITNESSES-

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JOHN WALKER, OF CLEVELAND, OHIO.

SHEAVE-SUPPORTING FRAME FOR CABLE RAILWAYS.

SPECIFICATION forming part of Letters Patent No. 401,986, dated April 23, 1889.

Application filed February 2, 1889. Serial No. 298,512. (No model.)

To all whom it may concern:

Be it known that I, JOHN WALKER, of the city of Cleveland, in the county of Cuyahoga and State of Ohio, have invented certain Improvements in Sheave-Supporting Frames for Cable Railways, of which the following is a specification.

This invention relates to certain improvements in the construction of the frames used in cable railways to carry the cable-sheaves, which revolve in a horizontal plane. These frames have considerable overhang, and unless they are made stiff and rigid they are liable to spring out of shape and throw the bearings for the sheave-shaft situated at their ends out of alignment. As usually constructed, these frames are hollow or quadrangular in cross-section of limb and cast in one piece with holes in the side plates, through which the core is removed. These holes reduce the rigidity of the frame. Further, a casting of this description cannot be interiorly ribbed for strength without severing or nearly severing the core where the ribs occur, and between each pair of ribs there must be a hole to take out the core.

My invention consists in forming the frame in two hollow or dished imperforate sections having suitable flanges, whereby they are secured together. The concave side of each section of frame may have as many strengthening brackets or ribs as are desired, as no holes are required to remove the cores between the brackets or ribs.

In the further description of the said invention which follows reference is made to the accompanying drawings, forming a part hereof, and in which—

Figure 1 is a side elevation of the improved frame with a portion of the same removed to show the interior, and Fig. 2 a top or plan view of the same. Fig. 3 is an end view of the frame, looking in the direction of the ar-

row; and Figs. 4 and 5 are sections of Fig. 1, taken on the dotted lines *v v* and *x x*.

Referring to the drawings, A and B are the two sides or sections of the frame, having the flanges *a* and *b*, which are bolted together. The said sides of the frame are dished, so that when they are placed together the structure is hollow. At points where the flanges are not wide enough to receive the bolts *c* other bolts, *d*, are employed, which pass entirely through the two castings, as shown in Figs. 1 and 2.

The frame as seen from its side is forked or of U shape, and the ends of the two arms are fitted with caps and loose journal-boxes for the shaft which carries the sheave. The shaft and sheave are not shown, as they embody no part of the present invention. The caps are secured to the ends of the frame by bolts, in the usual manner.

The lower limb of the frame is adapted as a base, and with this view is provided with a flange, C, on each side, which in the erection of the frame is bolted to the foundation.

D D are ribs or brackets in the hollow side of the sections of frame to stiffen them.

By referring to Fig. 1 it will be seen that the upper limb of the frame gradually increases in width toward the rear connecting portion, which is semicircular in the inside. By this shape the upper limb is less liable to droop at its end than if made parallel in width through its length.

I claim as my invention—

A frame for the purpose described, formed of two dished sections having flanges, which are bolted together, and provided with interior strengthening ribs or brackets, substantially as and for the purpose specified.

JOHN WALKER.

Witnesses:

FRANK L. HULL,

HARRY A. WESTERFIELD.