

(No Model.)

M. M. SUPPES.  
SLOT RAIL FOR CABLE ROADS.

No. 405,231.

Patented June 11, 1889.

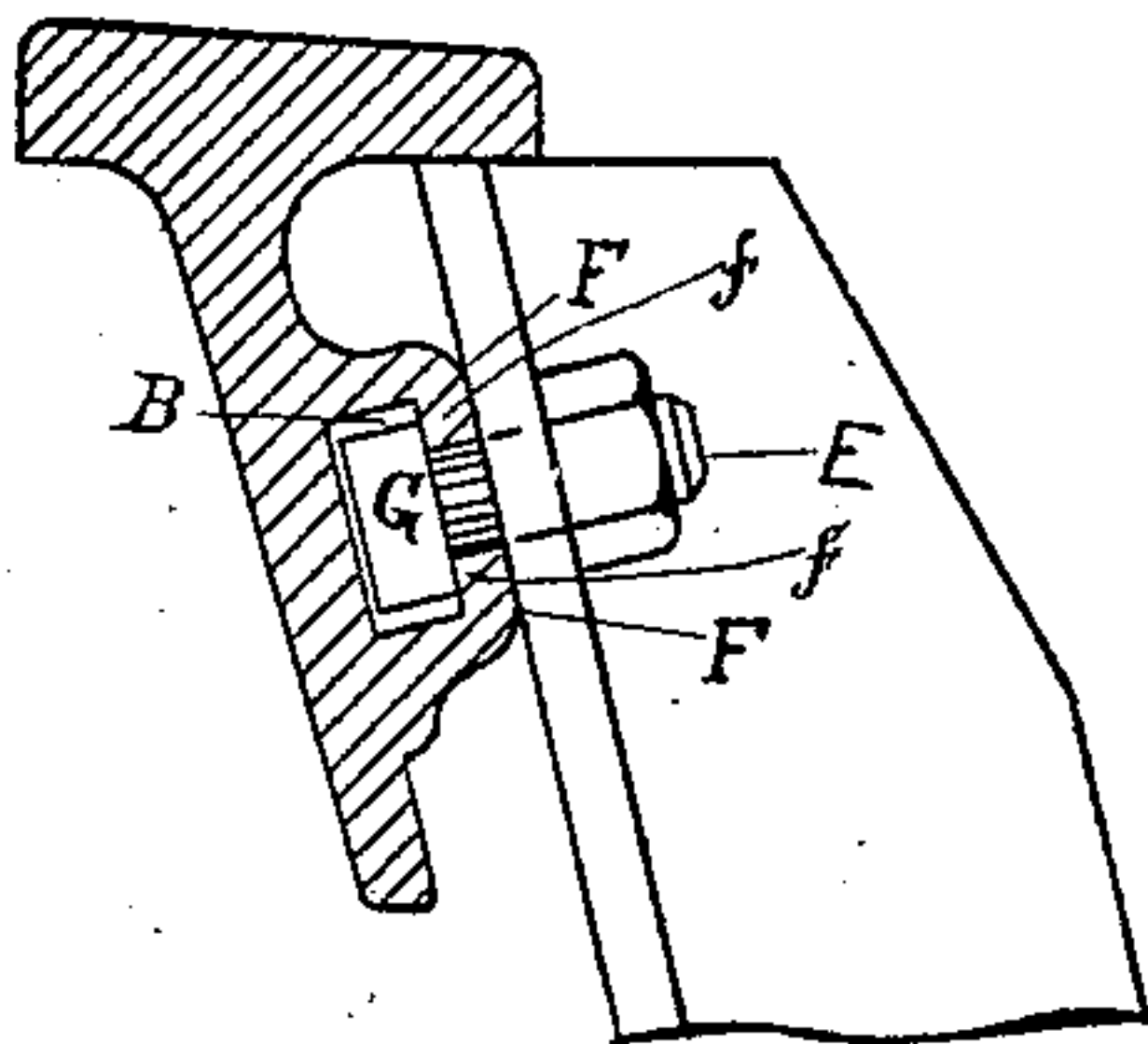
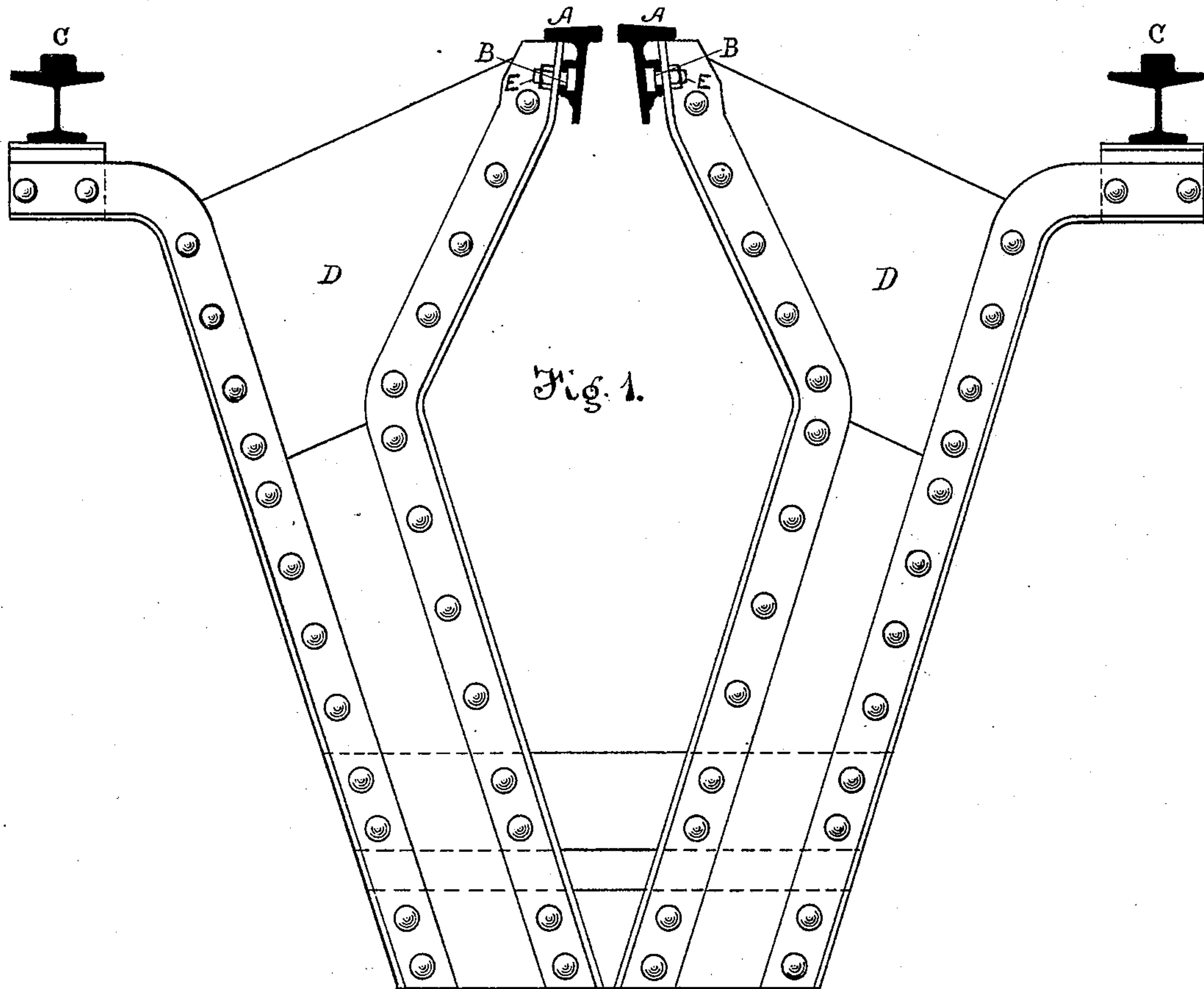


Fig. 2.

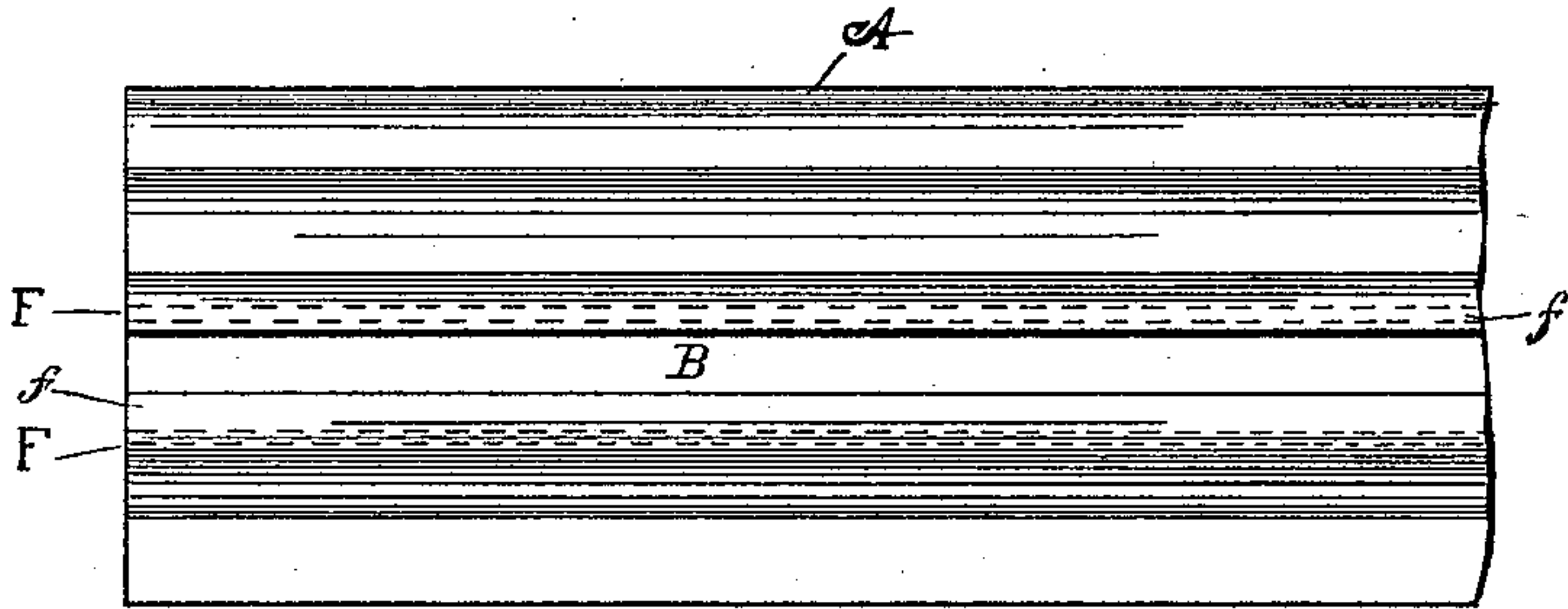


Fig. 3.

Witnesses:

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Att'y.

# UNITED STATES PATENT OFFICE.

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JOHNSON COMPANY, OF KENTUCKY.

## SLOT-RAIL FOR CABLE ROADS.

SPECIFICATION forming part of Letters Patent No. 405,231, dated June 11, 1889.

Application filed April 2, 1889. Serial No. 305,667. (No model.)

*To all whom it may concern:*

Be it known that I, MAX. M. SUPPES, of Johnstown, in the county of Cambria and State of Pennsylvania, have invented a new and useful Improvement in Slot-Rails for Cable Roads, which invention is fully set forth and illustrated in the following specification and accompanying drawings.

The object of this invention is to avoid the time, labor, and expense involved in drilling or punching the holes in slot-rails through which the same are bolted or riveted in place in the tracks of cable railroads.

The invention will first be described in detail, and then particularly set forth in the claim.

In the accompanying drawings, Figure 1 shows a cable-road yoke in front elevation, having the improved slot-rail forming the subject of this invention, shown in cross-section, secured thereto. Fig. 2 shows one slot-rail in cross-section, enlarged, secured to one side of the yoke, broken away. Fig. 3 shows a portion of one slot-rail in side elevation.

In said figures the several parts are indicated by reference-letters, as follows: The letter A indicates the slot-rail; B, a channel therein; C, the track-rails; D, a yoke; E, bolts by which the slot-rail is secured to the yoke; F, side flanges forming the channel B.

The advantages secured by this construction may be set forth as follows: It is a slow and costly process to drill the holes in the slot-rails required for the bolts E as is commonly practiced. Such holes, too, are usually

countersunk to permit their heads to lie in the slot between the rails flush with the inner sides of the slot-rails, so as not to interfere with the passage of the gripping mechanism.

In this improvement all the above-mentioned labor and expense is saved by rolling the two longitudinal flanges F on the outer side of each slot-rail, thus forming a sort of channel between said flanges. The outer edges of said flanges are turned over, as shown at f, to form lap-surfaces for the heads G of the bolts to bear upon within the channels, the bolts themselves passing between said turned-over edges in the slot between them. By this construction not only is the labor and expense of drilling and countersinking dispensed with, but the great accuracy required in locating the yokes at exact points, in case holes are drilled in the slot-rails, is likewise dispensed with.

It is obvious that this method of securing the slot-rails and yokes together is applicable to any form of either.

Having thus fully described my said improvement in slot-rails as of my invention, I claim—

A slot-rail provided with a channel adapted to hold bolts by means of which to secure said rail in its roadway.

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Witnesses:

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