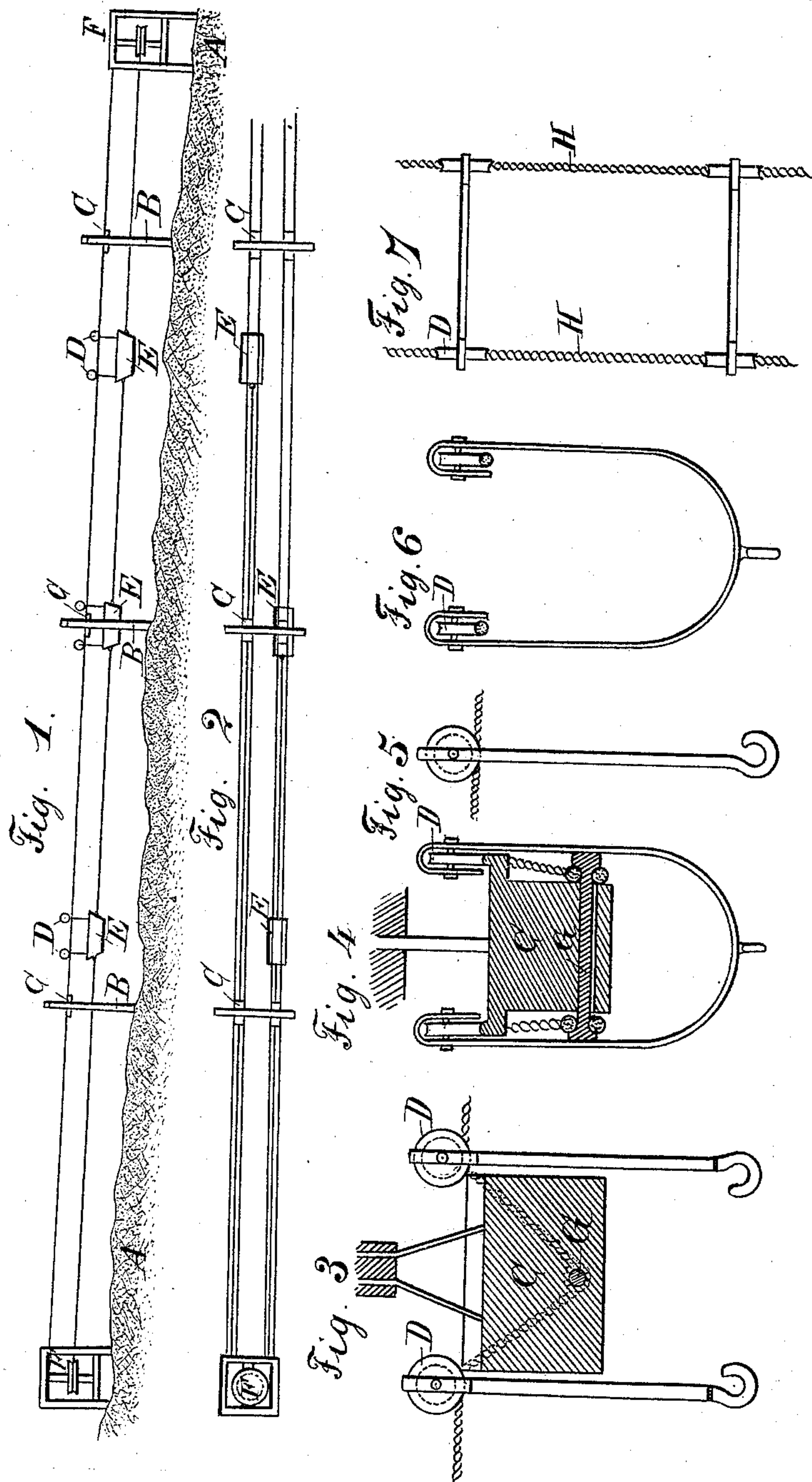


(No Model.)

F. ROBERT.
AERIAL TRAMWAY.

No. 466,909.

Patented Jan. 12, 1892.



Witnesses:
H. de Vos.
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UNITED STATES PATENT OFFICE

FLEURY ROBERT, OF ST. PAUL, ISLAND OF RÉUNION, INDIAN OCEAN.

AERIAL TRAMWAY.

SPECIFICATION forming part of Letters Patent No. 466,909, dated January 12, 1892.

Application filed April 28, 1891. Serial No. 390,859. (No model.)

To all whom it may concern:

Be it known that I, FLEURY ROBERT, a citizen of the French Republic, residing at St. Paul, Island of Réunion, Indian Ocean, have invented certain new and useful Improvements in Aerial Tramways, of which the following is a description.

My invention relates to aerial tramways; and it has for its objects the devising of means for supporting the cables or rails over which the cars travel, and also to means to facilitate the easy transfer of the cars past the supporting-posts for the rails.

In the accompanying drawings, which form a part of this specification and wherein like letters of reference indicate like parts in the several views, Figure 1 is a side elevation of an aerial tramway embodying my improvements. Fig. 2 is a top plan view of Fig. 1. Fig. 3 is an enlarged view, partly in section, of a point in the tramway between two supporting-posts, showing the mode of arranging the cable at such points. Fig. 4 is a view in section at right angles to Fig. 3. Fig. 5 is side view of one of the devices for suspending the car from the cable. Fig. 6 is a face view of Fig. 5, or a view at right angles thereto; and Fig. 7 is a top plan view of a section of the tramway, rails, and cross-beams.

Referring to the drawings, A indicates the surface over which the tramway is built; B, the upright supporting-posts, which are arranged in pairs a suitable distance apart. The distances between the several pairs of posts may be such as may seem desirable.

To each of the posts, underneath the cross-beams between posts, is arranged a metallic piece or block C, through the ends of which the cables are laid. In the lower part of each of the pieces C is arranged a pin or roller G. This roller is arranged to move in the direction of the draft and prevents the draft-cable from approaching toward the surface of the ground, and also tends to make the motion smooth. The cable is wound around the rollers G twice, in order that the tension and weight may always be carried by one section of the cable between poles and not be transferred to the other sections of the cable be-

tween other poles. The sections carrying the weight will therefore be bent but slightly. This pin has also the advantage of making the jointing of the cable easy. The upper end of the jointing-pieces are rounded, so as to form the continuation of the cable, which is laid downwardly and wound around the pin, and the pulleys will thus be allowed to pass from one section of the cable to the other, which would otherwise be impossible. These jointing-pieces are connected in their middle to the cross-beam by means of two iron rods going through said beams and firmly bolted thereon.

Description of the cars.—The cars are built in the ordinary way, and have the form of closed cars provided with solid doors, so as to present all possible security to passengers. They are connected to each other in any suitable manner. The first one of the ascending train is connected to the draft-cable, while the last one of the descending train is attached to the other end of the retaining-cable.

Description of the frame-work F, provided in the center with a cable-disk.—At the highest point of the locality is erected a frame-work of iron, masonry, or wood, of a sufficiently solid construction. In the center of this frame-work is arranged a cable-disk movable on its axle, and the cable is wound for half a revolution around this disk. Toward the front end of the frame-work, or preferably at one of its sides, may be arranged a powerful brake, (not shown,) which is easily manipulated, and has for its object to control the rotation of the disk, and thus to slacken or stop the run of the trains rapidly at any part of the road.

D D indicate double pulleys connected to the cars and carrying and moving the same.

E E indicate the cars, and F the frame-work with cable-disk.

At cross-roads the poles must be higher and the rollers placed higher, so as to allow of the passage of wagons underneath.

H indicates connection of the cables.

Having thus described my invention, I claim as new—

1. In an aerial tramway, the combination, with upright posts and cross-beams, of blocks

C, provided with pins or rollers, as G, and a cable wound around said pins or rollers, substantially as set forth.

2. The combination, with the supporting-
5 posts and the tramway-cables, of blocks C, secured at said posts and constructed to permit the easy passage of the cars by the posts, substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 3d day of November, 1890.

FLEURY ROBERT.

Witnesses:

VICTOR MATEAU,
F. MATEAU.