

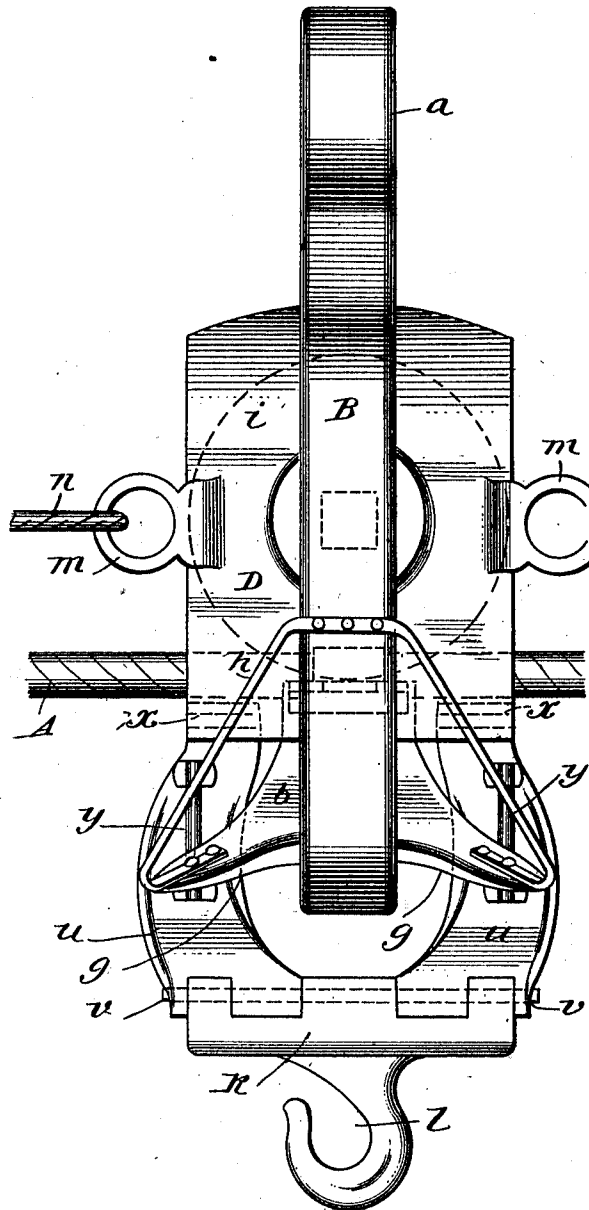
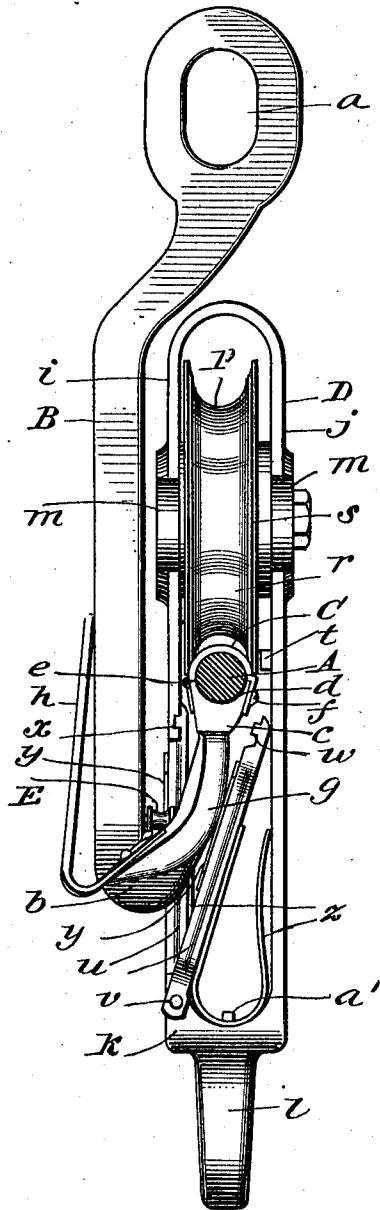
1,003,950.

Patented Sept. 19, 1911.

2 SHEETS-SHEET 1.

Fig. 1.

Fig. 2.



WITNESSES

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UNITED STATES PATENT OFFICE.

ROGER ROSADA, OF NEW ORLEANS, LOUISIANA.

ELEVATED RAILWAY.

1,003,950.

Specification of Letters Patent. Patented Sept. 19, 1911.

Application filed May 11, 1911. Serial No. 626,605.

To all whom it may concern:

Be it known that I, ROGER ROSADA, a subject of the King of Italy, residing at New Orleans, in the parish of Orleans and State of Louisiana, have invented new and useful Improvements in Elevated Railways, of which the following is a specification.

My present invention relates to elevated railways of the suspended cable type; and it consists, first—in the hanger, cable and traveler, in combination, and, second in the peculiar and advantageous cable, as hereinafter described and particularly pointed out in the claims appended.

In the drawings accompanying and forming part of this specification: Figure 1 is a view showing the hanger and traveler in edge elevation and the suspended cable in transverse section. Fig. 2 is a view of the said parts taken at a right angle to Fig. 1. Fig. 3 is a detail view of the hanger *per se*. Fig. 4 is a vertical transverse section taken through the traveler. Fig. 5 is a sectional view taken through the cable coupling and showing one half of each sleeve removed.

Similar letters designate corresponding parts in all of the views of the drawings, referring to which:

A is the suspended cable of my improvement, and B is the hanger through the medium of which the cable is suspended from a tree or any other economical and otherwise suitable support occurring in the course of the elevated railway. The said hanger is preferably of steel and is preferably provided adjacent its upper end with an eye *a* to permit of its ready connection through the medium of a rope or the like to a tree limb or other support. At its lower end the hanger is provided with a hook *b*, and in the upper end of the upwardly directed portion *c* of said hook is a channel *d*, of semi-circular form in cross-section, designed to seat the cable A. It will also be noted that the cable A is secured in the said seat *d* by a cap C, that is hinged at *e* to one side of the hook portion *c*, and is detachably secured at the opposite side of the said hook portion by a screw *f* or other suitable means. At its opposite sides the upwardly directed portion *c* of the hook is provided with horn-like cams *g* which are tapered and gradually curved back to the vertical plane of the major portion of the hanger B, and are

braced by stay-rods *h*; the said stay-rods being fixed at their lower ends to the rear sides of the horn-like cams *g*, and at their upper ends to the rear side of the major portion of the hanger. I would also have it here understood that the hanger may be formed in such manner that the stay-rods *h* are integral with the cams *g* and the major portion of the hanger without involving departure from the scope of my invention as claimed.

D is the traveler of the railway. The said traveler is preferably formed of metal suitable to its purpose, and among other elements comprises a body. This body is made up of a back plate *i* which extends downward from its upper end to an intermediate point in its height, Fig. 1, a front plate *j* fixedly connected with and spaced from the back plate *i* and extending from the upper end to the lower end of the body, a lower end wall *k*, a depending hook *l* on said lower end wall and designed for the connection of the article to be carried, and eyes *m* connected to the plates *i* and *j* and designed for the connection of traction cables *n*. In addition to the said body the traveler comprises a wheel *p* mounted in the upper portion of the body and having a circumferential groove *r* that is increased in width at *s*, a guide flange *t* located at the inner side of the front plate *j* of the body, transversely swinging doors *u*, hinged at *v* to the rear portion of the lower end wall *k* of the body and having reduced upper ends *w* designed to seat in a groove *x* in the inner side of the back plate *i*, upright anti-friction rollers *y* mounted at the rear sides of the doors *u* and U-shaped spring strips *z* fixed at *a'* to the body and each having an upstanding arm disposed against the inner side of the front plate *j*, and also having an upstanding arm disposed at the outer side of one of the doors *u* and calculated to move said door toward and normally hold the same in a yielding manner with its upper reduced end *w* in the before-mentioned groove *x* of the back plate *i*.

In the practical use of the construction described, the hanger B is connected to a tree or other support and serves to suspend the cable A therefrom, and also serves to hold the said cable. The traveler D is arranged as best shown in Fig. 1 relative to

the hanger B and the cable A, and with its wheel *p* bearing on the cable, and it is designed to carry any burden connected with its hook *l* and is also designed to be moved on the cable A and through the medium of the traction cables *n* in either direction as occasion demands and by any suitable power.

The traveler constructed as described, is calculated to retain itself on the suspended cable A and against casual displacement even when the traveler is passing one of the hangers B of which any suitable number may be employed, according to the length of the railway, and in passing a hanger B, it will be understood that first one door *u* and then the other door *u* of the traveler will be opened by the rear cam *g* of the hanger B, with reference to the direction in which the traveler is moving. It will also be understood that as the traveler advances the forward door thereof will be enabled under the action of its spring *z* and because of its engagement with the forward cam *g* of the hanger, with reference to the direction in which the traveler is moving, to gradually close, so that the closing of the door under the impulse of its spring will not be attended by shock or jar. It will further be understood that the doors *u* of the traveler will be opened and closed in succession, and that when one of the said doors is open, incidental to the passage of a hanger B, the other door will be closed, while when the traveler is between two hangers B, both doors will be yieldingly held closed. From this it follows that it is impossible for the traveler to be accidentally displaced from the suspension cable, notwithstanding curves or angles made necessary by the topographical conditions encountered. The anti-friction rollers *y* on the doors *u* have for their office to ease the movement of the said doors past the horn-like cams *g* of the hangers.

The guide flange *t* before referred to as on the inner side of the front plate *j* serves when the wheel *p*, because of lack of freight or for any other reason, is running with the smaller portion of its groove *r* out of engagement with the suspension cable A, to prevent binding of the cable between the wheel *p* and the front plate *j* of the traveler body.

As best shown in Fig. 1, an anti-friction roller E is mounted in the hook *b* of the hanger B. This anti-friction roller serves to support and to ease the movement of the traction cables *n*.

In order that the suspension cable A can be transported in lengths or sections and united at the place where the elevated railway is to be installed, I prefer to have the said cable constructed in the manner best shown in Fig. 5—*i. e.*, made up of cable

sections F, of wire or other suitable metal, rings G of metal, surrounding and embedded in the end portions of the sections F, sleeves H of metal, arranged on the opposed ends of the sections F, and a coupling member I interposed between the opposed sleeves H. Each sleeve H is made in two longitudinal sections, and these sections are applied to the respective cable section F of the sleeve, and are connected and held together by screws I'. It will also be noted that each sleeve is provided with grooves J to receive parts of the rings G, and from this it follows that when the sleeve is applied to its respective cable section F, the two will be strongly connected. This is particularly true when at the time of application of the sleeve the rings G are in an incandescent or highly heated state. One of the sleeves H is provided with a threaded socket K, and the other sleeve is provided with a rounded socket L; the socket K being designed to receive the threaded shank of the coupling member I, and the socket L being designed to receive the globular end of the coupling member. It will also be seen by reference to Fig. 5, that the coupling member I is provided at M with sockets for the engagement of an implement through the medium of which said coupling member may be turned to draw the cable sections F together. The arrangement of the globular end portion of the coupling member in a corresponding socket of one sleeve H of the coupling, obviously lends flexibility to the connection between two adjacent cable sections.

The purpose in providing the circumferential groove *r* in the wheel *p* with an outer portion *s* of increased width, is to enable the wheel *p* to properly engage and move over the coupling described as well as the portions F of the cable intermediate the couplings.

It will be gathered from the foregoing that my novel elevated railway is adapted to be used to advantage in various industries, and can be used irrespective of topographical conditions as where it is necessary to have long stretches of suspension cable A between hangers such as B.

Having described my invention, what I claim and desire to secure by Letters-Patent, is:

1. In an elevated railway, the combination of a hanger having a major portion and a hook at the lower end of said portion provided with an upstanding portion in the upper end of which is a seat, and also having inwardly-inclined and tapered horn-like cams on said upstanding portion; a cap detachably secured over said seat in the upstanding portion of the hook; a cable secured between said seat and cap; and a traveler comprising a body that receives the cable,

a wheel mounted in the body and bearing on the cable, and spring-backed doors hinged to the body and adapted to cooperate with said cams of the hanger, substantially as specified.

2. In an elevated railway, the combination of a hanger having a major portion and a hook at the lower end of said portion provided with an upstanding portion in the upper end of which is a seat, and also having inwardly-inclined and tapered horn-like cams on said upstanding portion; a cap detachably secured over said seat in the upstanding portion of the hook; an anti-friction roller mounted in the hook of the hanger; a cable secured between said seat and cap; a traveler comprising a body that receives the cable; a wheel mounted in the body and bearing on the cable, and spring-backed doors hinged to the body and adapted to cooperate with said cams of the hanger; and traction cables connected to said body of the traveler.

3. In an elevated railway, the combination of a cable; a hanger carrying the same and having inwardly inclined, horn-like cams; and a traveler comprising a body that receives the cable, a wheel mounted in the body and bearing on the cable, doors hinged at their lower ends to the body and adapted to cooperate with said cams of the hanger, and U-shaped springs connected to the body and having arms backing the doors and also having other arms bearing against the body.

4. In an elevated railway, an elevated cable comprising sections and a coupling interposed between the same; a hanger carrying the same; and a traveler comprising a body that receives the cable, and a wheel mounted in the body, said wheel being circumferentially grooved and having the outer portion of said groove increased in width, substantially as and for the purpose set forth.

5. In an elevated railway, the combination of a cable, a hanger having a major portion and a hook at the lower end of said major portion provided with an upstanding portion carrying the said cable and also having a cam extending laterally and rearwardly from said upstanding portion, and a traveler comprising a body that receives the cable, a wheel mounted in the body and bearing on the cable, and an upright spring-pressed door hinged to the body and adapted to be opened by said cam against the action of the spring.

6. In an elevated railway, the combination of a cable, a hanger having a major portion and a hook at the lower end of said major portion provided with an upstanding portion carrying the said cable and also having cams extending laterally in opposite directions from said upstanding portion and toward the vertical plane of the major por-

tion, and a traveler comprising a body that receives the cable, a wheel mounted in the body and bearing on the cable, and forward and rear spring-pressed doors hinged to the body and arranged upright and adapted to be opened by said cams and checked against sudden closing by the same.

7. In an elevated railway, the combination of a cable, a hanger having a major portion and a hook at the lower end of said major portion provided with an upstanding portion carrying the said cable and also having cams extending laterally in opposite directions from said upstanding portion and toward the vertical plane of the major portion, and a traveler comprising a body that receives the cable, a wheel mounted in the body and bearing on the cable, forward and rear upright doors hinged at their lower ends to the body, anti-friction rollers carried by said doors and adapted to be opposed to said cams, and U-shaped springs connected to the body and having arms backing the doors and also having other arms bearing against the body.

8. In an elevated railway, the combination of a hanger having a major portion and a hook at the lower end of said major portion provided with an upstanding portion and also having a cam extending laterally from said upstanding portion and toward the vertical plane of the major portion, an elevated way arranged on said upstanding portion of the hanger, and a traveler comprising a body that receives the elevated way, a wheel mounted in the body and bearing on said way, a door carried by the body and adapted to be opened by said cam, and means for closing and yieldingly retaining said door in closed position.

9. In an elevated railway, the combination of a hanger having a major portion and a hook at the lower end of said major portion provided with an upstanding portion and also having cams extending laterally in opposite directions from said upstanding portion and toward the vertical plane of the major portion, an elevated way arranged on said upstanding portion of the hanger, and a traveler comprising a body that receives the elevated way, a wheel mounted in the body and bearing on said way, forward and rear doors carried by the body and adapted to be opened and checked against sudden closing by said cams, and means for closing and yieldingly retaining said doors in closed position.

10. In an elevated railway, the combination of a hanger having a major portion, a hook at the lower end of said major portion provided with an upstanding portion, cams extending laterally in opposite directions from said upstanding portion and toward the vertical plane of the major portion, and stay rods interposed between the outer por-

tions of the cams and said major portion;
an elevated way arranged on said upstand-
ing portion of the hanger; and a traveler
comprising a body that receives the ele-
5 vated way, a wheel mounted in the body and
bearing on said way, forward and rear doors
carried by the body and adapted to be
opened and checked against sudden closing
by said cams, and means for closing and

yieldingly retaining said doors in closed 10
position.

In testimony whereof I have hereunto set
my hand in presence of two subscribing wit-
nesses.

ROGER ROSADA.

Witnesses:

S. ECKERLE,
S. MATRICARD.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents,
Washington, D. C."
