

R. W. ROSEBROUGH.

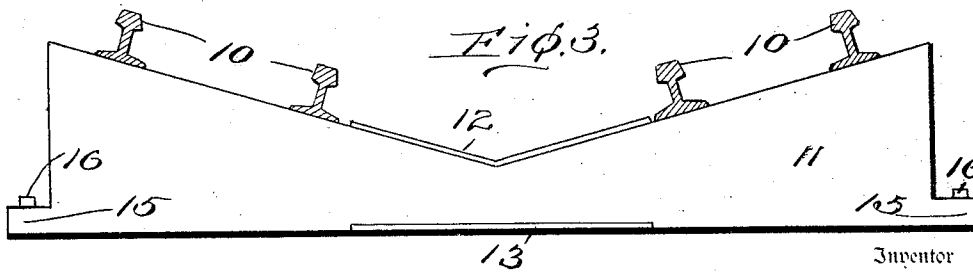
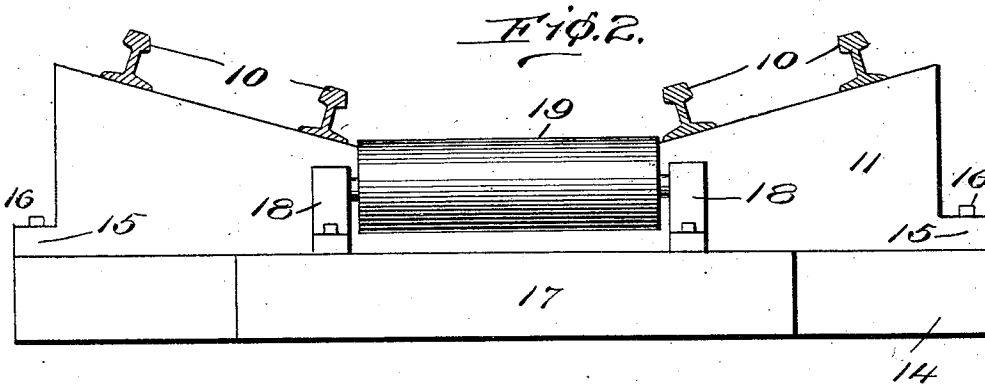
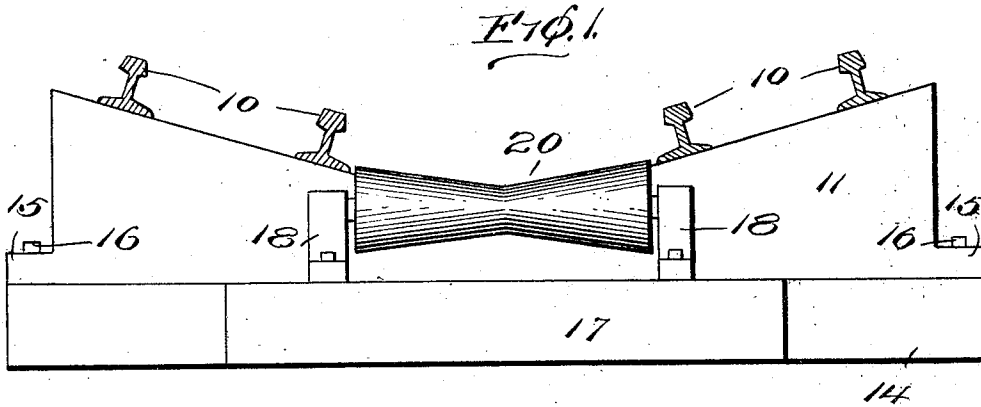
ANGLE TRACK.

APPLICATION FILED JAN. 22, 1912.

1,032,945.

Patented July 16, 1912.

3 SHEETS-SHEET 1.



Witnesses

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ANGLE TRACK.

Patented July 16, 1912.

3 SHEETS--SHEET 2.

Fig. 4

Fig. 5

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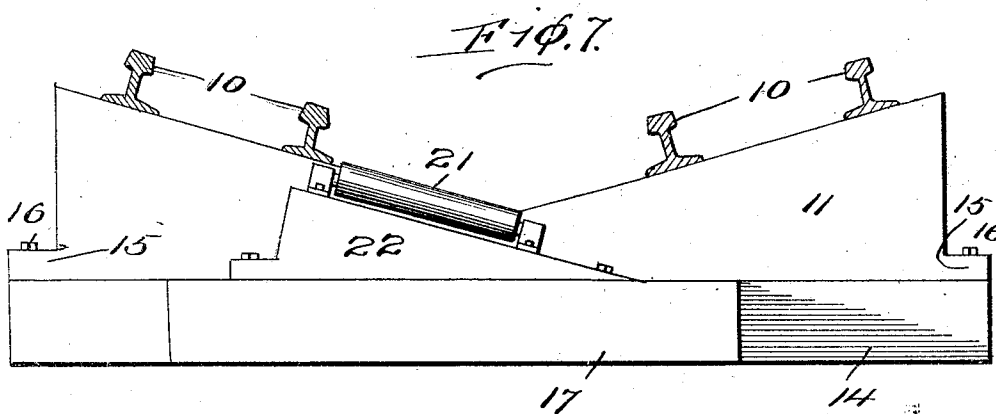
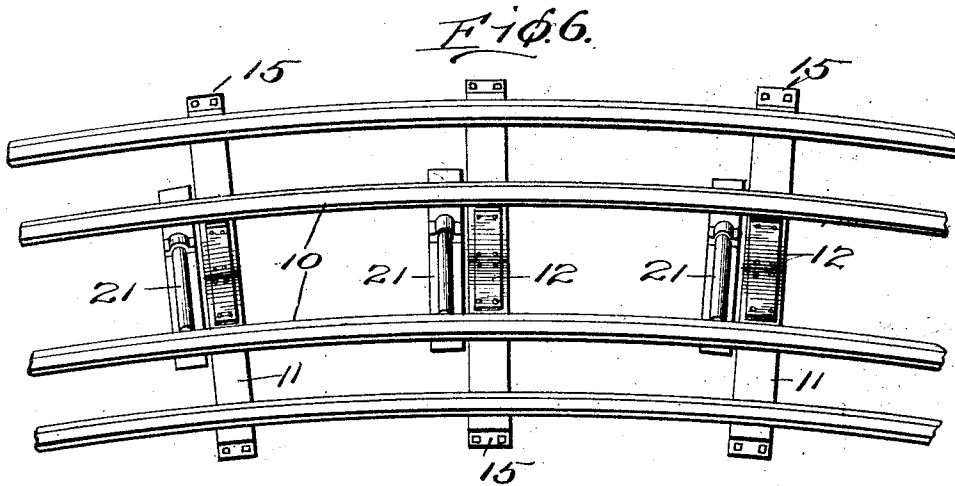
Witnesses

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3 SHEETS—SHEET 3.



Witnesses

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UNITED STATES PATENT OFFICE.

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ANGLE-TRACK.

1,032,945.

Specification of Letters Patent.

Patented July 16, 1912.

Application filed January 22, 1912. Serial No. 672,922.

To all whom it may concern:

Be it known that I, ROBERT W. ROSEBROUGH, a citizen of the United States, residing at Portland, in the county of Multnomah and State of Oregon, have invented certain new and useful Improvements in Angle-Tracks; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to angle tracks and has for an object to provide a track especially adapted for use in angle trucks similar to that disclosed in my copending application Serial No. 665,261 filed December 12, 1911.

A further object of the invention is to provide a track especially adapted for use in connection with cable drawn cars and presenting new and improved features for carrying the cable and preventing the same from wearing the supporting ties.

With these and other objects in view the invention comprises certain novel constructions, combinations and arrangement of parts as will be hereinafter more fully described and claimed.

In the drawings:—Figure 1 is a transverse sectional view of the improved track showing a cable carrying roller of hour-glass shape. Fig. 2 is a view similar to Fig. 1 showing a cylindrical cable-carrying roller. Fig. 3 is a view of one of the cross ties showing one of the wear plates in position. Fig. 4 is a top plan view of one of the cross ties with a wear plate thereon and one of the supporting rollers adjacent thereto, showing other cross ties without supporting rollers adjacent. Fig. 5 is an inverted plan view of one of the cross ties showing a strengthening plate on the bottom. Fig. 6 is a top plan view of a curve showing rollers for supporting the cable while passing about the curve. Fig. 7 is a transverse view of the track showing the position of a roller on a curve.

Like characters of reference indicate corresponding parts throughout the several views.

It is well known that where a car is drawn by a cable running above the surface of the track it engages upon certain parts of the track and causes wear both of the track and the cable. To prevent such undue wear the track comprising the rails 10 is

provided with a cross tie 11 tapered from the opposite ends toward the middle so that the middle is narrower as indicated particularly at Fig. 3. The tapering of the tie to accommodate the angle truck forming the subject matter of the aforesaid copending application weakens the tie at the middle point, as is obvious, and to strengthen such tie and also to prevent wear of the cable upon the tie a plate 12 is provided with a second plate 13 preferably of metal upon the under side of the tie so that the tie sits upon the mud sill 13 covering the under plate 14. The tie is preferably provided at the opposite ends with shoulders or extensions 15 by which such tie is secured to the mud sill 14 by ordinary spikes 16.

Between certain of the ties 11, as may be found necessary, other shorter mud sills 17 are embedded, carrying bearings 18 upon which are journaled rollers 19 or 20, the roller 19 being substantially cylindrical while the roller 20 is tapered from opposite ends toward the middle to form the middle with a waist. The rollers are not provided at each of the cross ties but are spaced along as the nature of the track may make necessary or desirable and under normal conditions support the cable without engaging against the ties. When the cable is slackened for any reason it will occasionally engage the top of one of the ties intervening between the rollers and for such purpose the plates 12 are provided.

For rounding a curve, as shown at Fig. 6, the rollers 21 are set upon angle blocks 22 which are secured to the mud sills 17, such angle blocks holding the rollers 21 at an inclination to carry the cable as it passes around such curve. It will be necessary or desirable to employ a greater number of such rollers about the curve than under ordinary conditions and it may be found desirable to use one at each of the cross ties 11, as shown at Fig. 6.

I claim:—

1. In a railway track, cross ties tapered downwardly from opposite ends toward the middle, and means at the center of the ties for strengthening the ties and preventing wear of the cable on such ties.

2. In a railway track, cross ties tapered downwardly from the opposite ends toward the middle, means at the middle of the ties for strengthening the ties and preventing wear of a cable on the ties, and a roller

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journaled adjacent the middle of the ties adapted to normally support a cable out of engagement with such wear preventing means.

5 3. In a railway track, ties tapered downwardly from the ends toward the middle, and rollers disposed at curves in the said track, said rollers being journaled at an inclination to a horizontal.

10 4. In a railway track, ties tapered downwardly from the ends toward the middle and

set substantially upon a radius of a circle, and rollers set at an inclination adjacent the middle of the tie but upon the side toward the center of curvature.

In testimony whereof I affix my signature in presence of two witnesses. 15

ROBERT W. ROSEBROUGH.

Witnesses:

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C. A. KRESSMANN.