(No Model.) 3 Sheets—Sheet 1.

M. C. CAMPBELL.

TRAMWAY AND CAR.

No. 373,439. Patented Nov. 22, 1887.

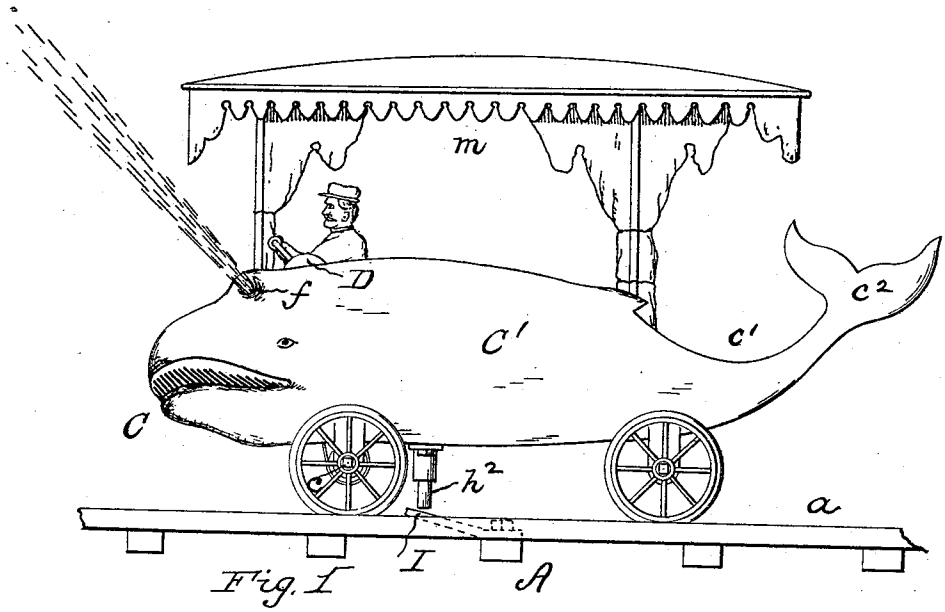

Fig. I

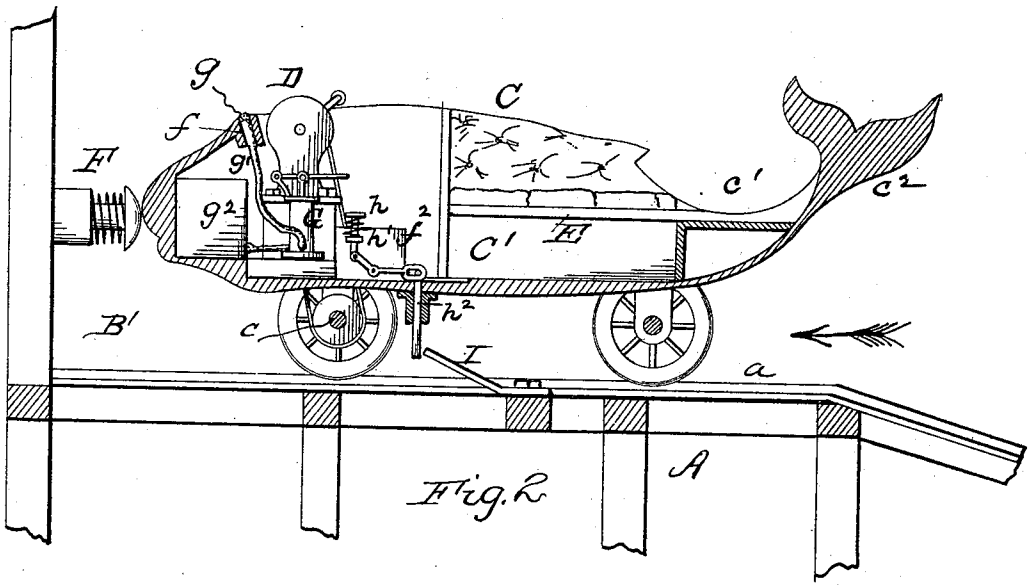

Fig. 2

WITNESSES:
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(No Model.)

3 Sheets—Sheet 2.

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Patented Nov. 22, 1887.

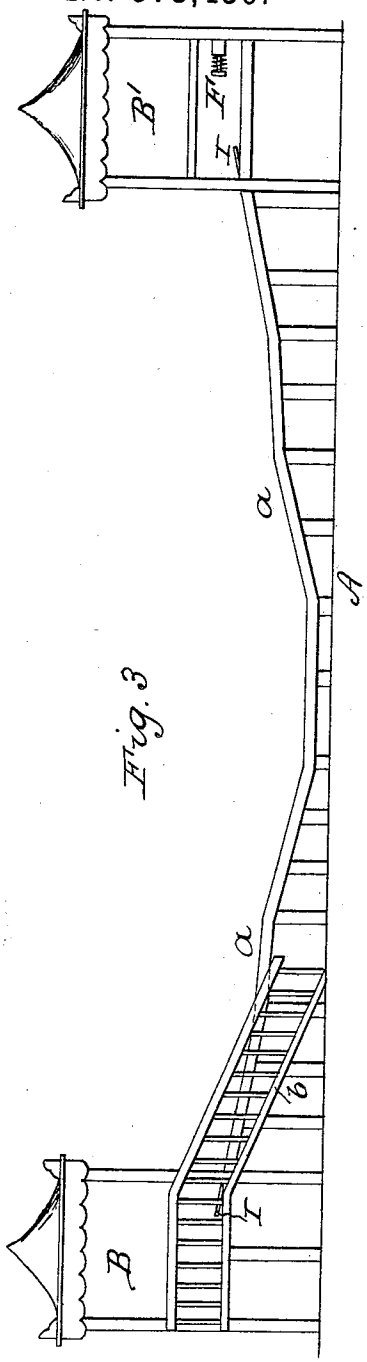

Fig. 3

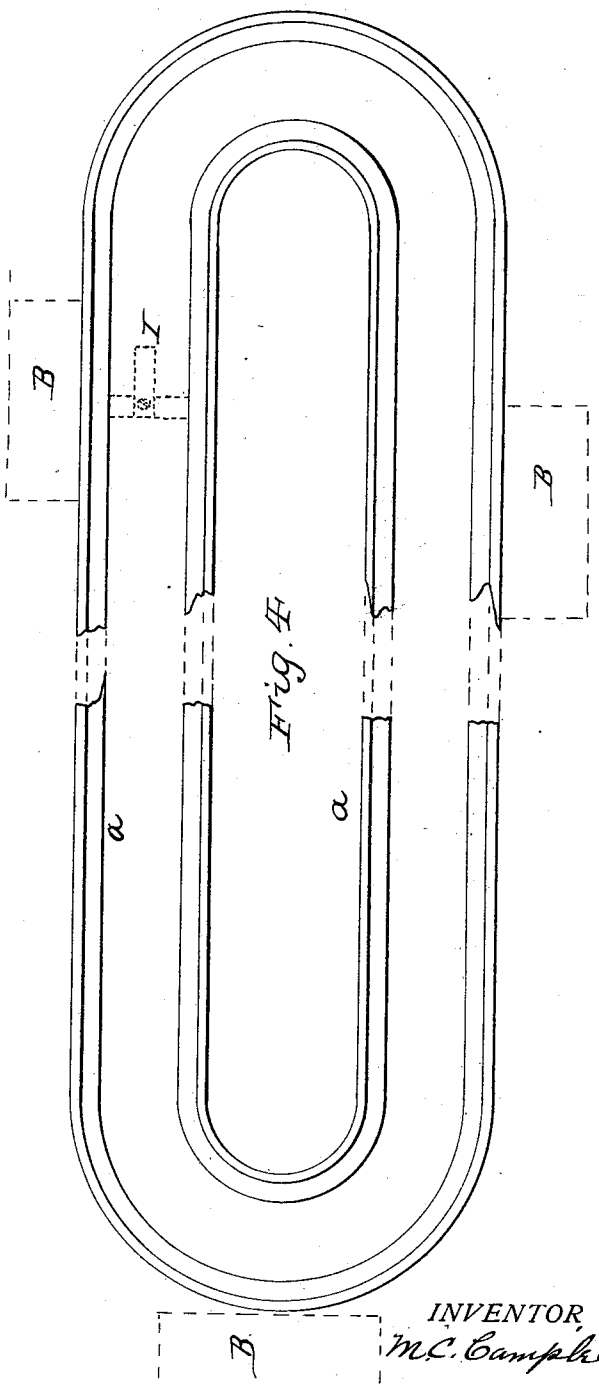

Fig. 4

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(No Model.) 3 Sheets—Sheet 3.

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TRAMWAY AND CAR.

No. 373,439. Patented Nov. 22, 1887.

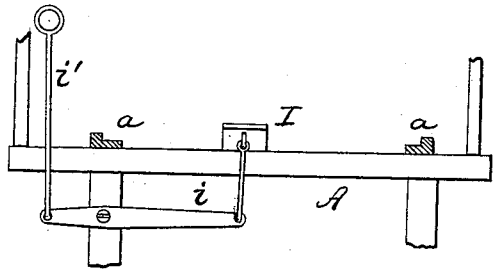

Fig. 5

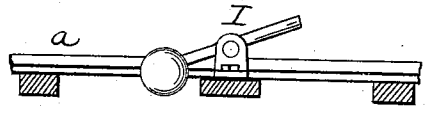

Fig. 6

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UNITED STATES PATENT OFFICE.

MATTHEW C. CAMPBELL, OF PHILADELPHIA, PENNSYLVANIA.

TRAMWAY AND CAR.

SPECIFICATION forming part of Letters Patent No. 373,439, dated November 22, 1887.

Application filed February 17, 1885. Renewed April 28, 1887. Serial No. 236,445. (No model.)

To all whom it may concern:

Be it known that I, MATTHEW C. CAMPBELL, a citizen of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Tramways and Cars, of which the following is a specification, reference being had therein to the accompanying drawings, wherein—

Figure 1 is an elevation of a car and part of a tramway or track embodying my improvements. Fig. 2 is a longitudinal vertical section of same. Fig. 3 is an elevation of tramway and end stations. Fig. 4 is a broken plan of a double or continuous track. Fig. 5 is a cross-section of a detail modification, and Fig. 6 is a like view of another detail modification.

My invention has relation, generally, to tramways of that form composed of oppositely-inclined tracks or grades, each of which is made up of a series of varying grades over which the car or cars are propelled to and fro between end stations or termini, and particularly to an improvement upon tramway and car shown and described in United States Letters Patent granted to me on the 23d day of December, 1884, No. 309,689; and it has for its object to provide a novel and attractive form of car and an automatically-acting lock or catch, partly located on the car and partly at suitable places along the tramway, for preventing the car descending an incline after it ascends and is stopped thereon, or from immediately beginning its return movement after reaching a terminal point, whereby the car is automatically stopped and locked or maintained in position at desired places along the line or at the end stations as long as deemed necessary.

My invention accordingly consists of the combination, construction, and arrangement of parts, as hereinafter described and claimed, having reference particularly, first, to a car or body having the configuration of a whale and means for producing a simulated spouting or blowing of water or illuminating compounds from the head or nostrils of the whale-body; second, to a tramway made up of varying ascending and descending grades, or otherwise constructed as desired, having at suitable places along the line of way or at the stations spring-plates or movable catches, and a car having a depending bar in line with said plates and adapted to pass over them when the car is traveling in one direction and to automatically engage with said plates when the car is moving in an opposite direction to form a lock for stopping the car and holding it in a fixed position until further travel is desired.

In the drawings, A represents the bed of a tramway or tracks, *a a*, which may be upon the ground or elevated from it, as desired. These tracks are preferably composed of an ascending and descending grade, each of which is composed of varying grades, as represented in Fig. 3; but they may be otherwise arranged, as desired. They are provided with end stations, B and B′, the former having a gangway or incline passage, *b*, for the incoming and outgoing passengers, and the latter being devoid of such egress and ingress openings or way, but being provided with the bumping-spring F, secured to one of its walls or its rear wall, for a purpose fully set forth in said patent. If desired, however, either or both of said stations may be otherwise constructed, as convenient.

Instead of a single track or tramway, a double or continuous track of any desired or suitable configuration may be used, as shown in Fig. 4, in which case either a single station or a number of stations may be provided.

C indicates a car, the body C′ of which has the configuration of a whale and is provided with a hand or other power motor, D, in gear with one of the shafts or axles *c* of the car-seats E for the passengers, which seats may be arranged transversely to or longitudinally with the car-body, as desired, entrance to and egress from which are effected by way of the opening or depression *c′*, located or formed between the tail c^2 and the adjacent rear portion of body C′. This location of said entrance, while convenient and accessible, permits of the outline of the whale being retained in its entirety to produce a pleasing effect.

In the nostrils or blow-holes *f* are inserted spraying-nozzles *g*, of any suitable form. These nozzles connect by means of flexible or other tubes *g′* with a suitable force or exhaust pump,

G, preferably operated by hand, or it may be otherwise operated, as desired. The pump G has connection with a tank, g^2, formed in or located in the head of the whale-body, in which tank is placed a supply of water or other fluid, or of an illuminating compound properly prepared, so that by operating pump G a simulated spouting of water or fluid by day and a spouting of fire by night can be made when desired.

The pump G is located adjacent to motor D, so that the attendant for the latter can operate the former at the desired times or intervals.

Adjacent to the platform f^2, upon which the car operator or attendant stands, is a treadle mechanism, h, having a reacting-spring, h', and is in gear with or connected to a sliding bar, h^2, depending from the car in position, preferably between the tracks, so as to be in line with spring-plates I, secured to the crossties of the tracks, or otherwise, as desired, at suitable intervals or places along the line of way and at the stations. These plates I are so constructed and arranged that when the car moves in one direction the bar h^2 will ride over them without interfering with the movement of the car; but when the latter travels in an opposite direction said bar automatically engages with the plate I, which engagement provides a lock or catch for stopping the car and maintaining it stationary until said lock is released by raising the bar h^2 out of the way of the engaging-plate. If such locking is not desired, the attendant raises said bar as the car approaches any of said plates. By using said locking devices the car can, if desired, be detained and held upon an ascending or descending grade, or at a terminal or other station, as long as is convenient.

If desired, the treadle or other operating mechanism for moving bar h^2 may be dispensed with, in which case the plates I are provided with a lever attachment, i, having handle i', located adjacent to the car-tracks, so that it can be moved to depress plates I whenever desired. The movement of handle i' can be effected either by the car attendant or the station employé. So, too, a pivoted weighted plate, I, may be substituted for the above-described spring-plate, and such modification is plainly shown in Fig. 6.

While I have shown the locking device h^2 applied to a form of car having a special configuration, yet I do not limit it thereto, as it is evident that the same can be used in connection with any design of car or any construction of tracks, be they for cars, coasting-sleds, or other vehicles. So, too, while I have shown the whale-body C′ and its spouting or blowing devices applied to a car, yet I do not confine myself thereto, as the same may be employed for the body of any amusement or pleasure vehicle or placed upon or in the water as a boat, or used to simulate a live whale. In the latter case it will form an artificial whale. It may be provided with a canopy, m, as shown in Fig. 1, or the same may be dispensed with, as illustrated in Fig. 2.

What I claim is—

1. A tram or track way having varying grades and stops or plates located adjacent to the tracks along the line of way, in combination with a car having bars h^2 in line with the track-plates and lever mechanism for raising said bars, substantially as shown and described.

2. The whale-configured car having spouting or blowing devices, substantially as shown and described.

3. The artificial whale or spouting body C′, substantially as shown and described.

4. The car-body C′, having nozzles g, pump-connection G, and reservoir g^2, substantially as and for the purpose set forth.

5. The body C′, having nozzle or openings f, pump appliances G, and motor D, substantially as set forth.

6. The car C, having a whale-configured body, C′, with spouting-nozzles g, pump G, motor D, reservoir g^2, and entrance c', substantially as shown and described.

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

MATTHEW C. CAMPBELL.

Witnesses:
JOHN RODGERS,
S. J. VAN STAVOREN.