L. C. JENNINGS.
GRIP SLOT CLOSER FOR CABLE RAILWAYS.

No. 345,594.   Patented July 13, 1886.

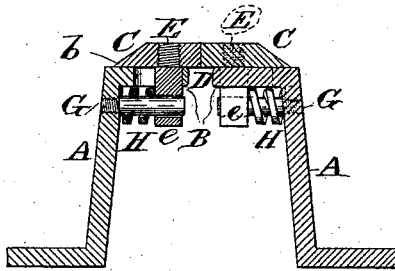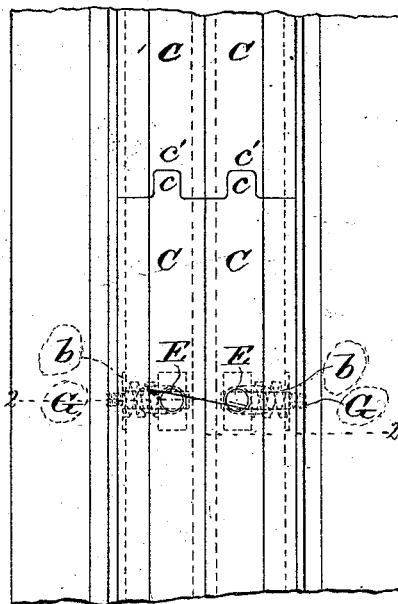Fig. 1.

Fig. 2.

Fig. 4.
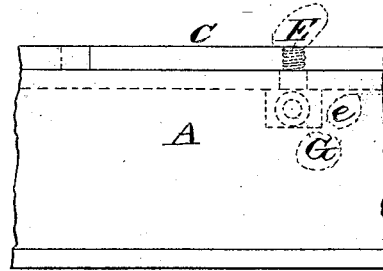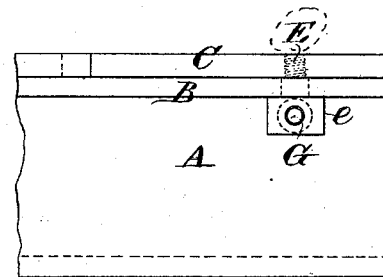
Fig. 3.

Fig. 5.

Attest:

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UNITED STATES PATENT OFFICE.

LINNAEUS C. JENNINGS, OF ST. LOUIS, ASSIGNOR OF ONE-HALF TO HENRY F. HAFER, OF ST. CHARLES, MISSOURI.

GRIP-SLOT CLOSER FOR CABLE RAILWAYS.

To all whom it may concern:

Be it known that I, LINNAEUS C. JENNINGS, of the city of St. Louis, in the State of Missouri, have invented a certain new and use-
5 ful Grip-Slot Closer for Cable Railways, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, and in which—
10 Figure 1 is a top view. Fig. 2 is a transverse section at 2 2, Fig. 3. Fig. 3 is an enlarged top view. Fig. 4 is an enlarged outside, and Fig. 5 an inside elevation.

The invention relates to means, hereinafter
15 fully described, for securing to the sides of the grip-slot rails which have a limited transverse movement, and whose edges are held together by springs when not forced open by the grip-shank. By use of the closer I am
20 enabled to make the slot wider, so as to allow the use of a grip-shank of greater thickness than would be otherwise admissible, as an open slot is an element of danger in a street, the danger increasing as the width of the
25 slot increases. This has necessitated making the grip-shank thin, so as to move freely in a narrow slot. Of course, as the shank was made thinner, it was necessary to make it broader, and this made it unsuited to the short
30 curves of the line. The closing of the slot prevents the calks of horses' shoes from sticking fast in the slot, and prevents the passage of dirt through the slot into the conduit beneath.
35 A are the sides of the conduit through which the cable passes, said sides having any suitable construction. B are flanges or rails forming the sides of the slot. Upon the flanges B lie the movable closing-rails C, which in
40 their normal position, as seen in Figs. 2 and 3, close the grip-slot D. The rails are held in place by stud-bolts E, which are screwed into or otherwise attached to the under sides of the

rails C. The shanks of the stud-bolts work
45 in transverse slots *b* of the flanges, the slots having sufficient length to allow the rails C to move outward as they are forced asunder by the shank F of the grip in passing. The heads *e* of the stud-bolts extend beneath the
50 flanges B at each side of the slots *b*, so as to hold the rails C down. The heads *e* have transverse holes, through which pass loosely studs G, which are fixed in the sides A. Surrounding the studs G, between the sides A and
55 the heads *e*, are spiral springs H, whose office is to force the edges of the rails C together over the grip-slot D. The ends of the rails C have interlocking tongues *c* and recesses *c'*, forming a hinge-connection allowing a very
60 limited movement of the rails upon each other at these points.

I claim as my invention—

1. The combination of rails or flanges forming the sides of the grip-slot in a cable rail-
65 way, orifices therein for the passage of studs, closing-rails lying on the flanges, with studs extending from their under sides through the orifices of the flanges, studs fixed in the sides of the cable-conduit, extending into orifices
70 of the rail-studs, and springs bearing against the rail-studs, forcing the meeting edges of the closing-rails together.

2. The combination, in a cable railway, of closing-rails lying over the slot rails or flanges,
75 having transverse horizontal movement thereon, jointed together at the ends, and having studs extending through orifices in the slot-rails, and having heads extending beyond the edges of the orifices, studs extending from the
80 sides of the cable-conduit into holes in the stud-heads, and springs bearing against the stud-heads, for the purpose set forth.

LINNAEUS C. JENNINGS.

Witnesses:
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