

Feb. 25, 1930.

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1,748,798

CABLE CAR

Filed Dec. 29, 1928

2 Sheets-Sheet 1

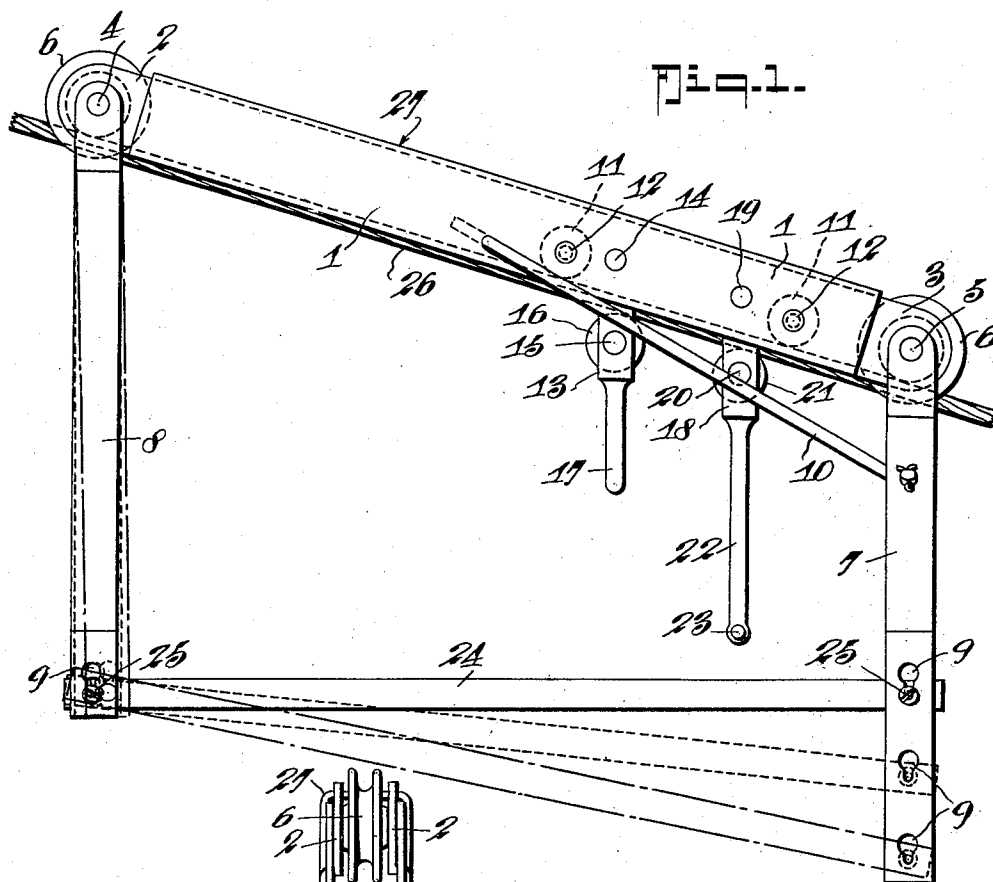
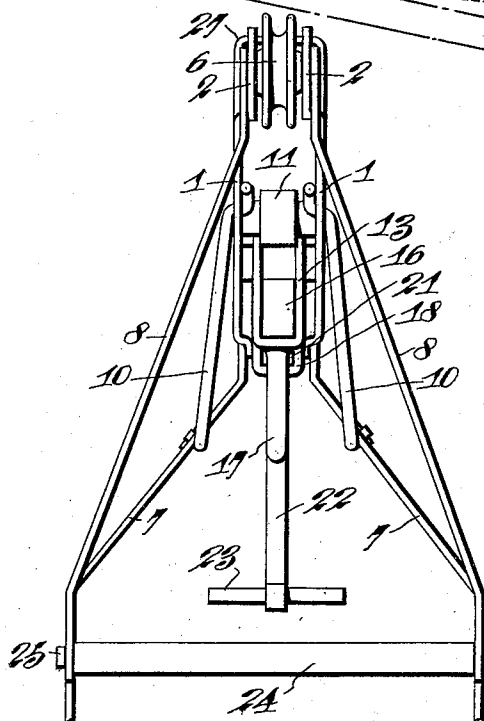


Fig. 2.

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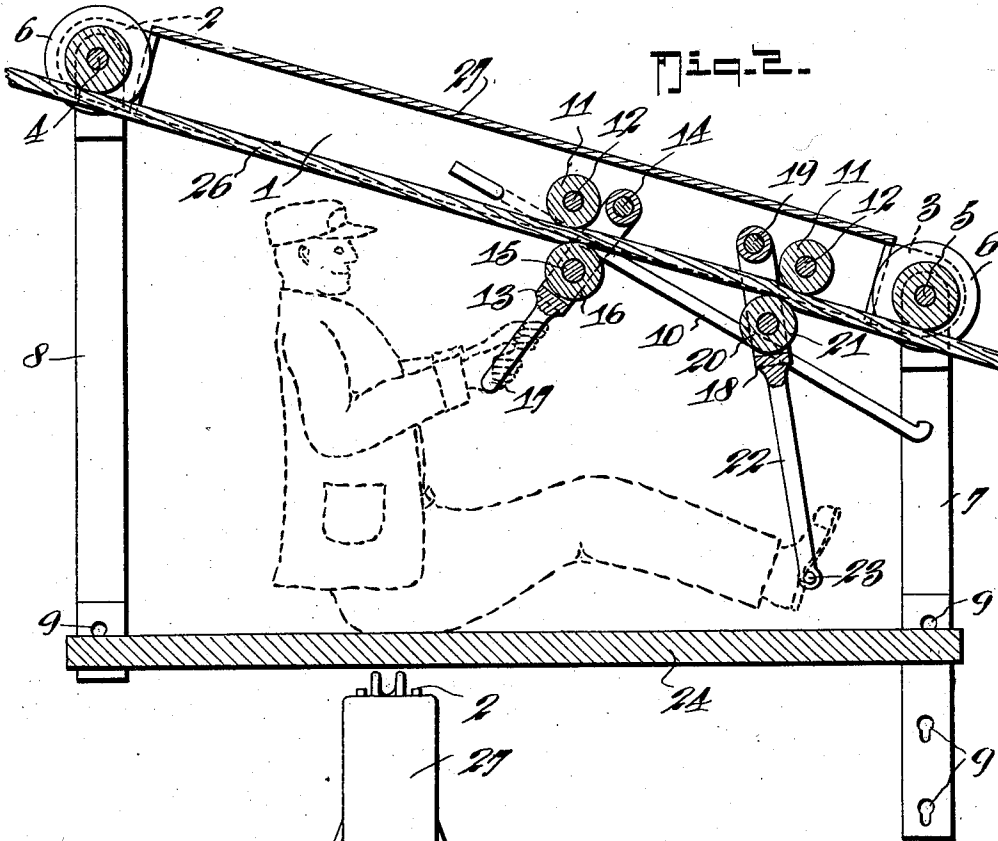
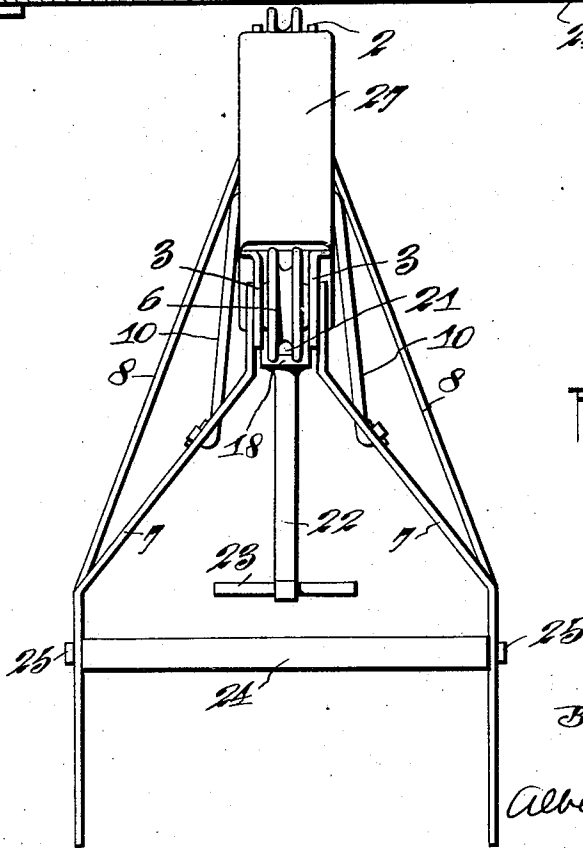
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CABLE CAR

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The object of my invention is to provide a safe and convenient means to traverse, descend or to hold in a stationary position on cable, wire line or hemp rope.

35 A further object is to provide a movable seat equipped with both effective hand and foot brakes, that cable car may be stopped and held in any location on line regardless of the angle of the cable, wire line or hemp rope.

40 A still further object of my invention is to provide an anti-friction brake action that will not cut or destroy in any way the carrier line in stopping or holding the car in a fixed position.

45 Another object of my invention is to provide proper housing for all the working parts, thereby protecting it from the weather.

Further, it is an object of the invention to provide a safety device for the derrick man 50 on an oil rig so as to enable him to descend to the ground in safety in case the well blows out or catches on fire.

Another object of my invention is equipping a car with a foot brake in addition to a 55 hand brake, that has twice the leverage of the hand brake, thus enabling the operator freedom of both hands when desired, the foot and hand brakes being so associated and combined that both may be applied at once if 60 desired as in an emergency where a quick stop is to be made or where the incline of the cable is particularly great.

Other objects will in part be obvious and in part be pointed out hereinafter.

35 To the attainment of the aforesaid objects and ends, my invention consists in the novel details of construction and in the combination, connection and arrangement of parts, hereinafter more fully described and then 40 pointed out in the claims.

In the drawing:

Figure 1 is a side elevation of my invention in use.

45 Figure 2 is a central vertical longitudinal section of the same, a man indicated in dotted lines to show the simultaneous application of the hand and foot brakes.

Figure 3 is a front elevation of the invention.

50 Figure 4 is a rear elevation of the same.

In the drawing in which like numerals of reference indicate like parts in all of the figures, 1 designates a pair of side bars, at the ends 2 and 3 of which are carried the shafts 4 and 5 respectively for the grooved 55 wheels 6 that ride on the cable 26 and suspend the car.

Suspended from the shafts 4 and 5 respectively are the rear hanger bars 8 and the front hanger bars 7, these bars having 60 key hole slots 9 for the reception of the screws 25 that support the platform 24 adjustably in position. The front hanger bars 7 are braced to the side bars 1 by diagonal braces 10 so as to maintain the angular position of the bars 1 with respect to the bars 7. 65

The rear bars 8, however, are free to swing on their shafts 4 in order to permit the adjustment of the angle of the platform 24, see 70 dotted lines in Figure 1.

Mounted between the side bars 1—1 on shafts 12 are friction rollers 11, they being spaced apart a sufficient distance to permit placement and operation of the brake levers. The rollers 11 are so positioned as to ride 75 in contact with the top of the cable 26.

Mounted on pivots 14 and 19 respectively are brake levers 13 and 18 respectively, these levers having their pivoted ends bifurcated to permit passage of the cable 26 and carry, 80 on shafts 15 and 20 respectively, anti-friction rollers 16 and 21 respectively.

One of the brake levers 13 has a short handle 17 while the other 18 has a long handle 22, the latter being provided with a cross bar 85 23 against which the operator's feet may press. The rollers 16 and 21, it will be noted, lie in contact with the under side of the cable 26 and are cooperatively associated with the respective rollers 11—11. 90

It will also be noted that the brake devices are arranged adjacent the forward end of the carriage so as to leave sufficient room at the rear part for a person to sit on the platform 24. Sitting on the platform facing forward, 95 the person can place his feet on the bar 23 and his hands on the levers 17. Then by simultaneously pushing with his feet and pulling with his hands he is enabled to apply both brake devices simultaneously. The pushing 100

with the feet and pulling with the hands enables the one action to, in effect, brace the other action so that through the cooperation of the push and pull actions the full braking power is applied.

In order to protect the braking devices, the side bars 1 may support a cover 27 which also serves as a water shed to prevent the elements reaching the bearings of the wheels 11 and brake levers 13 and 18.

By adjusting the platform 24 up or down it can be made to lie level regardless of the angle of the cable 26 to the horizontal. In other words, if the cable 26 is inclined to a lesser degree than shown the platform 24 is adjusted to one of the dotted positions indicated in Figure 1.

It will also be noted that the arrangement of the brake levers and their rollers is such that when the braking action is effected the rollers of the brake levers will press the cable against the relatively fixed rollers 11 at points somewhat within the distance between the shafts or axles 12 so that there will be a slight tendency to kink the cable 26 which effectively aids in reducing the speed of the car or stopping it as may be desired.

From the foregoing description, taken in connection with the accompanying drawing, it is thought the complete construction, operation and advantages of my invention will be clear to those skilled in the art to which it relates.

What I claim is:

1. In cable cars, a pair of grooved wheels to ride on a cable, side bars, shaft members carried by said side bars at the front and back on which shaft members said wheels are mounted, a platform suspended from said shaft members, associated hand and foot brakes mounted on said side bars to operate on the cable, said hand and foot brakes being located adjacent one another and adapted for simultaneous use.

2. In cable cars, a pair of grooved wheels to ride on a cable, side bars, shaft members carried by said side bars at the front and back on which shaft members said wheels are mounted, a platform suspended from said shaft members, a brake comprising a fixed roller carried by the side bars over the cable and a swinging yoke mounted pendently from said side bars and through which the cable passes and having rollers beneath the cable to engage the cable and press it against the fixed roller for the purposes specified.

3. In cable cars, a pair of grooved wheels to ride on a cable, side bars, shaft members carried by said side bars at the front and back on which shaft members said wheels are mounted, a platform suspended from said shaft members, associated hand and foot brakes mounted on said side bars to operate on the cable, said hand and foot brakes being located adjacent one another and adapted

for simultaneous use, and a cover carried by said side bars.

4. In cable cars, a front and back grooved wheel to run on a cable, members in which said wheels are mounted and which members space said wheels apart, said wheels having shafts, front and back hanger bars pendent from said shafts, a platform adjustably supported by said hanger bars whereby the platform may be level regardless of the inclination of the cable.

5. In cable cars, a front and back grooved wheel to run on a cable, members in which said wheels are mounted and which members space said wheels apart, said wheels having shafts, front and back hanger bars pendent from said shafts, a platform adjustably supported by said hanger bars whereby the platform may be level regardless of the inclination of the cable, two fixedly located rollers mounted on said members, two brake levers pendently mounted on said members between said fixedly located brake rollers and themselves having brake rollers, the cable passing below said fixed brake rollers and above said brake levers' rollers, all being arranged whereby a person on said platform may simultaneously push one of said brake levers and pull the other, thereby applying the brakes.

6. In cable cars, a front and back grooved wheel to run on a cable, members in which said wheels are mounted and which members space said wheels apart, said wheels having shafts, front and back hanger bars pendent from said shafts, a platform adjustably supported by said hanger bars whereby the platform may be level regardless of the inclination of the cable, and a water shed carried by said members, and brace rods connecting said members with one pair of said hanger bars.

7. In cable cars, a front and back grooved wheel to run on a cable, members in which said wheels are mounted and which members space said wheels apart, said wheels having shafts, front and back hanger bars pendent from said shafts, a platform adjustably supported by said hanger bars whereby the platform may be level regardless of the inclination of the cable, two fixedly located rollers mounted on said members, two brake levers pendently mounted on said members between said fixedly located brake rollers and themselves having brake rollers, the cable passing below said fixed brake rollers and above said brake levers' rollers, all being arranged whereby a person on said platform may simultaneously push one of said brake levers and pull the other, thereby applying the brakes, and a water shed carried by said members, and brace rods connecting said members with one pair of said hanger bars.

8. In cable cars, a front and a back grooved wheel to run on a cable, side members with shafts on which said wheels are mounted and

which space said wheels apart, a front and a back pair of hanger bars mounted pendently on said shafts, a platform vertically adjustably supported on said hanger bars, and means for bracing one pair of hanger bars to said side bars.

9. In cable cars, a front and a back grooved wheel to run on a cable, side members with shafts on which said wheels are mounted and which space said wheels apart, a front and a back pair of hanger bars mounted pendently on said shafts, a platform vertically adjustably supported on said hanger bars, means for bracing one pair of hanger bars to said side bars, and a brake device mounted on said side bars in association with the cable and including a lever adapted to be operated by a person on the platform.

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