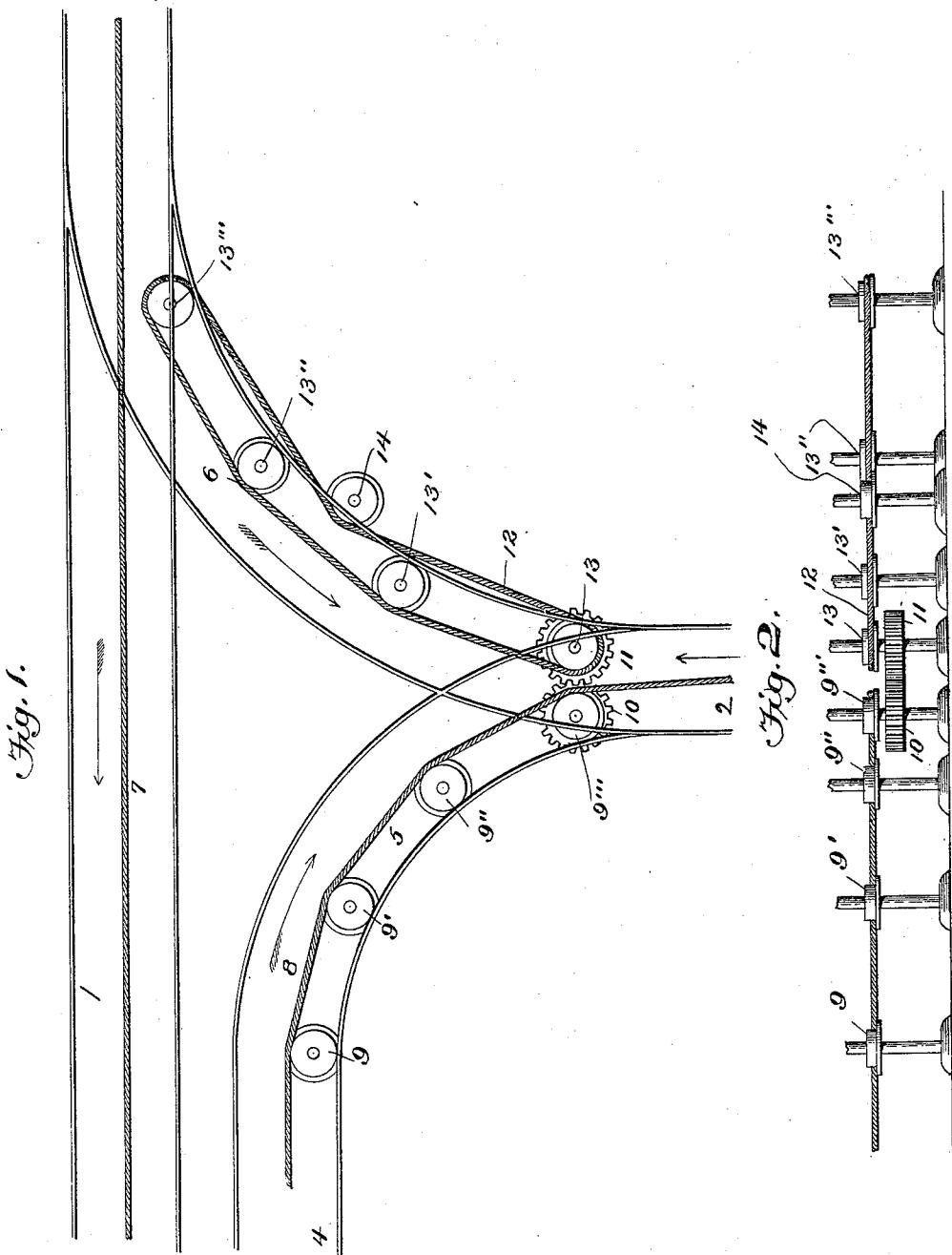


(No Model.)

E. S. HILDEBRANDT.
CABLE RAILWAY CURVE.

No. 494,635.

Patented Apr. 4, 1893.



Witnesses

J. Mc Kinzie
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By his Attorneys

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UNITED STATES PATENT OFFICE.

EDWIN S. HILDEBRANDT, OF BALTIMORE, MARYLAND.

CABLE-RAILWAY CURVE.

SPECIFICATION forming part of Letters Patent No. 494,635, dated April 4, 1893.

Application filed May 12, 1892. Serial No. 432,802. (No model.)

To all whom it may concern:

Be it known that I, EDWIN S. HILDEBRANDT, a citizen of the United States, and a resident of the city of Baltimore, in the State of Maryland, have invented certain new and useful Improvements in Cable Railroads, of which the following is a specification.

My invention relates to a device for transferring a cable car from one track to another which are at an angle with one another, and in which the cables are running in the same or in opposite directions.

In the drawings, Figure 1 represents a plan of such a railroad section showing the two cables at right angles at one point, and one of the cables turning and running parallel to the other. Fig. 2 is a vertical section of the structure below ground, looking in the direction of the arrow on Fig. 1.

1 represents a track in which a cable 7 is running. 2 is another track at right angles thereto.

4 is a track parallel to 1, in which the cable 8 is running in the opposite direction from the cable 7 in track 1, and which turns at a corner and becomes the cable of track 2. This turn or curve is marked 5. In turning this corner the cable 8 passes over and bears upon the sheaves 9, 9', 9''.

6 is a turn-out connecting the track 1 with the track 2 at a corner, and in the form of a quadrant, so as to transfer a car from track 1 to track 2. Mounted on the same shaft as the last sheave 9''' is a gear 10 which meshes with a similar gear 11 mounted opposite to it. Between the rails of track 2 on the same shaft as gear 11, is keyed a sheave 13, and 13', 13''

and 13''' are other sheaves located within the curve 6 in position relatively similar to the location of the sheaves 9, 9', 9'' and 9'''.

Upon 40 these former sheaves runs a closed loop of cable 12 which is held taut by the sheave 14 which may be mounted adjustably so as to take up any slack which may exist in said cable and retain the proper tension.

It will be readily seen that the motion of the cable 8 will turn the sheave 9''' and the gear 10 and this gear will turn gear 11 and drive the cable 12. The cable 12 running in the curve 6 from track 1 to track 2, will carry a 50 car around said curve and into position to engage the cable 8 without the necessity of employing other means of traction.

Having thus described my invention, what I claim as new, and desire to secure by Letters 55 Patent, is—

In a cable railroad the combination of two tracks not parallel with one another in each of which a cable is running, a section of track connecting them and in which a closed loop 60 of cable is arranged to travel over pulleys, upon the shaft of one of which is keyed a gear which meshes with another gear upon the same shaft as one of the sheaves of one of the main cables and by which the gears and 65 loop of cable are driven, substantially as described.

Signed at Baltimore, Maryland, this 6th day of May, A. D. 1892.

EDWIN S. HILDEBRANDT.

Witnesses:

WM. T. HENDERSON,
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