

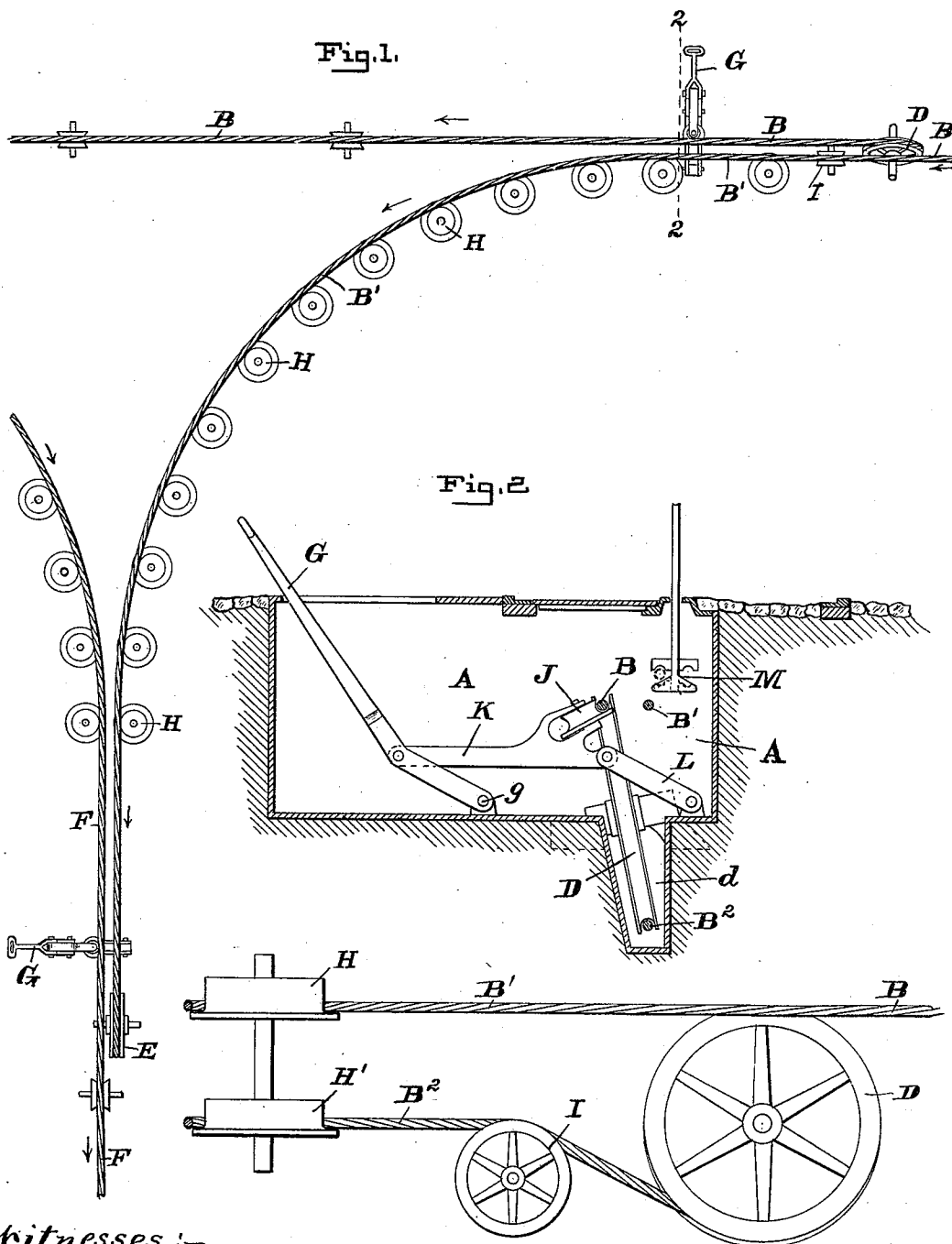
(No Model.)

J. KRATZ.

TRANSFERRING CABLE CARS AT INTERSECTING POINTS.

No. 520,364.

Patented May 22, 1894.



Witnesses :-

A. C. Babendreier.

Alvan Macaulay.

Fig. 3.

Inventor :-

John Kratz

By Chas B. Mann

Attorney.

UNITED STATES PATENT OFFICE.

JOHN KRATZ, OF BALTIMORE, MARYLAND, ASSIGNOR OF ONE-HALF TO
JOSEPH H. PFISTER, OF SAME PLACE.

TRANSFERRING CABLE-CARS AT INTERSECTING POINTS.

SPECIFICATION forming part of Letters Patent No. 520,364, dated May 22, 1894.

Application filed April 6, 1893. Renewed November 18, 1893. Serial No. 491,356. (No model.)

To all whom it may concern:

Be it known that I, JOHN KRATZ, a citizen of the United States, residing at Baltimore, in the State of Maryland, have invented certain new and useful Improvements in Transferring Cable-Cars at Intersecting Points, of which the following is a specification.

My invention relates to an improvement in cable railways and has for its object to provide means for transferring a cable car from one track to another running in a direction transversely to the first track.

In the accompanying drawings, Figure 1, is a plan view of two lines of cables at their intersection and showing my improved devices in connection therewith. Fig. 2 is an enlarged view on line 2—2 of Fig. 1, looking in a direction from left to right and showing a section of the cable conduit, the cables, and the improved means for shifting the main cable to such a position that the car-grip can take hold of it. Fig. 3, is a view of one end of the cable-loop shown in Fig. 1.

Referring to the drawings, the letter, A, indicates the cable conduit, of any preferred construction; B, the main cable; B', the upper section of the loop-cable; B², the lower section of the loop-cable; D, the canted pulley at one end of the loop; E, the upright pulley at the other end of the loop; F, the transverse cable; G, levers for shifting the main and transverse cables which at either end of the loop are deflected from their position central between the tracks. From the canted pulley the main cable diverges and passes in a curve around pulleys, H, and over the upright pulley, E,—down, and back again on pulleys, H', thus forming a loop, and then up over the canted pulley, D, from which it resumes the main direction. The pulleys, I, are designed to bring the two sections of the main cable closer together so that the gutter, d, in which the lower section, B², runs, will not have to be so deep as would otherwise be necessary.

The car-grip, M, may be of any preferred construction but in the present instance it is shown as of the ordinary type.

Fig. 2, shows the lever, G, and pulley, J, for shifting the cable into a position where the car-grip can take hold of it.

A car on the main cable, B, approaching the canted pulley D, and which is to continue straight on the main line,—lets its grip loose from the cable,—passes straight on, to or past the shift-lever, G, when by means of said lever, the cable is thrown up and over so that it may be grasped by the car-grip again, whereupon the car can proceed along the main line. If however it is desired to transfer the car to the transverse track, its hold of the cable is retained and it passes around the loop until near the upright pulley, E, when the grip will let go, and the transverse cable will be caught up by means of the lever, G, at this end of the loop similar in operation and in construction to that at the other end of the loop. The car will then continue up the transverse cable, F.

The shift lever, G, is pivoted at its lower end, g, to the bottom of the conduit, A. The bar, K, bearing pulley, J, is pivoted at one end to the lever, G, and at the other end it is pivoted to one end of the link, L, which in turn is pivoted to the bottom of the conduit. It can readily be seen that by operating lever, G, the cable, B, can be thrown from its normal position shown in Fig. 2, of the drawings, to the position shown in dotted lines in said figure, where it may be grasped by the car-grip.

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

1. In a cable transfer system, the combination of the main cable having a laterally extending loop; a transverse cable; a canted pulley at one end of the loop and an upright pulley at the other end of the loop; a device at one end of the loop for shifting the main cable, and a similar device at the other end of the loop, for shifting the transverse cable, as described.

2. In a cable transfer system, the combination of the main cable having a laterally extending loop; a transverse cable; a canted

pulley in the main line cable and bearing one end of the loop; an upright pulley bearing the other end of the loop; a shift device at each end of the loop and each comprising a
5 lever, G, pivoted to the bottom of the conduit; a link, L, also pivoted to the bottom of the conduit; and a bar, K, pivoted at its ends to the lever and link respectively, and bear-

ing a pulley J, as and for the purpose described. 10

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

JOHN KRATZ.

Witnesses:

A. O. BABENDREIER,
CHARLES B. MANN, Jr.