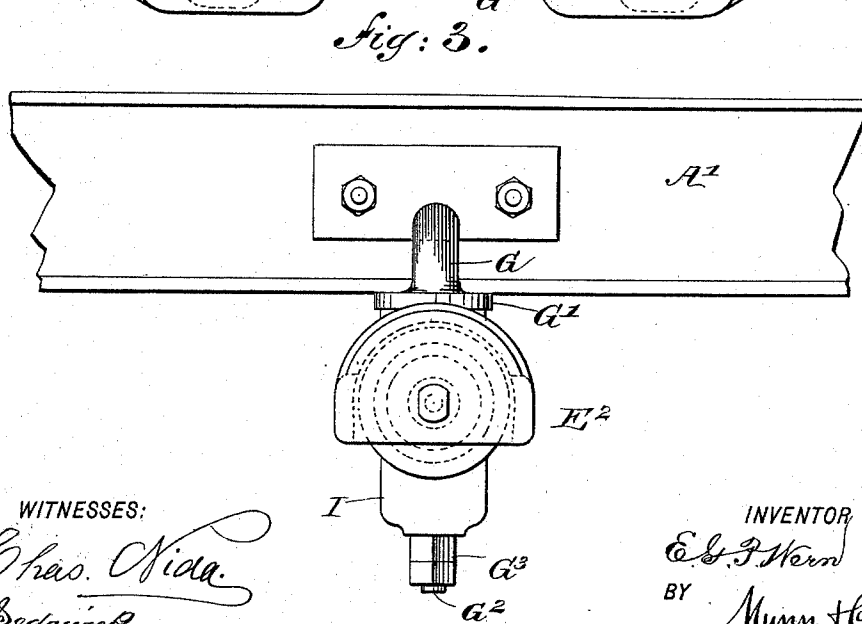
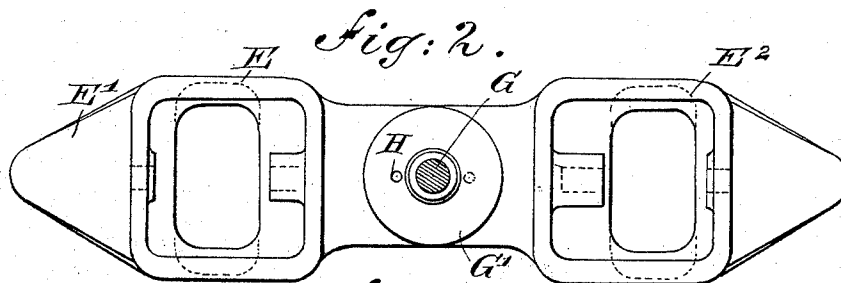
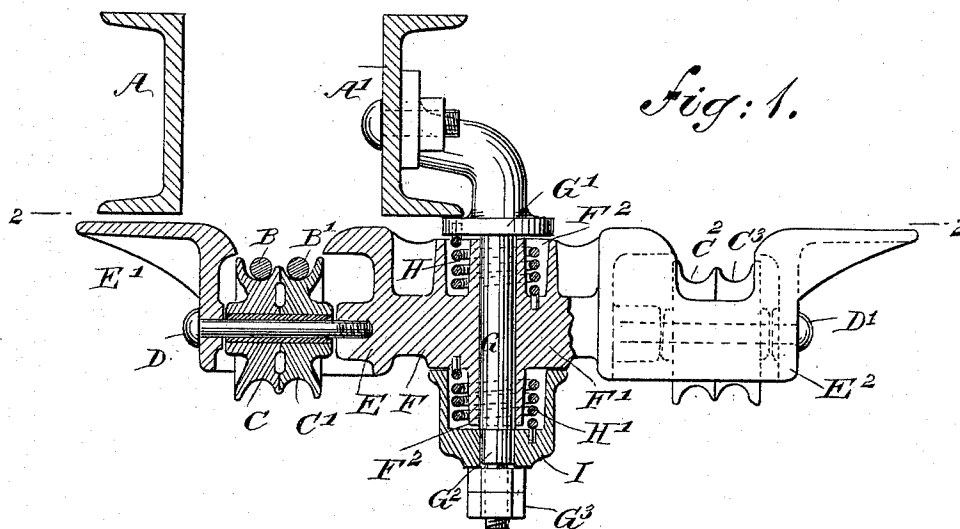


(No Model.)

E. G. P. WERN.
CABLE SUPPORT.

No. 527,306.

Patented Oct. 9, 1894.



WITNESSES:

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ERIK GUSTAF PERSON WERN, OF BROOKLYN, ASSIGNOR TO THE PELHAM
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CABLE-SUPPORT.

SPECIFICATION forming part of Letters Patent No. 527,306, dated October 9, 1894.

Application filed January 23, 1894. Serial No. 497,792. (No model.)

To all whom it may concern:

Be it known that I, ERIK GUSTAF PERSON WERN, of Brooklyn, in the county of Kings and State of New York, have invented a new and Improved Cable-Support, of which the following is a full, clear, and exact description.

The invention relates to supports for cables used to propel cars for transporting buckets employed in moving coal and other substances and articles from one place to another.

The object of the invention is to provide a new and improved support, which is simple and durable in construction, and arranged to swing out of its normal position when struck by the device coupled to the moving cable, and to return automatically to its normal position after the device has passed.

The invention consists of an arm for supporting the cable and mounted to swing on a fixed pivot, and springs connected with the said arm and compressed when the arm is swung out of its normal position in either direction, the said springs being adapted to return the arm to its normal position.

The invention also consists of certain parts and details, and combinations of the same, as will be hereinafter described and then pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of the improvement as applied, with parts in section. Fig. 2 is a sectional plan view of the same on the line 2—2 of Fig. 1 and with the pulleys removed; and Fig. 3 is an end view of the improvement.

The carrying or transporting device of any approved construction, is provided with the usual rails A and A' between which pass the cables B, B', traveling in opposite directions and adapted to propel the cars traveling on the rails A, A' or to carry the buckets filled with the material to be transported from one place to another. The cables B, B', are adapted to rest on grooved pulleys C, C' respectively, both journaled on a pin D secured in the head E formed on one end of an arm

F mounted to turn horizontally on a pivot G arranged vertically and secured to the rail A' as plainly shown in Figs. 1 and 3.

The head E is provided with a projecting lug E' extending under the rail A, so that the head closes the space under the rails A and A' to prevent the cables B and B' from becoming displaced. The arm F is provided on the top of its hub F' with an annular recess F² in which is arranged a coil spring H fastened at one end to the arm F and at its other end to a collar G' fixed on the pivot G, the said collar serving to close the annular recess F², as will be readily understood by reference to Fig. 1. A second spring H' is coiled around a reduced portion F² of the hub F' at the under side of the arm F and one end of this spring H' is fastened to the arm F and the other end is fastened in a cup I held on the reduced lower end G² of the pin G, the said cup inclosing the spring H', as plainly shown in Fig. 1.

The cup I is held in position on the reduced end G² of the pin G by nuts G³ screwing on the extreme lower threaded end of the pivot pin G. As illustrated in the drawings, the arm F is preferably provided with a second head E² extending from the arm F on the opposite side of the pin G, the said head E² carrying a pin D' on which is journaled a second set of pulleys C², C³, so that when the first set of pulleys C, C' is worn out, the arm F can be swung around one hundred and eighty degrees so that the second set of pulleys C² and C³ comes into use.

It will be seen that the two springs H and H' tend to hold the arm F normally in the position shown in Fig. 1, so that the pulleys C, C' properly support the cables B, B'.

Now, it will be seen that when the device is in use and a car travels on the rails A A' in either direction, propelled by the corresponding cable B or B', then the car or the part connecting the car with the corresponding cable, finally strikes the head E so that a swinging motion is given to the arm F in the direction in which the car is traveling, thus moving the head E out of the path of the car to permit the latter to pass. By imparting this swinging motion to the arm F, the springs H, H' are compressed, the one

being wound up and the other unwound, so that when the car has passed, the arm F returns automatically to its normal position by the action of the springs H, H'. Thus it
5 will be seen that whenever the arm F is swung in either direction by a car or other device striking the head E from the front or rear and moving with the corresponding cable B or B', the springs H, H' are pressed and re-
10 turn the arm F to its normal position as soon as the car has passed. When the pulleys C, C' are worn out the other pulleys C², C³, are brought into play, and for this purpose the operator gives a half-turn to the arm T on
15 the pivot G, it being understood however that the springs H, H' were previously disconnected to permit of turning the arm as described, and are then again fastened in place on the collar G' and cup I, as before de-
20 scribed. Thus it will be seen that the cables are supported during the time the car moves away from the support, and the latter is free to swing out of position when the car strikes it, and automatically returns to its normal
25 position as soon as the car has passed.

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

1. A cable support, comprising an arm for
30 supporting the cable and mounted to swing

on a fixed pivot, and springs connected with the said arm and adapted to be compressed when the arm is swung out of its normal position in either direction, the said springs being also adapted to automatically return
35 the arm to its normal position as soon as the arm is released, substantially as shown and described.

2. A cable support, comprising an arm for supporting the cable, a fixed pivot on which
40 the said arm is mounted to swing, and springs held on the said arm and coiled on the hub thereof and also fastened to the said fixed pivot, substantially as shown and described.

3. A cable support, comprising an arm hav-
45 ing heads carrying the pulleys for supporting the cables, a fixed pivot on which the said arm is mounted to turn, a spring coiled on the hub of the said arm and fastened with one end to the arm and with its other end to
50 the said pivot, a second spring coiled on the hub of the said arm and likewise fastened to the latter at one end, and a cup secured on the said pivot and connected with the outer end of the second spring, substantially as
55 shown and described.

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Witnesses:

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