

(No Model.)

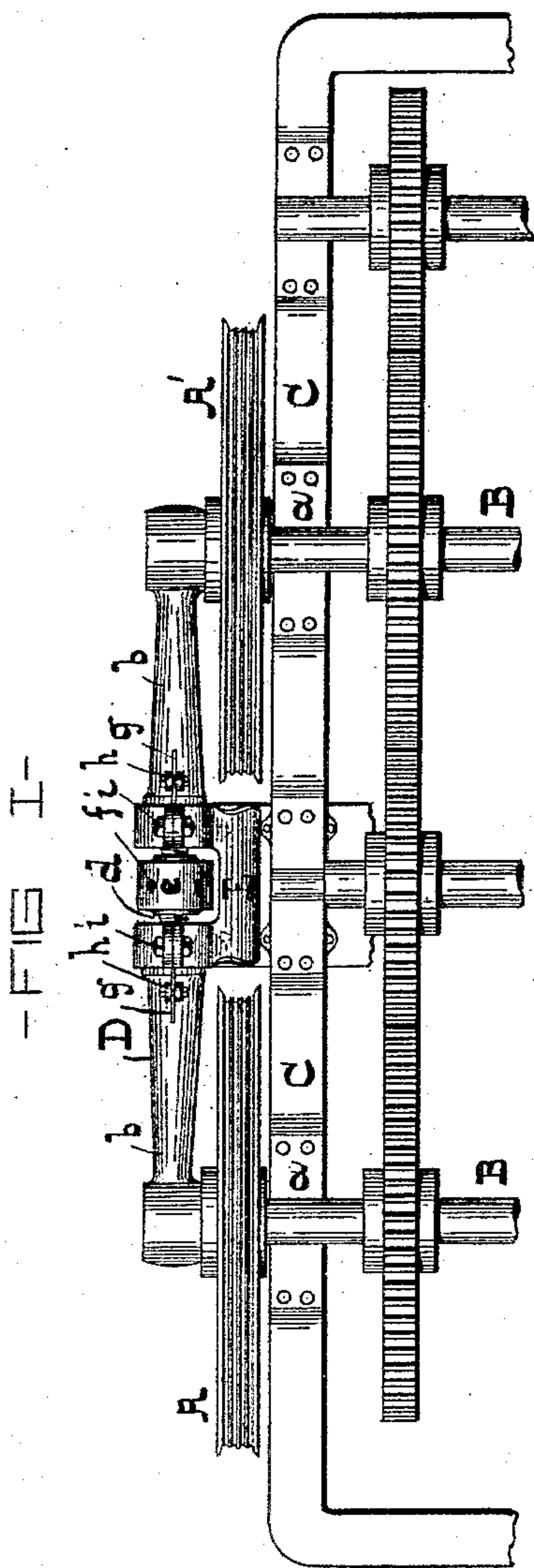
2 Sheets—Sheet 1.

J. WALKER.

DRIVING MECHANISM FOR ENDLESS CABLE RAILWAYS.

No. 387,835.

Patented Aug. 14, 1888.



WITNESSES:-

Paul Fisher
W. R. Brooks

-INVENTOR-

John Walker,
Sy G.H.K.I. Hwaan,
Atty -

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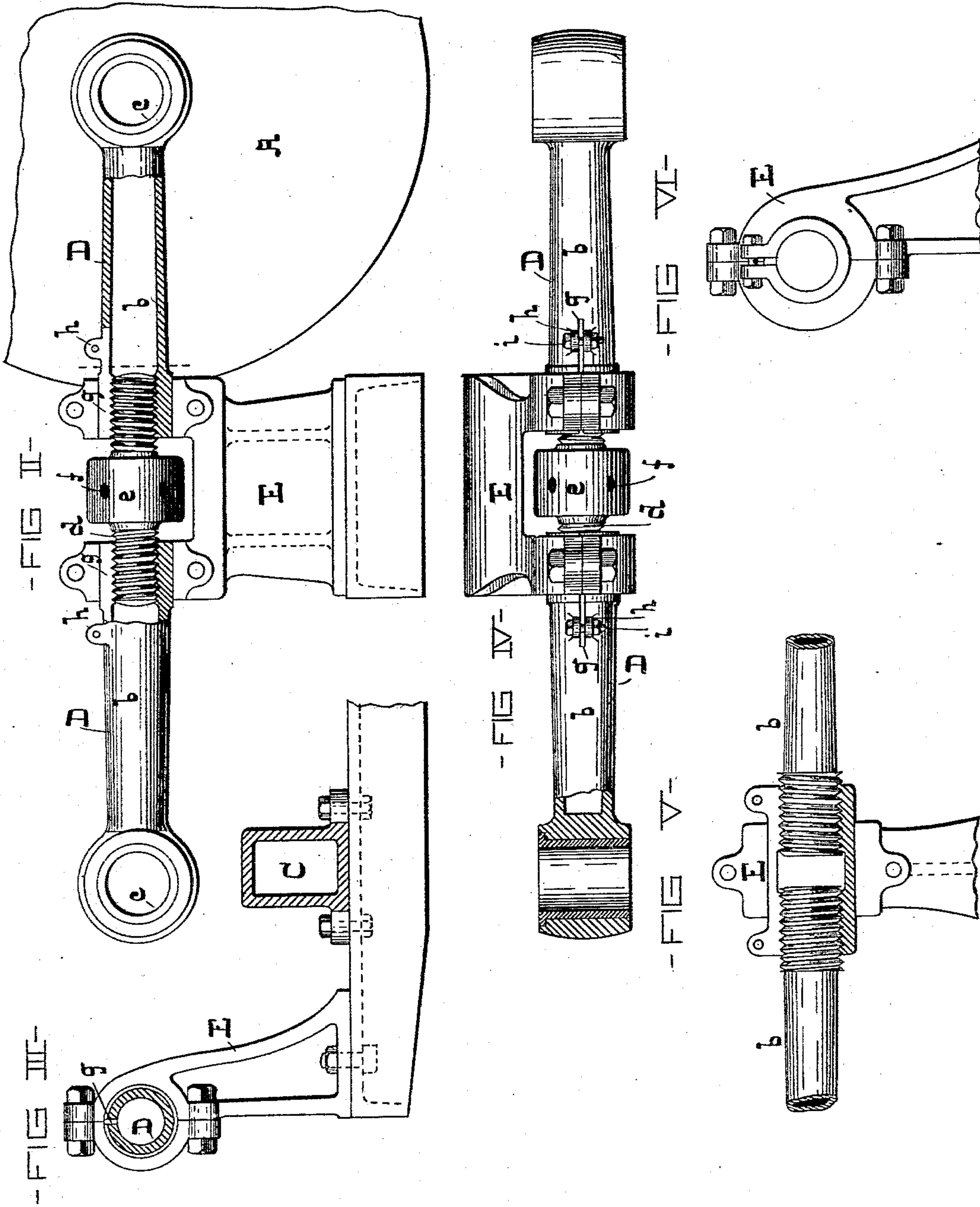
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WITNESSES-

David Fisher
Geo R. Brooks.

INVENTOR-

John Walker,
by G. H. W. Howard
Atty.

UNITED STATES PATENT OFFICE.

JOHN WALKER, OF CLEVELAND, OHIO.

DRIVING MECHANISM FOR ENDLESS-CABLE RAILWAYS.

SPECIFICATION forming part of Letters Patent No. 387,835, dated August 14, 1888.

Application filed April 4, 1888. Serial No. 269,610. No model.)

To all whom it may concern:

Be it known that I, JOHN WALKER, of the city of Cleveland, in the county of Cuyahoga and State of Ohio, have invented certain Improvements in Driving Mechanism for Endless-Cable Railways, of which the following is a specification.

This invention relates to improved means for supporting and regulating the distance between the outer or overhanging ends of the shafts carrying the grooved driving-drums; and it consists in coupling the overhanging ends of the said driving-shafts by means of a strut of peculiar and novel construction, as will hereinafter fully appear.

In the further description of the said invention which follows reference is made to the accompanying drawings, forming a part hereof, and in which—

Figure I is a top or plan view of certain parts of the driving mechanism and the frame-work to which my invention is applied. Figs. II, III, and IV are details of the invention on an enlarged scale. Figs. V and VI illustrate a modification in a part of the invention, also on an enlarged scale.

In the said drawings, A A' are the grooved driving-drums for the endless cable, secured in the usual way to the shafts B, which are fitted to revolve in bearing-boxes *a a* in the frame-work C, a portion only of which is shown, and that in Fig. I.

My present invention does not extend to any improvement in the driving-drums, their shafts, or the frame-work, and consequently these parts of the mechanism require no further description herein.

D is a strut which is employed to support and regulate the distance between the overhanging ends of the driving-shafts B, and, referring to Figs. I, II, III, and IV, it consists of two bars, *b*, the outer ends of which are adapted to fit around the shafts B. The outer ends of the said bars are preferably provided with bushes *c*, which can easily be removed when worn.

The inner ends of the bars *b* are hollow and interiorly threaded, and the thread in one bar is what is termed a "right-hand" and the other a "left-hand" thread. The two parts of the strut stand apart, and are connected by means of a spindle, *d*, the ends of which are threaded to correspond with the threads in

the bars *b*, and in the center of the spindle is a collar, *e*, having holes *f*, in which a hand-bar may be inserted to turn the spindle, and thereby increase or diminish the length of the strut. The inner end of each bar *b* is provided with a slit, *g*, and two lugs, *h*, one at either side of the slit, and a bolt, *i*, is inserted in the said lugs to tighten the hollow bars on the spindle and prevent the turning of the same after the strut is brought to the proper length and the distance between the shafts B adjusted. The strut is supported by means of a bracket, E, which can be of any desirable construction, bolted to the frame-work.

With the strut constructed as described and shown and its supporting-bracket, the distance between the said shafts may be accurately adjusted and one of them tilted and moved sidewise to lead the cable correctly to the grooves. The bracket is provided with caps, which can be removed when the strut is to be taken out for any purpose.

In Figs. V and VI the ends of the bars forming the strut are exteriorly threaded and the spindle interiorly threaded and slit at its ends to admit of its contraction to prevent the turning of the spindle, and the whole is supported by a bracket, which is somewhat modified from that before described.

I claim as my invention—

1. In a driving mechanism for an endless-cable railway, the combination of the driving-shafts and a strut in two sections or lengths, threaded at their inner ends and connected by a spindle, the whole being supported by means of a bracket, substantially as and for the purpose specified.

2. In a driving mechanism for an endless-cable railway, the combination of the driving-shafts and a strut in two sections or lengths, threaded at their inner ends and connected by a spindle, the interiorly-threaded parts of the connection being slit and provided with means whereby they may be contracted around the other threaded parts to lock the whole, and a supporting-bracket, substantially as and for the purpose specified.

JOHN WALKER.

Witnesses:

JOHN J. BEVER,
Z. M. HUBBELL.