

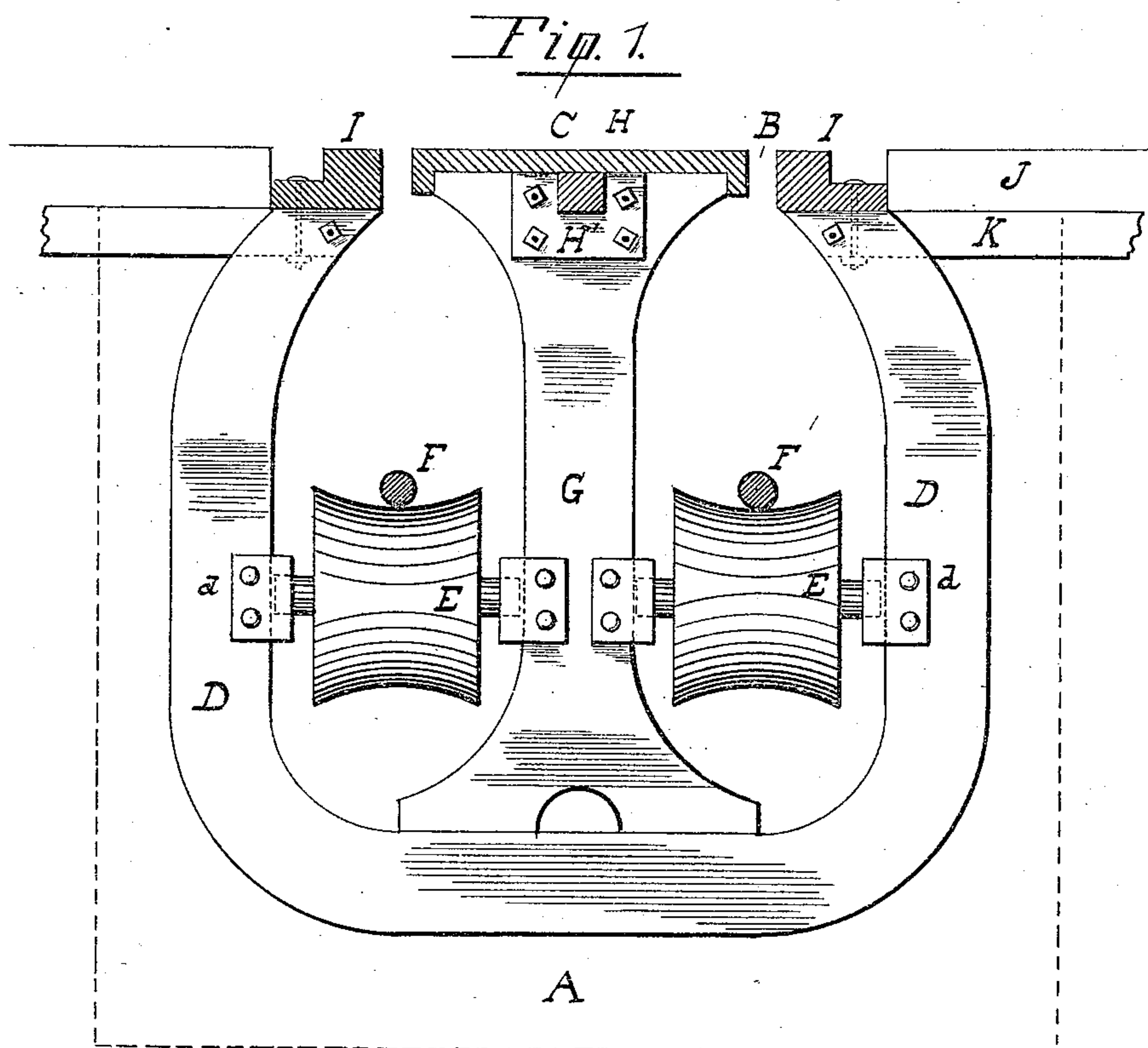
(No Model.)

2 Sheets—Sheet 1.

J. C. SHELLEY.
CABLE RAILROAD.

No. 438,259.

Patented Oct. 14, 1890.



Witnesses

Elihu B. Stow.
J. Lewis Dennis

Inventor

John C. Shelley.
By Joshua B. Webster

Attorney

(No Model.)

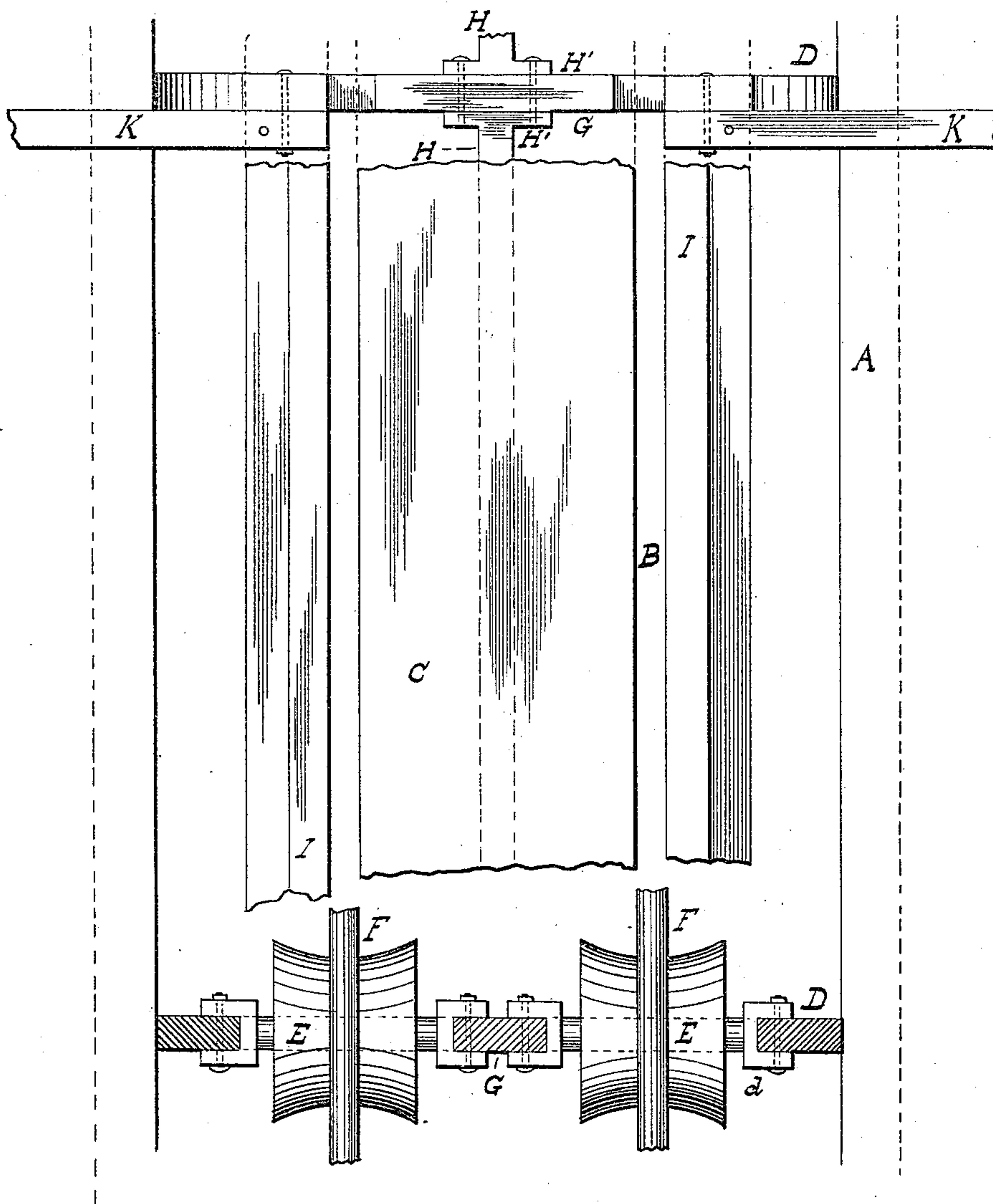
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Fig. 2.



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UNITED STATES PATENT OFFICE.

JOHN C. SHELLEY, OF STOCKTON, CALIFORNIA.

CABLE RAILROAD.

SPECIFICATION forming part of Letters Patent No. 438,259, dated October 14, 1890.

Application filed December 26, 1889. Serial No. 335,072. (No model.)

To all whom it may concern:

Be it known that I, JOHN C. SHELLEY, a citizen of the United States, residing at Stockton, in the county of San Joaquin and State of California, have invented certain new and useful Improvements in Cable Railroads; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention relates to certain improvements in cable railways which are employed to propel cars along the streets, in mines, &c., the propelling power being used to drive an endless wire rope over a system of drums properly mounted.

It consists in the manner of mounting the drums and shafts and providing access to the same; also, in such other devices as will be hereinafter described, and pointed out in the claims.

To more fully explain my invention, reference is had to the accompanying drawings, in which—

Figure 1 is a vertical section showing the features of my invention. Fig. 2 is a plan view, partly in section.

Similar letters of reference indicate corresponding parts.

A represents a pit or suitable excavation beneath the immediate track and between the rails of the road-bed. In theory this pit is lined with cement or brick.

B are slots or openings permitting the grips of the cars overhead to engage with the cables.

A removable plate C covers the pit and rests on a center supporting-rail H, having a head H', to which is bolted a center stand G, resting at its foot upon a yoke D, the two upper ends of which are bolted to cross-ties K just below the surface of the road-bed J. The car-wheel rails are bolted to cross-ties K, the

slots B, above described, being between such rails and the parallel edges of the covering removable plate C.

Boxes *d* at suitable locations upon the yoke D and center stand G contain the bearings for the journals of the shafts of the cable-drums E.

F F' indicate, respectively, the up-run and return-run of a cable, which is supported by the sheaves or pulleys E and driven by an improved motive power.

The grips of the cars to be propelled upon the rails I are arranged at the sides of the car, and are connected with the cables F through the slots B.

Having thus described my invention, what I claim is—

1. As a new construction of cable railway, the brick or cement lined pit A, containing the yoke D and center stand G, such yoke and stand having attached thereto the boxes *d* as bearings for the shafts of the cable-pulleys E, the center supporting-rail H, with its head H', bolted to the center stand G, the removable covering plate C, resting on the rail H, the cross-ties K, and the rails I, bolted to such cross-ties, all constructed substantially as described.

2. In a cable railway, the combination, substantially as described, of vertical yokes and stands within a suitable pit, such yokes and stands being provided with boxes forming bearings for the shafts of the cable-supporting pulleys, a center rail and cross-ties attached to such yoke and stand, a removable cover resting on such center rail, and the slots B between the edges of such cover and the usual car-rails.

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

JOHN C. SHELLEY.

Witnesses:

JOSHUA B. WEBSTER,
JAMES T. SUMMERVILLE.