

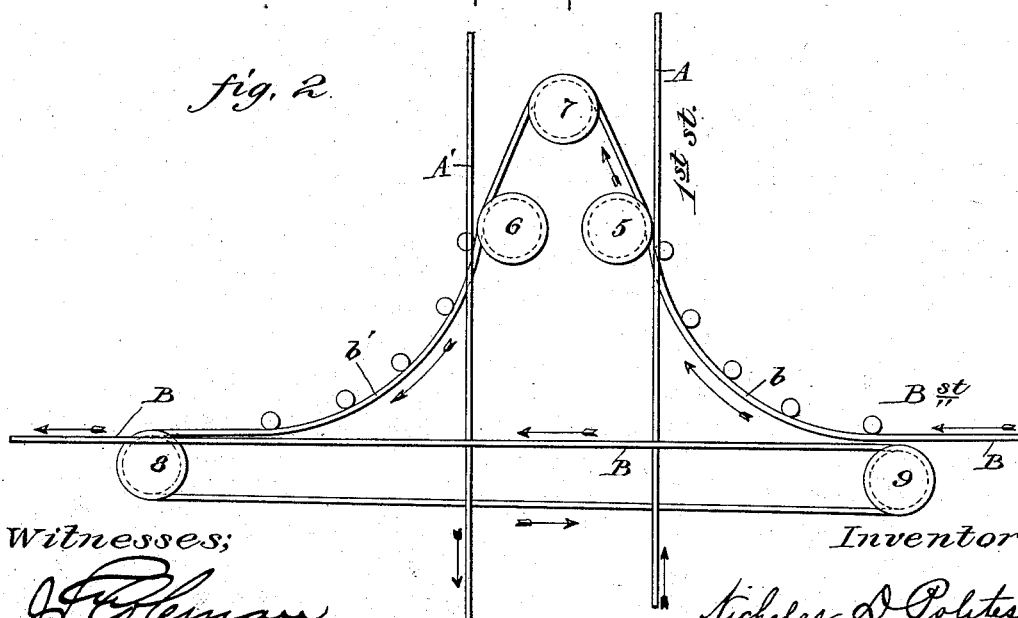
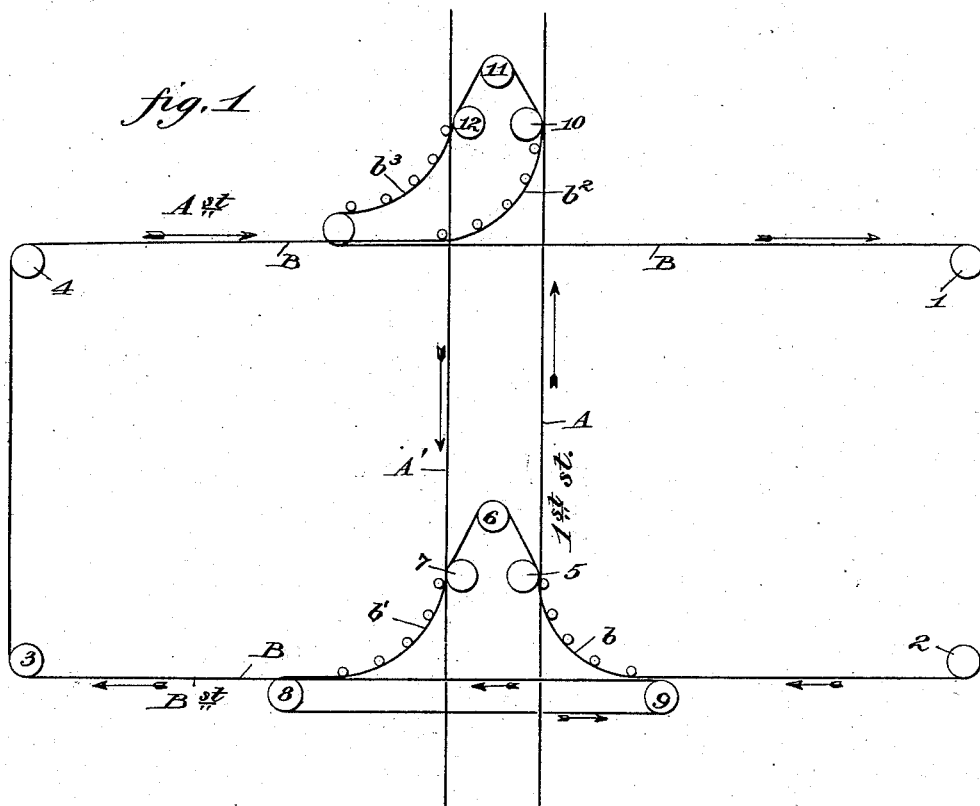
(No Model.)

2 Sheets—Sheet 1.

N. D. POLITES.
CABLE RAILWAY.

No. 524,788.

Patented Aug. 21, 1894.



Witnesses;

J. F. Coleman
W. H. Russell

Inventor

Nicholas D. Polites
by Simon Lyon
Att'y.

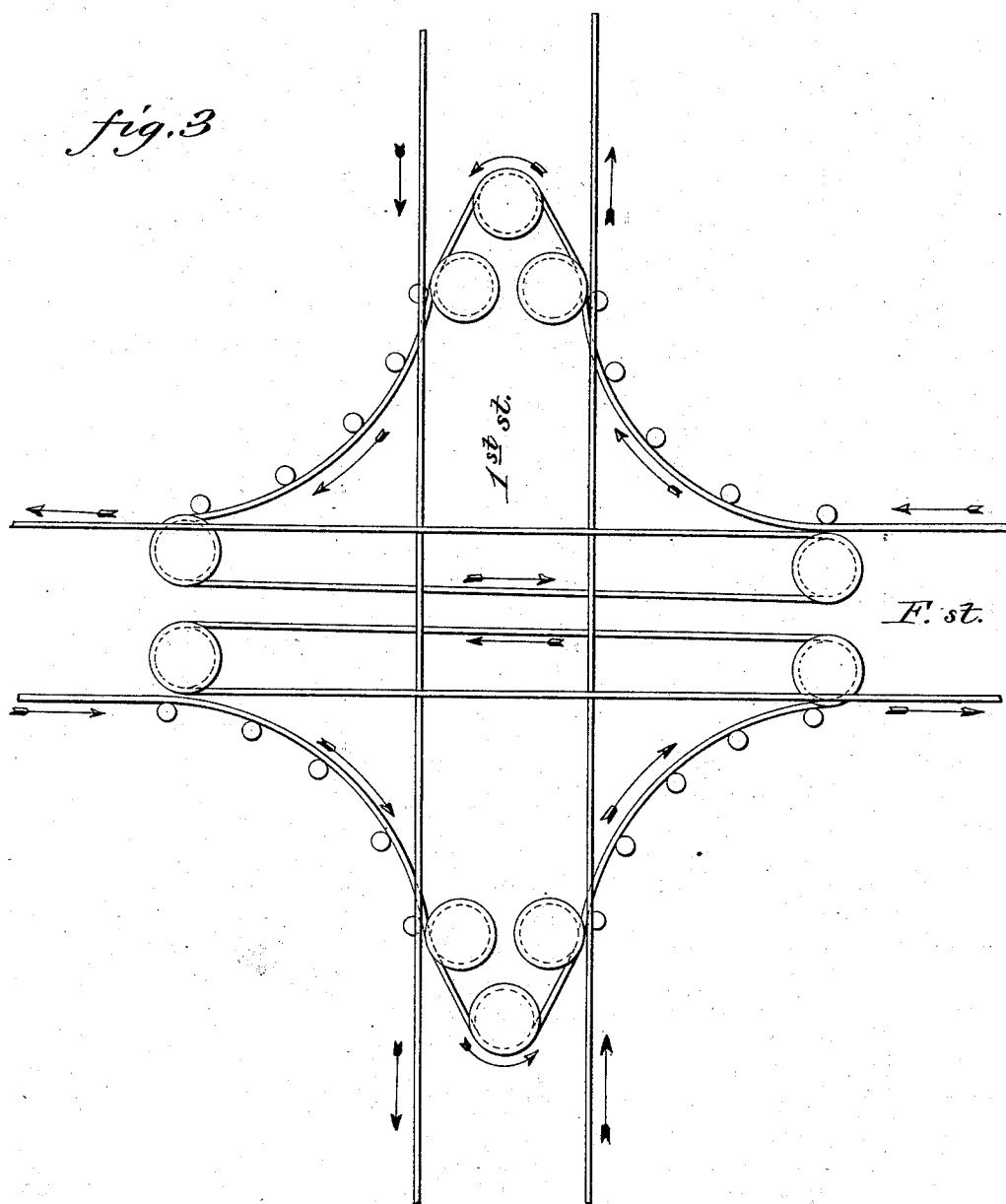
(No Model.)

2 Sheets—Sheet 2.

N. D. POLITES.
CABLE RAILWAY.

No. 524,788.

Patented Aug. 21, 1894.



Witnesses;

J. Freeman
W. F. Lusk

Inventor

Nicholas D. Polites
by *Simon Lyon*
Att'y.

UNITED STATES PATENT OFFICE.

NICHOLAS DEMETRIN POLITES, OF PHILADELPHIA, PENNSYLVANIA.

CABLE RAILWAY.

SPECIFICATION forming part of Letters Patent No. 524,788, dated August 21, 1894.

Application filed March 7, 1894. Serial No. 502,614. (No model.)

To all whom it may concern:

Be it known that I, NICHOLAS DEMETRIN POLITES, a citizen of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Cable Railways; 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.

My invention relates to improvements in cable railways.

The invention will first be described in connection with the accompanying drawings, and then particularly pointed out in the claim.

In the drawings, Figure 1 is a diagrammatic plan view of one form of my invention. Fig. 2 is a detail plan view of a part of the same. Fig. 3 is a view similar to Fig. 2 showing another form of my invention.

Referring to Figs. 1 and 2, A, A', are two cables moving in opposite directions on one street which for the purpose of reference hereinafter, will be designated as 1st street. B is a cable moving in a circuit which includes two streets that cross 1st street these two streets being designated as A street and B street.

In the usual constructions heretofore employed of which I have any knowledge, if a car, moving along with the cable B, is required to turn-out onto the cable A, so as to travel on 1st street, the gripman is compelled to release the cable B, and the car is pulled around the turnout by horses into the said 1st street until the cable A can be caught by the grip.

By my invention the necessity for using horses to shift the cars from one track to another is avoided.

The cable B which is shown as passing around the four corner drums one, two, three and four is preferably arranged as follows: A after leaving the drum 2 and passing down B street it makes the curve *b* to 1st street and is then taken around drums 5, 6 and 7 from whence it makes a curve *b'* onto B street,

then passes around the drum 8 to drum 9 and after passing around to said drum 9 continues its course in the usual manner. At the intersection of A street and 1st street it makes a curve *b³* to the drum 10 around which it passes, thence around drums 11 and 12, after which it makes a curve *b³* to the drum 13, around which it turns and then continues as usual. If a car traveling along B street toward 1st street is required to turn-out onto 1st street the grip is held to the cable until the car has passed around the curve at *b* whereupon the grip is released from the cable B and the cable A is picked up, the car thereupon continuing down 1st street. If however, the car traveling along B street is required to cross the 1st street cable, the grip is released from the cable B at or near the drum 9, after which that portion of the cable B, between the drums 8 and 9, which is in line with the main portion of said cable, is caught by the grip, the car thus continuing on its route.

The manner in which a car can move from A street onto 1st street or from 1st street onto B street will be apparent from the description heretofore given, the arrows indicating the direction of travel of the cable.

It will be understood of course, that the cables A and A' pass beneath the cable B at both intersections with it.

Fig. 3 is a detail view illustrating the manner in which my invention is applied to the intersection of two double track railways.

In all the views the arrows clearly indicate the direction of movement of the cable, moreover the manner in which a car is moved from one track to another, or is enabled to continue on a straight course, will be apparent to those skilled in the art.

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

In a cable railway, the combination, with two cables, of a series of three sheaves placed between the said two cables, a sheave outside of each of said two cables, two sets of curve sheaves located on curves from the outer sheaves to the three inside sheaves,

and a cable passing around one of the sets
of curve sheaves, thence around the inside
sheaves, thence around the other set of curve
sheaves, thence around the adjacent outside
5 sheave, and finally around the opposite out-
side sheave and back, substantially as de-
scribed.

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

NICHOLAS DEMETRIN POLITES.

Witnesses:

SIMON LYON,

HENRY W. REED.