

(No Model.)

2 Sheets—Sheet 1.

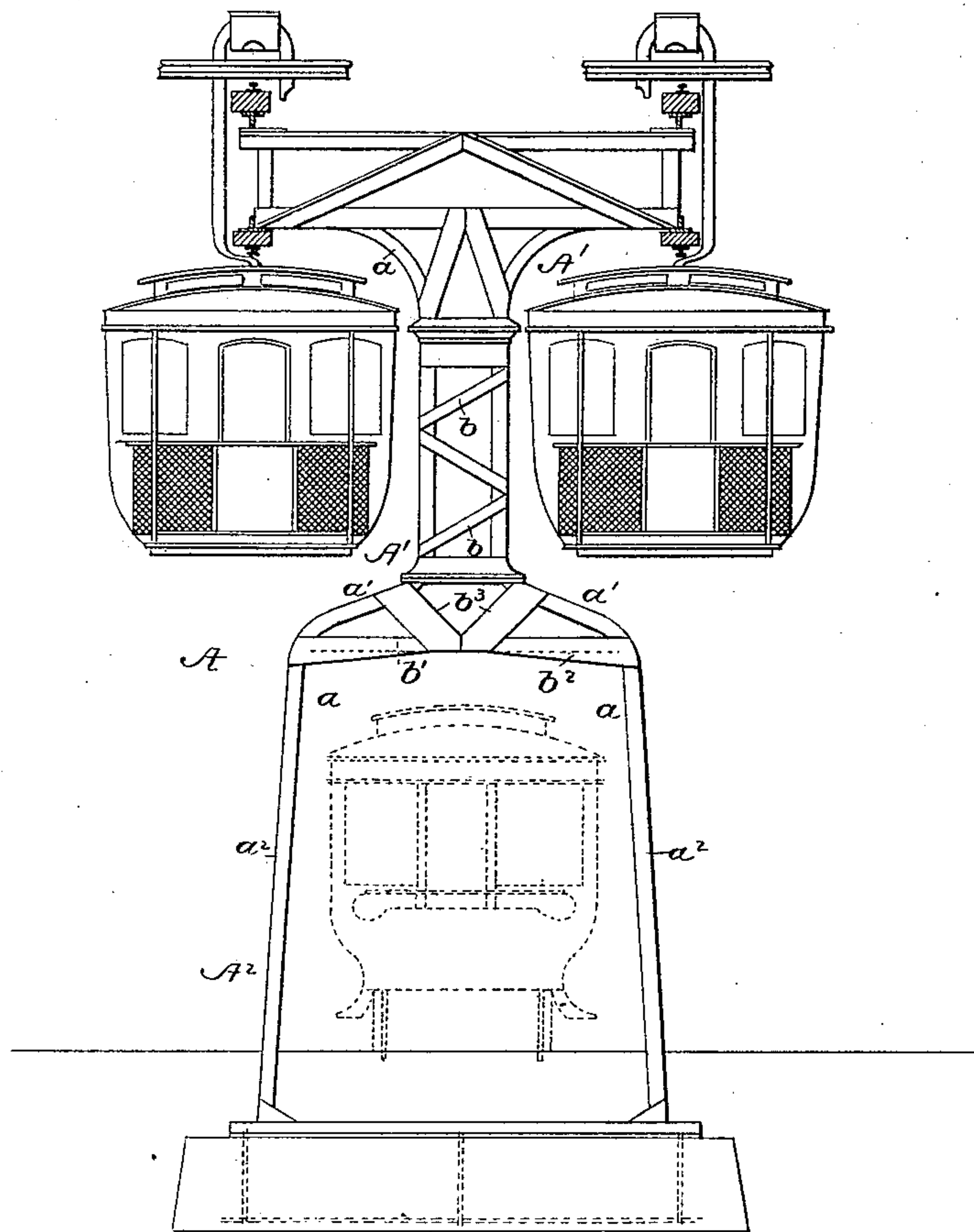
B. F. HAMILTON.

TRAMWAY FOR ELEVATED RAILWAYS.

No. 366,627.

Patented July 12, 1887.

Fig. 1.



Witnesses:

W. W. Hartman
H. F. Riley

Inventor :

by *Benjamin F. Hamilton,*
A. S. Dyrenforth.
his Attorney.

(No Model.)

2 Sheets—Sheet 2.

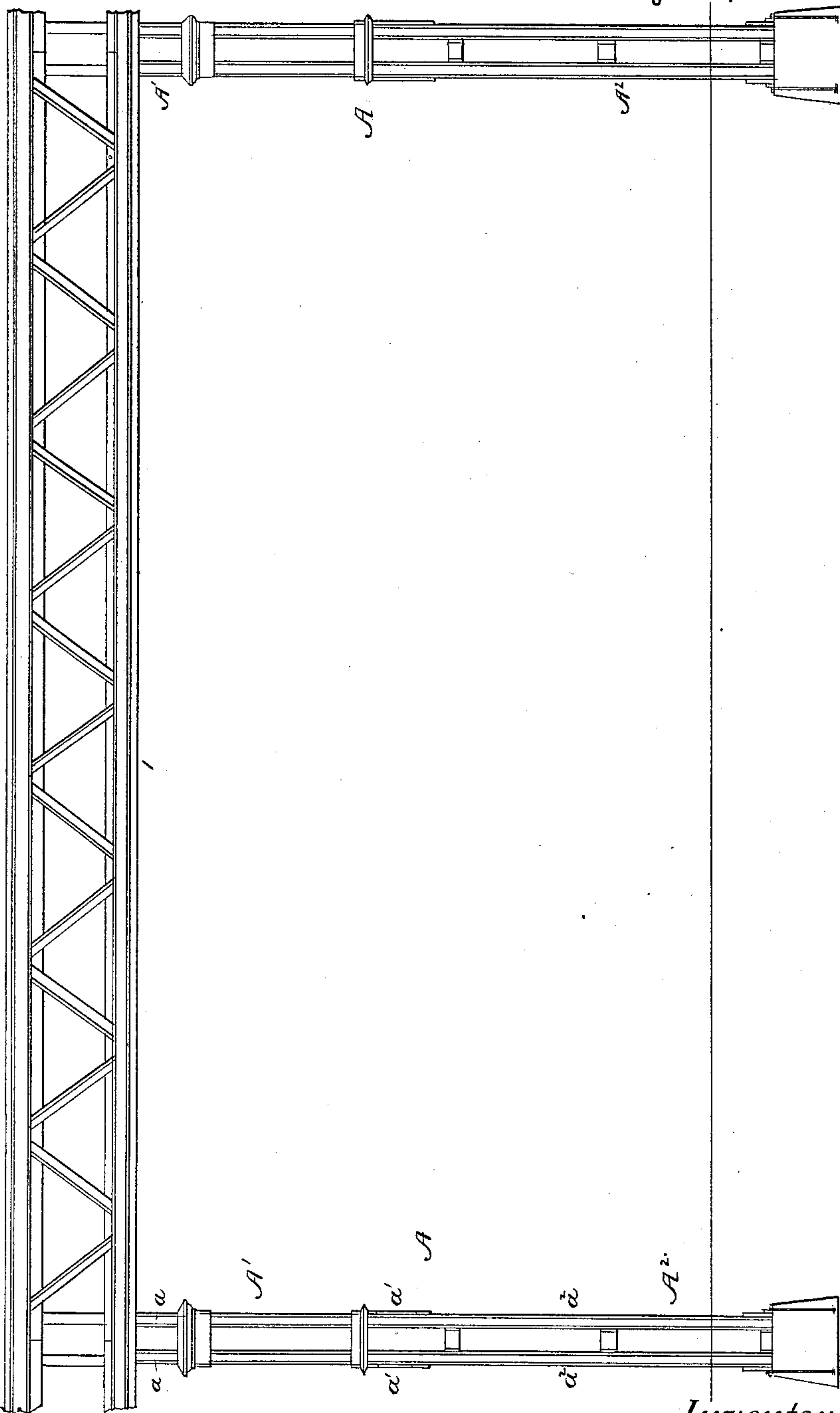
B. F. HAMILTON.

TRAMWAY FOR ELEVATED RAILWAYS.

No. 366,627.

Patented July 12, 1887.

Fig. 2.



Witnesses:

W. H. Mortimer
H. F. Riley

Inventor :

Benjamin F. Hamilton,
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UNITED STATES PATENT OFFICE.

BENJAMIN F. HAMILTON, OF BOSTON, MASSACHUSETTS.

TRAMWAY FOR ELEVATED RAILWAYS.

SPECIFICATION forming part of Letters Patent No. 366,627, dated July 12, 1887.

Application filed March 7, 1887. Serial No. 230,009. (No model.)

To all whom it may concern:

Be it known that I, BENJAMIN F. HAMILTON, a citizen of the United States, residing at Boston, in the county of Suffolk and State of Massachusetts, have invented certain new and useful Improvements in Tramways for Elevated Railways; and I do hereby 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.

This invention relates to tramways for elevated railways.

The object is to provide a structure whereby an elevated railway may be carried through a street already occupied by a horse, cable, or other road without in any wise interfering with these or with the right of way of their cars.

The invention consists in a post for a tramway, divided to form an arch or the like.

The invention furthermore consists in a support for a tramway, composed of an arch constructed to straddle a track or roadway, and supporting a post or column.

The invention finally consists in various novel details of construction, whereby the purposes of the invention are accomplished.

In the accompanying drawings, forming part of this specification, and in which like letters of reference indicate corresponding parts, Figure 1 is a view in vertical cross-section of a tramway embodying features of the invention. Fig. 2 is a view in side elevation of the same.

A represents a post or column, one of a series upon which the tramway is laid, and which is principally composed of the side pieces, a , forming the upper portion, A' , and lower bifurcated portion, A'' .

In the upper portion, A' , the side pieces or uprights, a , are brought closely together to form a post or column, and are braced or fastened together by side plates, b , thus forming an open and light yet firm support. The sides of the capital of this column are carried outward and form struts, upon which the tramway rests.

At the bottom of this column A' the side pieces are bent outward and slightly inclined, as shown at a' , to form an arch, and are then

bent inward to form slightly inclined uprights a'' for the sides of the arch and support of the column, their lower ends being embedded and braced in any preferred manner to form a firm and solid support.

The upper ends of the inclined uprights are braced together by means of a beam, b' , (shown in dotted lines,) and inclosed by plates b'' , fastened at each end to the uprights a'' , which plates, at their centers, are provided with braces or trusses b''' , which form a support between the plates b'' and the arched portion of the side pieces, a' , to meet the strain brought to bear thereon by the weight of the tramway and cars. By this means of support for an elevated tramway very little space is occupied upon the ground, the sides of the columns being of light yet strong construction, and straddling the track in the manner shown will permit of its occupying a position directly above a street-railway or cable road without in the least interfering with its cars or right of way.

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

1. A post for a tramway, divided to form an arch or the like, substantially as described.

2. A support for a tramway, composed of an arch constructed to straddle a track or roadway and supporting a single line of posts or columns, substantially as shown and described.

3. A post for elevated tramways, formed of uprights suitably secured together, forming a post above, and bent outward at their lower ends to form an arch below, substantially as shown.

4. In a post for elevated tramways, the combination of the uprights or side pieces separated at their lower ends to form an arch, the braces for securing them together, the beam between the separated ends, plates for connecting the uprights and securing the beam in place, and braces between said plate and arch portions, substantially as described.

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

BENJAMIN F. HAMILTON.

Witnesses:

R. G. DYRENFORTH,
W. W. MORTIMER.