

(No Model.)

W. P. WOOD.
ELEVATED RAILWAY.

No. 376,829.

Patented Jan. 24, 1888.

Fig. 1.

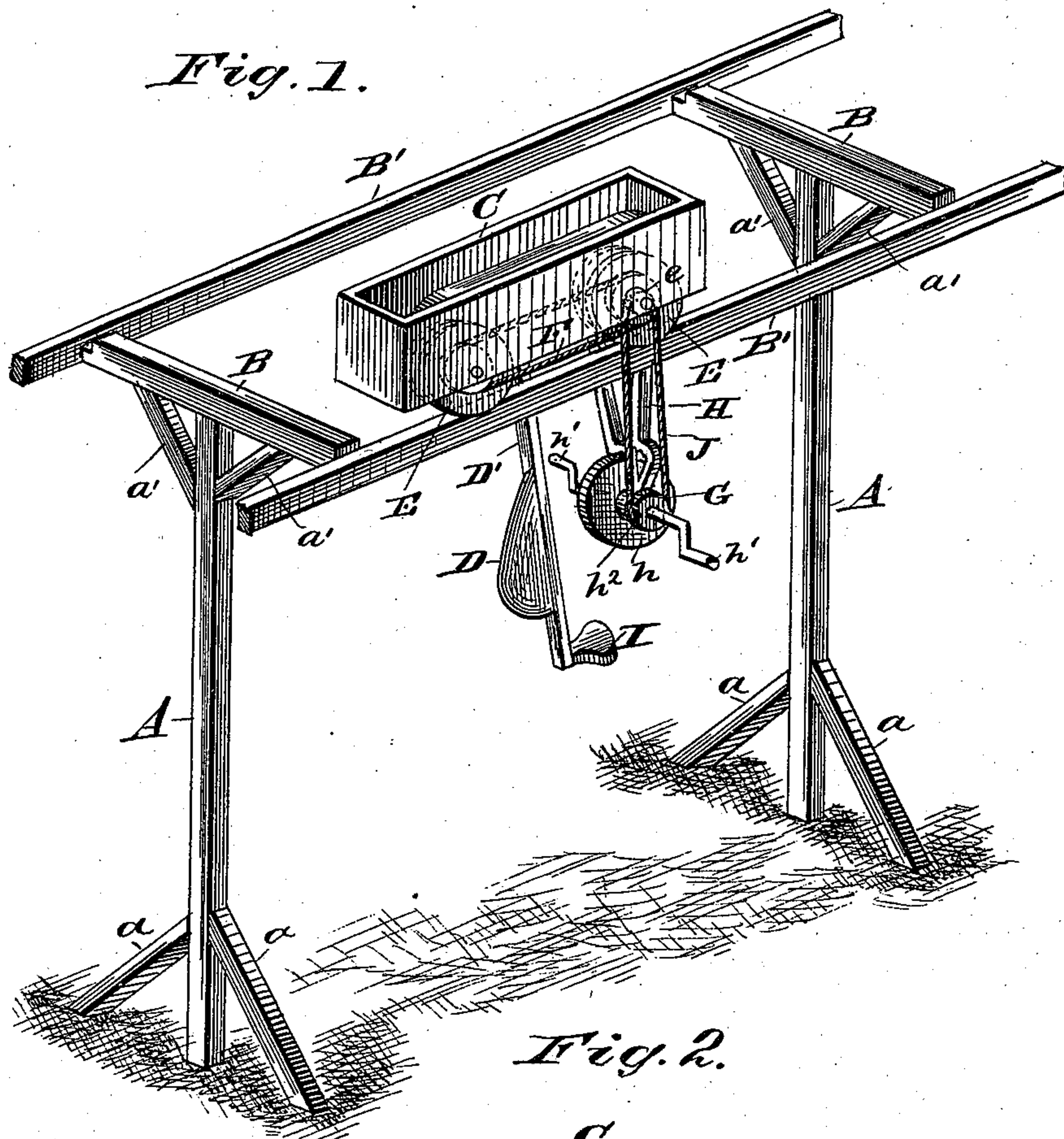
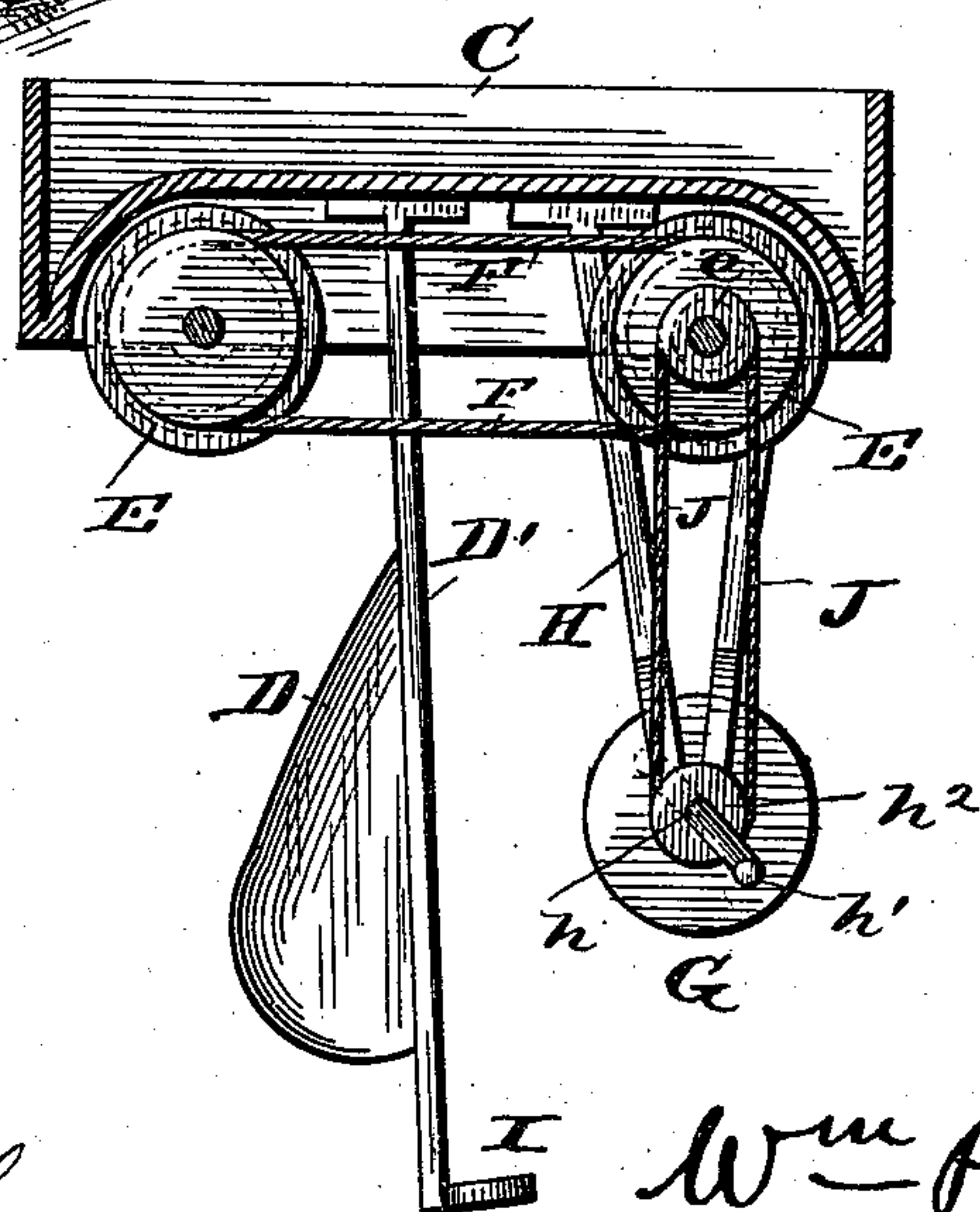


Fig. 2.



WITNESSES

Phil. Dietrich.
E. Hammond.

INVENTOR

Wm P. Wood
By Fitzgerald & Co
Attorneys

UNITED STATES PATENT OFFICE.

WILLIAM POSEY WOOD, OF CLAYTON, GEORGIA.

ELEVATED RAILWAY.

SPECIFICATION forming part of Letters Patent No. 376,829, dated January 24, 1888.

Application filed May 27, 1887. Serial No. 239,529. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM POSEY WOOD, a citizen of the United States of America, residing at Clayton, in the county of Rabun and State of Georgia, have invented certain new and useful Improvements in Elevated Railways, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to elevated railways for carrying passengers and their baggage; and the invention consists in the peculiar and novel construction of supporting frames for the rails or tracks, and also in the peculiar and novel construction of the cars and their propelling mechanism, all as hereinafter described and claimed.

In order that my invention may be fully understood, I will proceed to describe it with reference to the accompanying drawings, in which—

Figure 1 is a perspective view of a portion of the track or way with a car mounted thereon. Fig. 2 is a side elevation of the car.

In the said drawings, A A designate the posts for supporting the rails. These posts are either set directly into the ground, as shown in Fig. 1, or they rest on suitable sills, as desired. The lower ends of these posts are in either case connected by oblique braces *a*, and carry each a horizontal beam, B, which supports the tracks B', and which is secured midway of its length to the upper end of the post, said beams being sustained and strengthened by upper oblique braces, *a'*, as shown.

C designates the upper portion of the car, which may be either of oblong rectangular form, as shown, or of any other suitable form.

D designates the compartment for receiving one or more persons, and which is suspended beneath the upper portion, C, by a pendent frame, D'. The upper and lower portions, C D, of the car are supported upon the rail B' by wheels E, two being shown, and these

wheels are connected by a belt or band, F, so as to move in unison. An operating-wheel, G, is suspended from beneath the upper portion, C, of the car by means of a pendent frame, H, in the lower end of which the axle *h*, for operating the wheel, is journaled, and cranks *h'* are formed upon or attached to the opposite ends of the axle *h*, and are within convenient reach of the operator in the compartment C. A step, I, extends downwardly from the compartment C, and serves to facilitate the entrance of passengers into the same. Upon the axle *h* of the operating-wheel H is placed a hub-pulley, *h*², from which a band, J, extends to a hub-pulley, *e*, on the axle of one of the carrying-wheels E. It will thus be seen that the car may be run in either direction, and that simply duplicating the track at each end of the upper cross beam, B, and also the number of wheels for the car, does not involve any vital departure from the essential spirit of my invention.

The cars may be operated either singly or coupled together to form a train, and may be propelled either by hand or by steam. Suitable arrangements of switches are to be provided for the carrying-rails of the cars.

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

The carriage consisting of the upper portion, C, mounted upon the carrying-wheels E and provided with the pendent frames D' H, in combination with the compartment D, with its step I sustained by the frame, the operating-wheel G, mounted in the lower end of the frame H, and having the cranks *h'*, and the belts F J, as set forth.

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

WILLIAM POSEY WOOD.

Witnesses:

W. V. GARRETT,
PETER D. COFFEE.