

(No Model.)

R. F. ROBISON.
ELEVATED RAILROAD.

No. 397,519.

Patented Feb. 12, 1889.

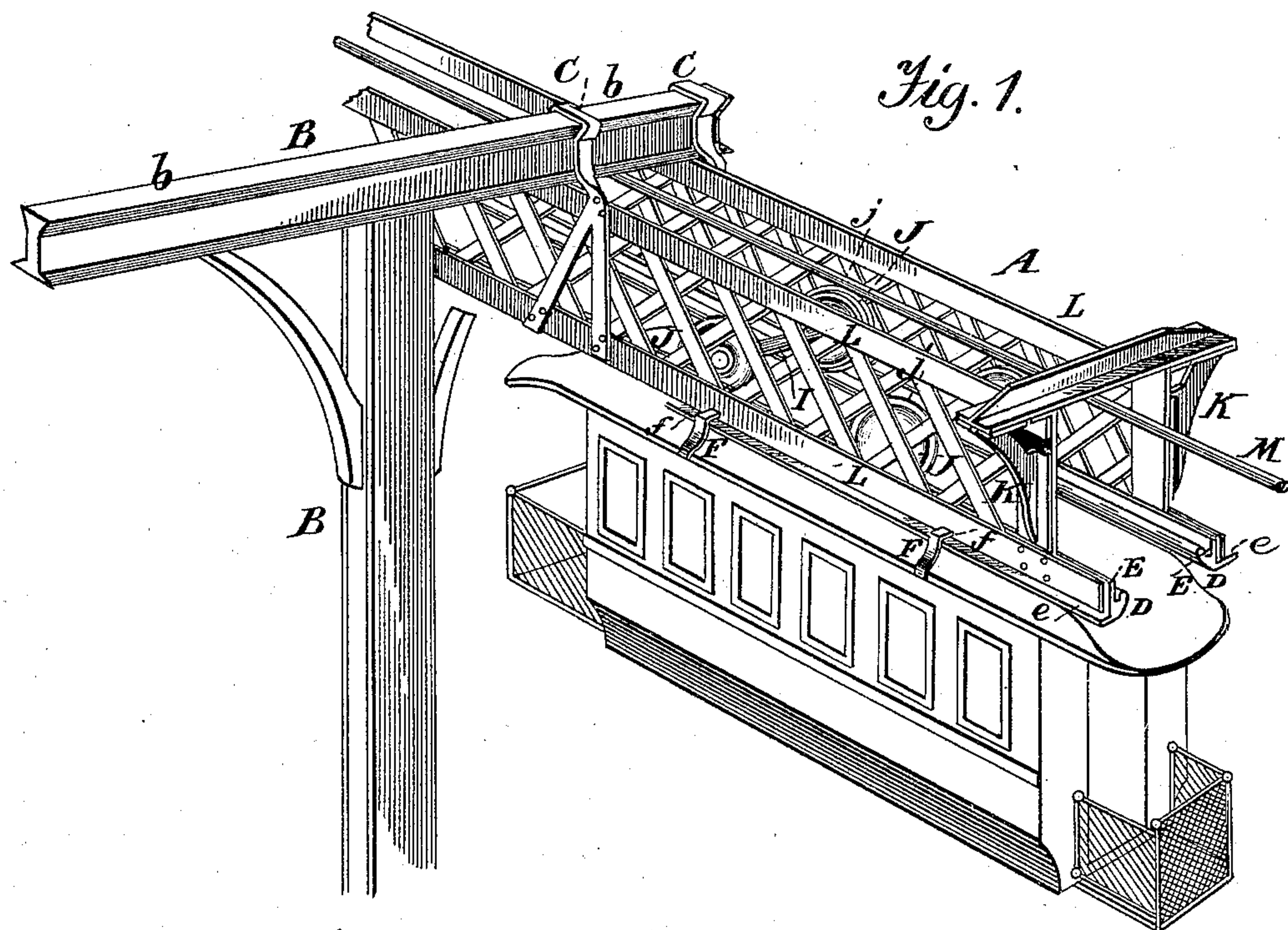
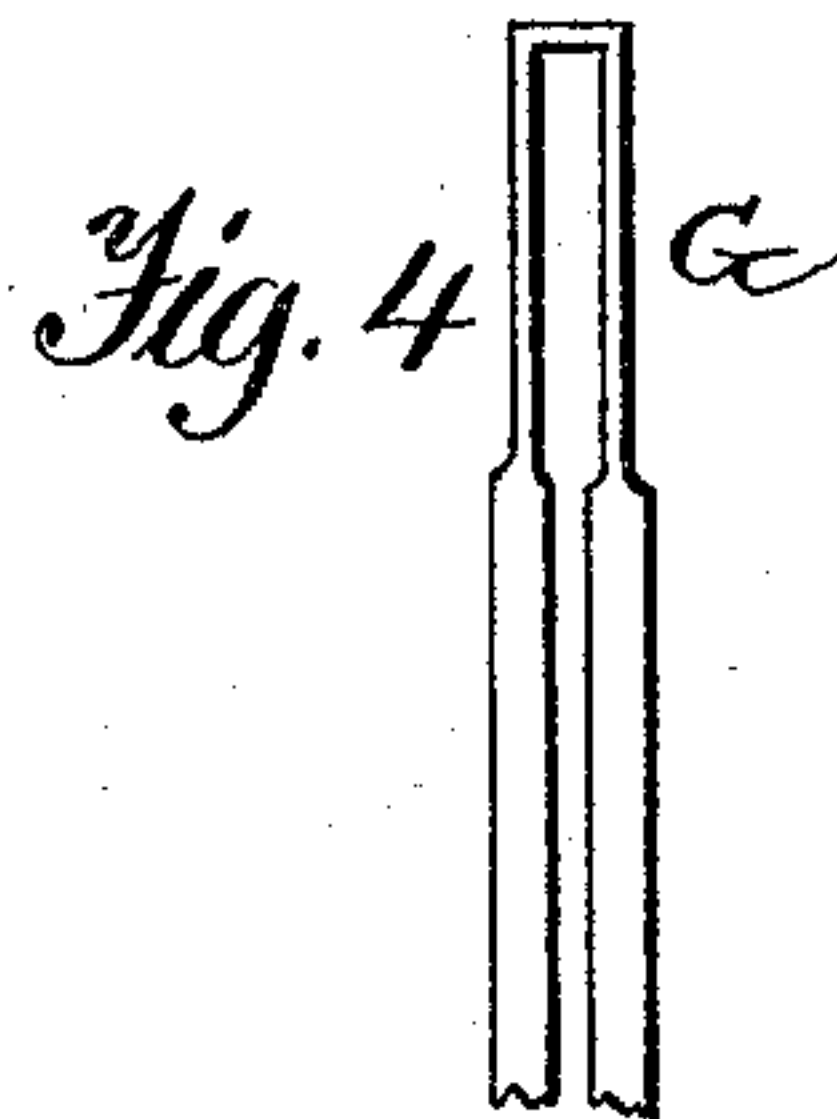
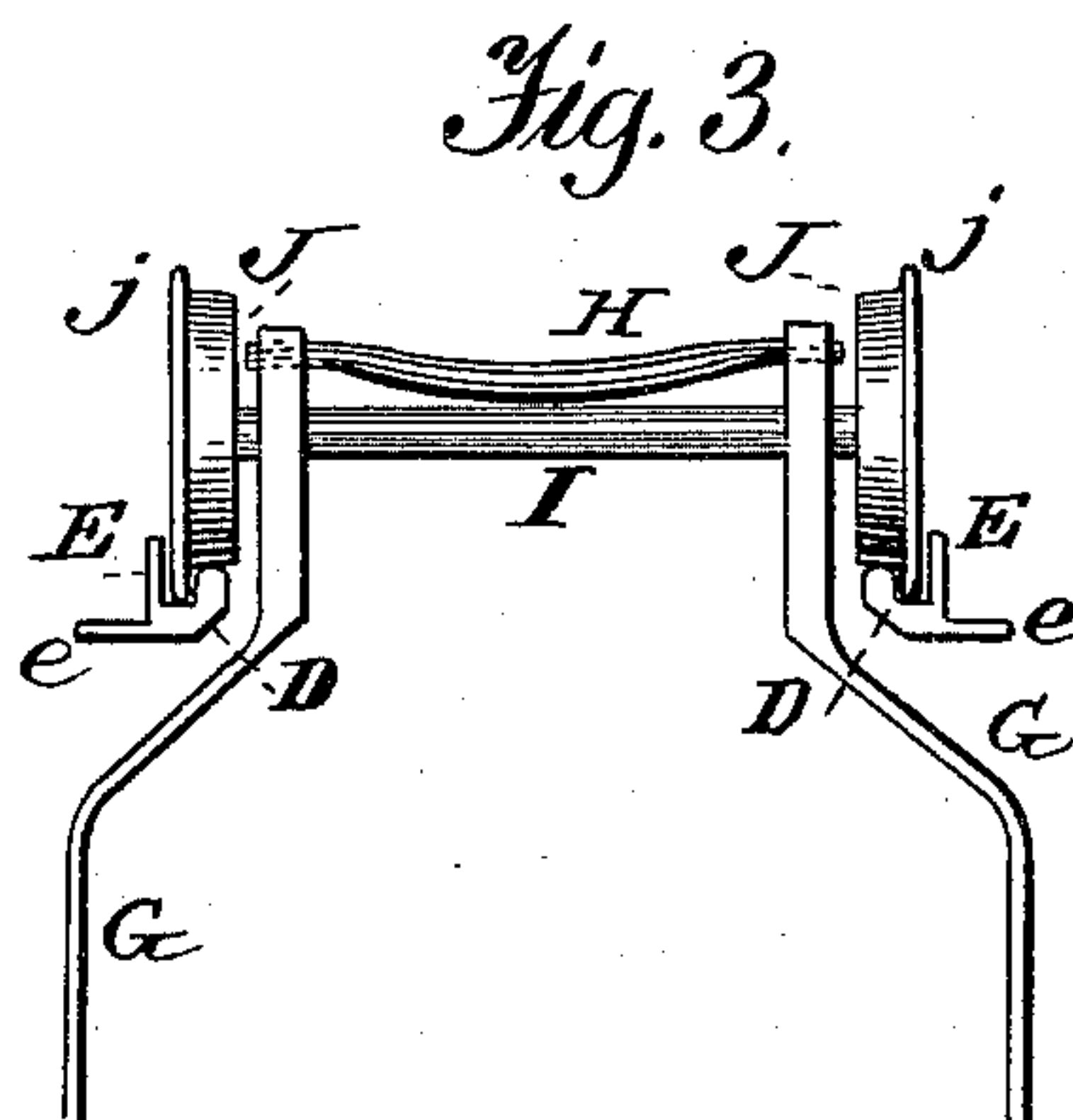
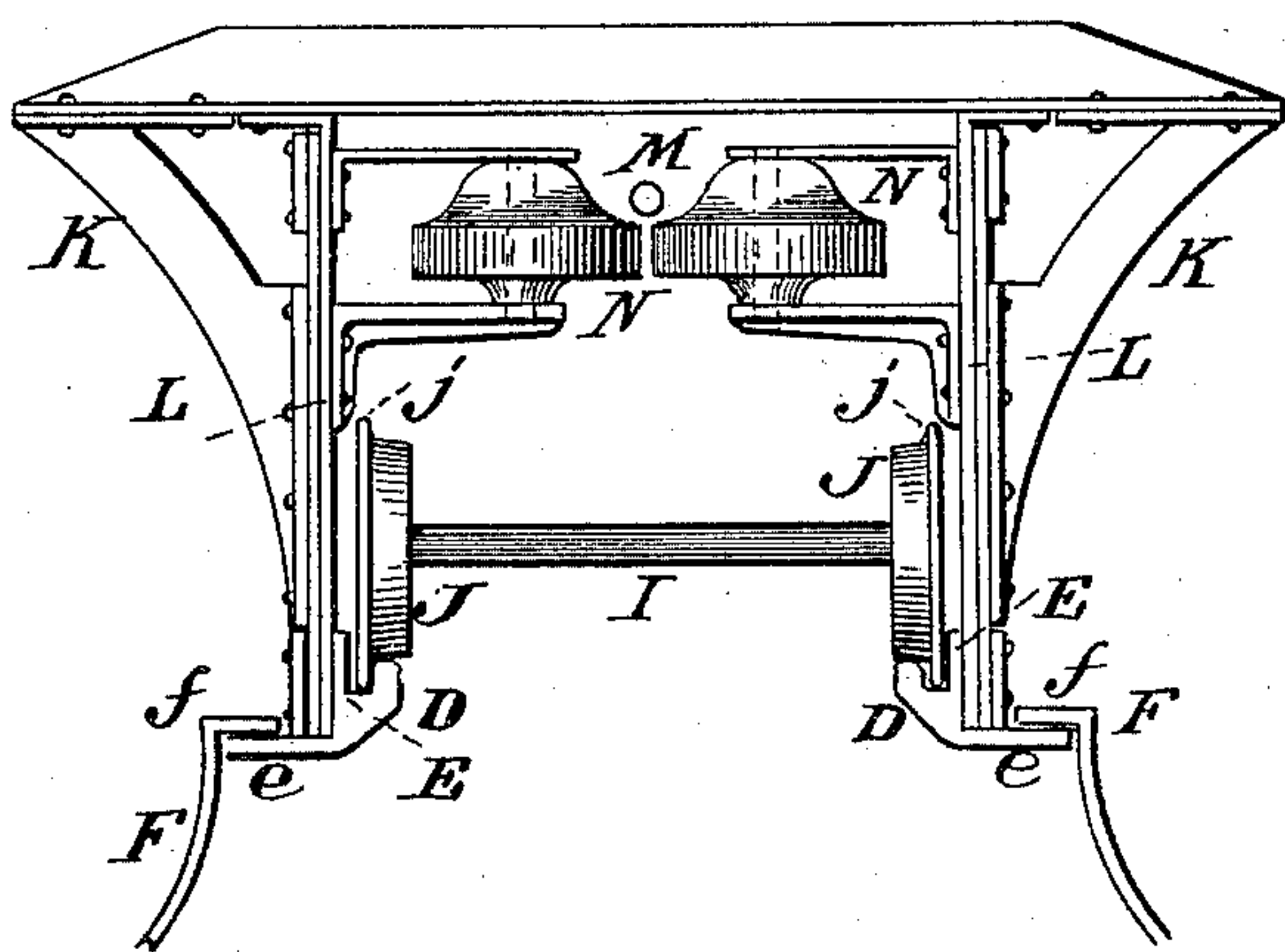


Fig. 2.



Witnesses.
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UNITED STATES PATENT OFFICE.

ROBERT F. ROBISON, OF KANSAS CITY, KANSAS, ASSIGNOR OF ONE-HALF
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ELEVATED RAILROAD.

SPECIFICATION forming part of Letters Patent No. 397,519, dated February 12, 1889.

Application filed October 30, 1888. Serial No. 289,518. (No model.)

To all whom it may concern:

Be it known that I, ROBERT F. ROBISON, a citizen of the United States, residing at Kansas City, in the county of Wyandotte and State of Kansas, have invented certain new and useful Improvements in Elevated Railroads; and I 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 and figures of reference marked thereon, which form a part of this specification.

The special object of the invention is to improve elevated railroads, as hereinafter described, and pointed out in the claims.

Figure 1 of the drawings is a perspective view showing a section of the road and its support with a suspended car. Fig. 2 is an end elevation of a road-section, showing the relative position of the safeguards, tracks, truck, and cable-pulleys. Figs. 3 and 4 are detail views of the means by which the truck is connected with the car.

In the drawings, A represents a section of my cable road, suspended from one arm, *b*, of the column B by the metallic straps C, which pass around the said arm *b* and are bolted to the track. A second track may be suspended from the other arm, *b*, of the column, so that the cars may be run in both directions. The track D is provided with the guard-rail E, which has the flange *e* passing to the outer side of the rails, so as to support the safety-guards F. The latter have at right angles thereto a flange, *f*, which hooks over the flange *e*, so as to prevent an accident in case of the breakage of an axle or one of the metallic straps or bars G, which hold the subjacent car.

H is a superposed axle-spring, to which the car-supporting straps G are attached to take up jars and uneven motion on the axle I.

J J are the truck-wheels, having the annular flange *j*, which travels in the groove formed by the tread and the guard-rail, while K are braces which connect and hold in vertical parallel relation the lattice-girders L, so that the tracks cannot possibly spread apart.

M is the usual cable, passing between the pulleys N N, which are just far enough apart to allow for the passage of the cable-grip between them, and yet not far enough to permit the cable to drop down. The cable may be operated by a stationary engine or any other preferred means, and any preferred grip may be employed.

Having thus described all that is necessary to a full understanding of my invention, what I claim as new, and desire to protect by Letters Patent, is—

1. A rail for elevated railroads, consisting of the tread D, guard-rail E, and flange *e*, to adapt it to be used as described.

2. The combination, with an elevated track having the flanges *e* extending on the outside of the rails, of the safety-guards F, having the end flanges, *f*, as and for the purpose set forth.

3. The combination, with an elevated railroad-track, of the braces K and lattice-girders, to prevent the track-rails from spreading apart, as set forth.

4. The combination, with an elevated railway-track, of the car provided with straps F G, the former overlying an outer flange of the track and the latter supported on a superposed axle-spring, as shown and described.

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

ROBERT F. ROBISON.

Witnesses:

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