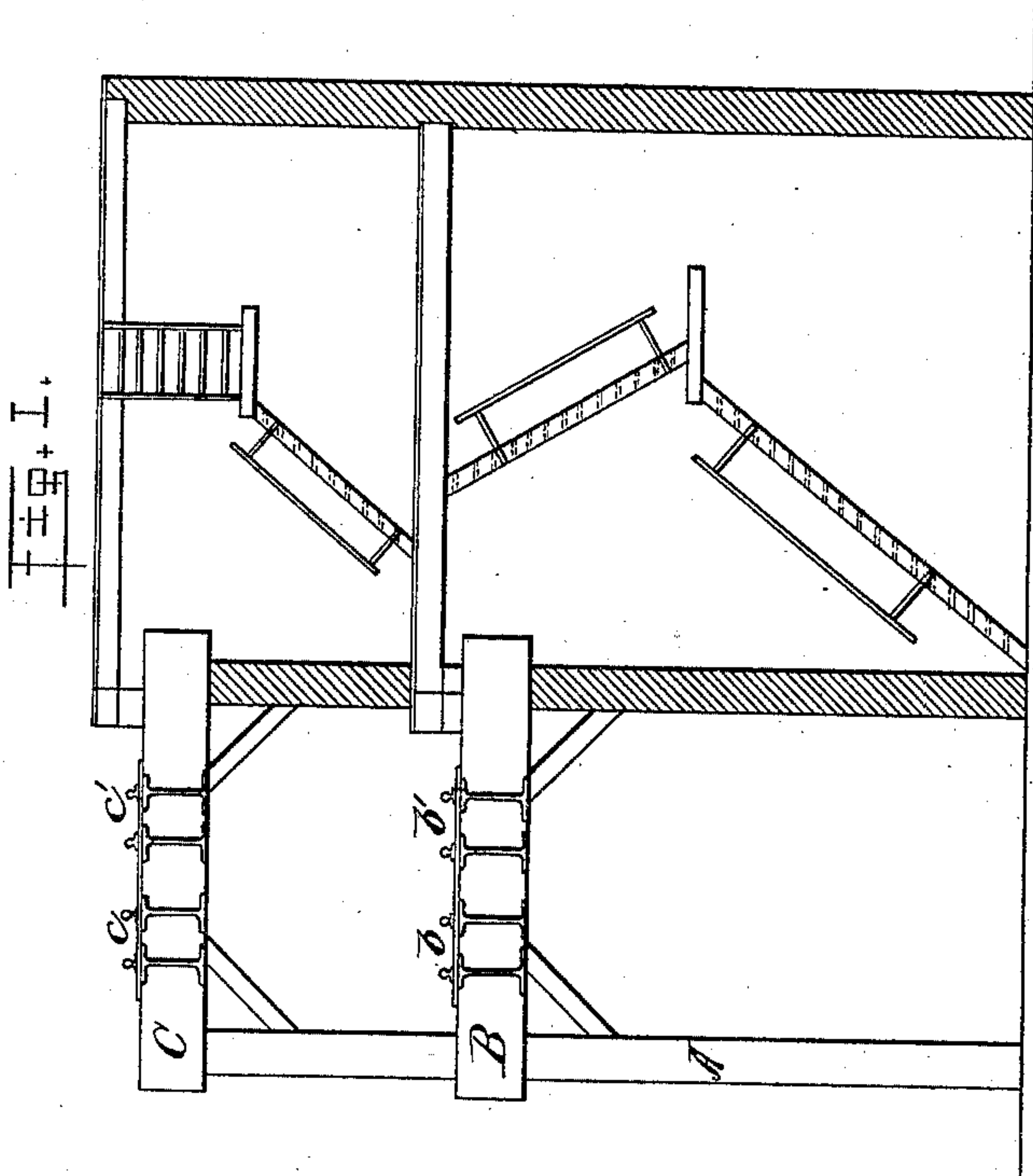
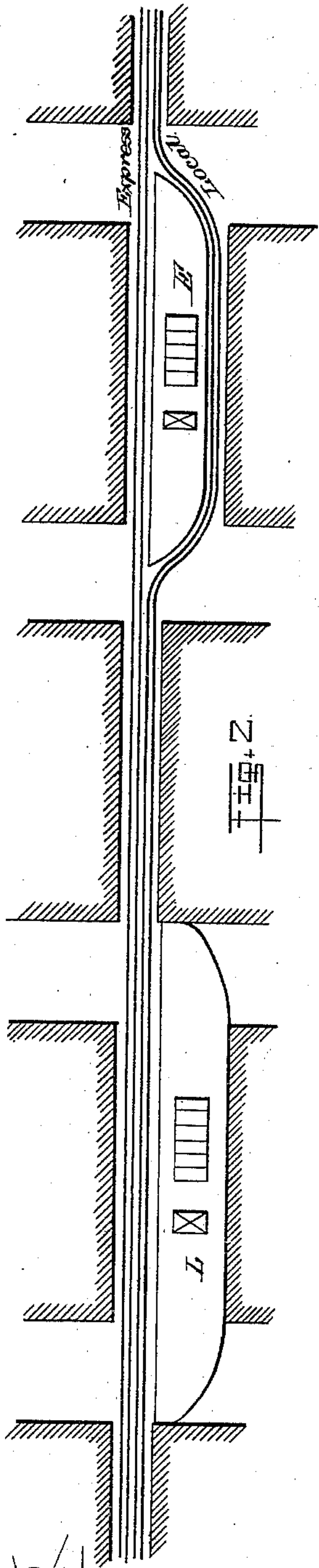


(No Model.)

J. STONE.  
ELEVATED RAILWAY STRUCTURE.

No. 431,126.

Patented July 1, 1890.



Witnesses,  
Geo. C. Harting.  
Merrick L. Emery-

Inventor,  
Joseph Stone.  
by Lemby & Gregory  
attys



# UNITED STATES PATENT OFFICE.

JOSEPH STONE, OF BOSTON, MASSACHUSETTS.

## ELEVATED-RAILWAY STRUCTURE.

SPECIFICATION forming part of Letters Patent No. 431,126, dated July 1, 1890.

Application filed April 11, 1890. Serial No. 347,446. (No model.)

*To all whom it may concern:*

Be it known that I, JOSEPH STONE, of Boston, county of Suffolk, State of Massachusetts, have invented an Improvement in Elevated-Railway Structures, of which the following description, in connection with the accompanying drawings, is a specification, like letters on the drawings representing like parts.

This invention in elevated railways has for its chief object such a construction and arrangement of the tracks with relation to the stations that all the stations of a double-track road may be arranged at the same side of the street. Elevated railways as now commonly constructed have a separate track and stations to which it runs on each side of the street, thus entailing great expense, especially in the purchase of sites for stations.

One object of my invention is to dispense with the stations at one side of the street, yet secure all the efficiency of stations at two sides of the street, and at the same time I have so arranged the tracks and stations that express and local trains may be run on separate tracks in the same direction, the express trains making stops at some stations and the local trains at other stations without interference each with the other.

In accordance with my invention I have arranged one road-bed over another, each road-bed having two tracks, all the trains moving in one direction running on the two tracks on one road-bed and the trains in the reverse direction on the two tracks of the other road-bed. The local tracks are shown as arranged to pass the local stations at one side and the express stations at the other side, the express trains passing all the stations at one side and stopping at the express stations behind or at the other side of which the local trains pass and stop. In this way the express and local trains can run at any desired speed and time without any interference with each other or danger of collision.

Figure 1 in vertical section represents an elevated-railway structure embodying my invention, and Fig. 2 a plan view of one of the road-beds running past stations arranged between blocks along a street.

The frame A, supporting the two road-beds B C, may be of any usual or suitable construction, the frame being located at one side of the street. The road-bed B contains two tracks *b b'*, and the road-bed C two tracks *c c'*.

The railway will have a series of local stations L at suitable distances apart at one side of the street, and at proper intervals at the same side of the street there will be a number of express stations E. These stations may be made over the sidewalk or in a suitable building, and access may be had to the stations by usual stairs or by elevators. All the trains on the tracks *b b'* will be run in one direction, and those on tracks *c c'* in the opposite direction. The express trains will run on the tracks *b c* and the local trains on the tracks *b' c'*. Viewing Fig. 1, it will be seen that the local tracks *b'* and *c'*, just alike on each road-bed, run past all the local stations at one side, and as they come near an express station they pass to other or rear sides thereof, as shown. The local train on the local track may be stopped at all the local stations and at the express stations, if desired. The express trains on the tracks *b c* run past the local stations L at one side of and parallel to the local tracks, but do not stop at the local stations; but at the express stations the express track comes up to the side of the station, for the local track at the express station passes behind the said station. In this way patrons of the road at an express station may take a car for any express or local station; but at a local station a patron cannot get upon an express train.

The trains do not in any way interfere one with the other, and by putting all the stations at one side the street great economy is effected in real estate and stations.

The structure for supporting the tracks may be of any desired kind, as that is not of this present invention.

I claim—

The herein-described system of elevated railway, it comprehending two road-beds, one above the other, an express and a local track on each road-bed, on which the cars travel in the same direction, and local and express

stations, the local tracks being arranged to  
pass the local stations at one side, and the  
express stations at the other side, while the  
express tracks pass both the local and the ex-  
5 press stations at the same side, coming up,  
however, to only the express station, substan-  
tially as described.

In testimony whereof I have signed my  
name to this specification in the presence of  
two subscribing witnesses.

JOSEPH STONE.

Witnesses:

GEO. W. GREGORY,  
EMMA J. BENNETT.