

Dec. 28, 1926.

G. VASS

1,612,331

SUSPENDED RAILWAY

Filed March 29, 1926

2 Sheets-Sheet 1

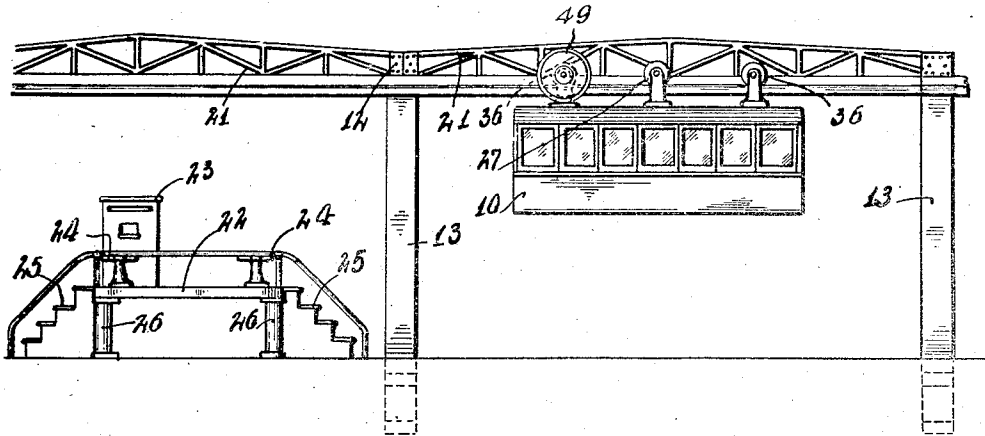


FIG. 1.

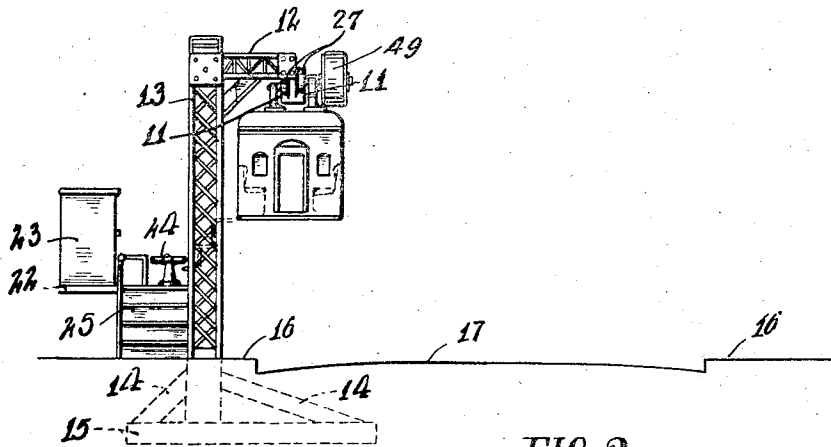


FIG. 2.

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2 Sheets-Sheet 2

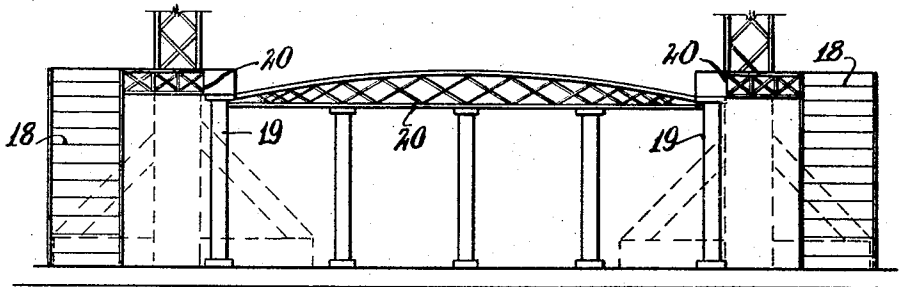


FIG. 3

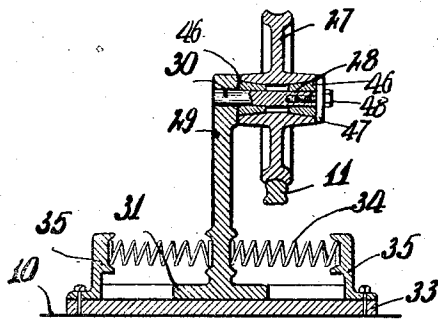


FIG. 4

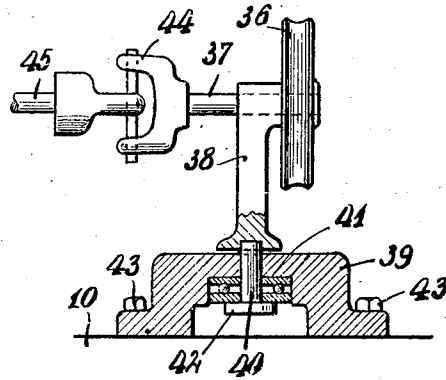


FIG. 6

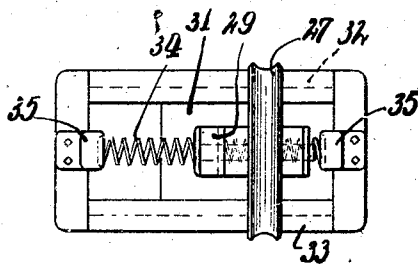


FIG. 5

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UNITED STATES PATENT OFFICE.

GABOR VASS, OF CLEVELAND, OHIO, ASSIGNOR OF ONE-HALF TO JOSEPH VARGO, OF CLEVELAND, OHIO.

SUSPENDED RAILWAY.

Application filed March 29, 1926. Serial No. 93,160.

This invention relates generally to elevated railways, the invention having more particular reference to a novel type of elevated railway provided with cars suspended
5 from tracks.

The invention has for an object the provision of an improved elevated railway in which the car wheels are so attached as to permit the car to negotiate comparatively sharp curves.
10

Another object is the provision of an improved elevated railway of a simple, novel construction, and arrangement of parts.

For further comprehension of the invention, and of the objects and advantages thereof, reference will be had to the following description and accompanying drawing, and to the appended claims in which the various novel features of the invention are
15 more particularly set forth.

Fig. 1 of the drawing, is a side elevational view of my improved elevated railway, showing a car in position on the tracks.

Fig. 2 is an end elevational view thereof.

Fig. 3 is a longitudinal sectional view of the underground structure, as used in connection with my improved elevated railway.
25

Fig. 4 is a vertical central sectional view of the center car wheel, as used in connection with my improved elevated railway.
30

Fig. 5 is a top plan view thereof.

Fig. 6 is a side elevational view of the end car wheel, certain parts being shown in section, as used in connection with my improved
35 elevated railway.

As here embodied my improved elevated railway comprises briefly, a car 10, suspended from the tracks 11, which are suitably hung from a structure consisting of horizontal arms 12, attached to the upright columns 13, which are supported by struts 14, attached thereto and to a base member 15, said struts 14, said base members, 15, and the lower extremity of the said upright columns 13, preferably located under the side walk 16 and the street 17. The said upright columns 13 being also supported by truss members 21. It will be understood that the above mentioned construction is provided at
40 both sides of the street so as to provide transportation in both directions.

Under ground passages are provided with stair ways 18, as a means of entrance and exit, the side walk 16 and the street 17 being
45 suitably supported by columns 19 and any

suitable truss construction as designated by the reference numeral 20.

I have also provided elevated platforms 22, provided with ticket booths 23, suitable turn stiles 24, and stairways 25, the said
60 elevated platforms being supported by a suitable column 26.

Referring in particular to Fig. 4 of the accompanying drawing the center car wheels 27, are rotatively mounted on the cone
65 shaped members 46, which are slidably mounted on the horizontal shaft 28, attached at one extremity, as at 30, to a vertical support 29, which has a suitable base 31, dove-tailed, as at 32, so as to slide in the base support 33, which is suitably attached to the
70 top of the said car 10, at or near its extremities. The coil springs 34, are oppositely located, and superimposed between the said vertical support 29 and the brackets 28, which are attached to the base support 33, as at 35, and so located as to prevent the base 31 from disengaging from the base member 33. The above described construction being such as will permit the washer
75 47, when the bolt 48 threadedly attached to the vertical shaft 28, is screwed in, to tighten the said center car wheels 27, so as to take up wear. It being further understood, that the above described construction is such as will
80 permit the center car wheels 27, to assume the necessary relative position to the end car wheels 36, so as to allow the said car 10, to negotiate comparatively short curves.

Referring in particular to Fig. 6, of the accompanying drawing, the end car wheels 36, are rigidly attached to the horizontal shaft 37, which is rotatively mounted in the vertical support 38, which is pivotally attached to the base member 39, at its lower
85 extremity, by a pin 40 having a thrust bearing 41 suitably located in the base member 39, which is rigidly attached to the top of the said car 10, as at 43, and upon which the shoulder 42 of the pin 40 is supported and
90 pivoted. The above construction being such as will permit the end car wheels 36 to accommodate themselves to allow the said car 10, to negotiate comparatively short curves.

The vertical shaft 37 is provided with
95 universal joint 44, of common ordinary construction, attached thereto, and to the driving shaft 45, of the electric motor 49.

It will be understood that the end wheels 36, are driven by a suitable electric motor,
100 110

such as commonly used for devices of this nature and that the said car 10, is provided with central mechanism for the said motor, suitable pneumatic brakes, doors, and seating facilities, such as ordinarily used, and which do not form a part of my invention as here claimed.

While I have above described the preferred form, construction, and arrangement of the several elements employed, it will be understood that the device is, nevertheless, susceptible of considerable modification therein; and I therefore reserve the privilege of resorting to such changes as may be fairly embodied within the spirit and scope of the invention as claimed.

Having thus described my invention what I claim as new and desire to protect by Letters Patent is as follows:—

20 1. In a device of the class described, center wheels rotatively attached to shafts, attached to supports slidably mounted in base supports attached to the top of car.

25 2. In a device of the class described, center car wheels rotatively mounted on cone shaped members, slidably mounted on horizontal shafts attached at one extremity so as to tighten the said center car wheels to a vertical support having a base, said base
30 dovetailed, so as to slide in a base support,

attached to the top of a car, at or near its extremities, coil springs oppositely located and superimposed between the said vertical support and brackets, attached to the said base support, and so located as to prevent the said base from disengaging with the said base member. 35

3. In a device of the class described, end car wheels rigidly attached to horizontal shafts rotatively mounted in vertical supports pivotally attached to base members at their lower extremities by a pin, a thrust bearing located in the said base member rigidly attached to the top of a car, upon which the shoulder of the said pin is supported and pivoted. 45

4. In a device of the class described, traction mechanism for suspended railway cars comprising a forward wheel, a pivotally mounted support for said wheel having a substantially vertical axis, driving mechanism for rotating said wheel, a rear wheel, a pivotally mounted journal for said rear wheel, and an intermediate wheel slidably mounted on the top of said car having a freedom of movement lateral of said car. 55

In testimony whereof I have affixed my signature.

GABOR VASS.