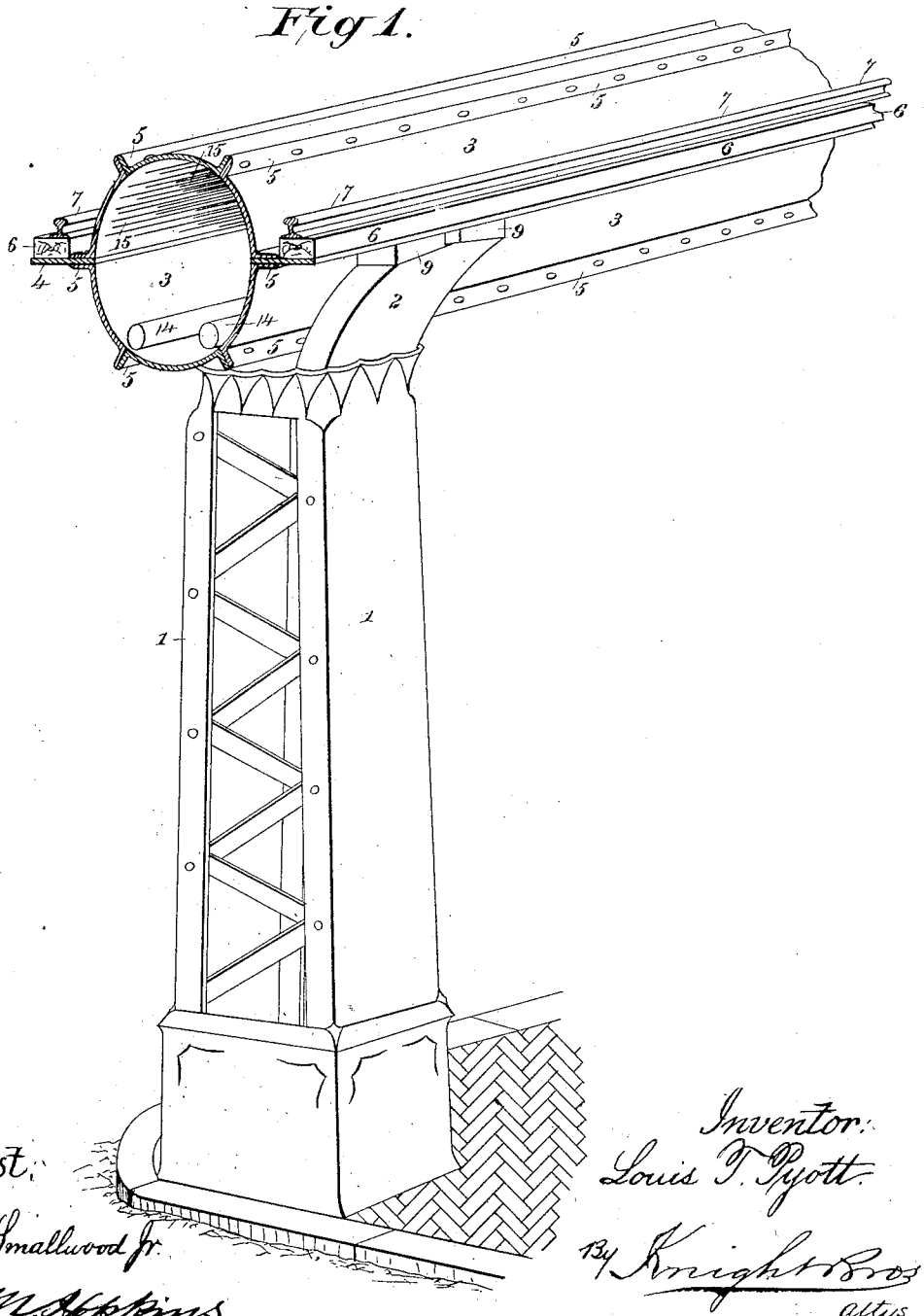
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L. T. PYOTT.

ELEVATED RAILWAY, BRIDGING, &c.

No. 276,878. Patented May 1, 1883.

Fig 1.



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Fig 2

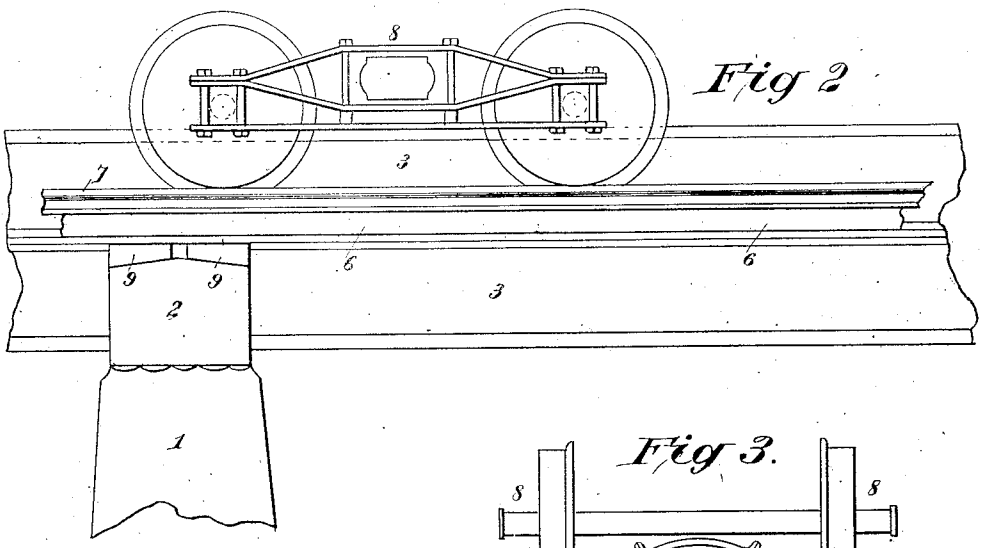


Fig 3.

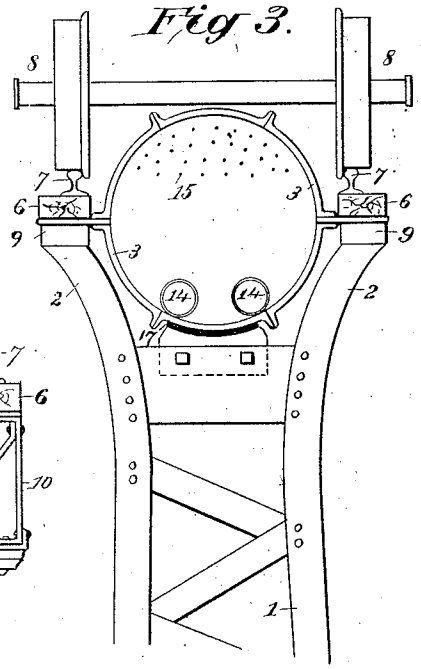
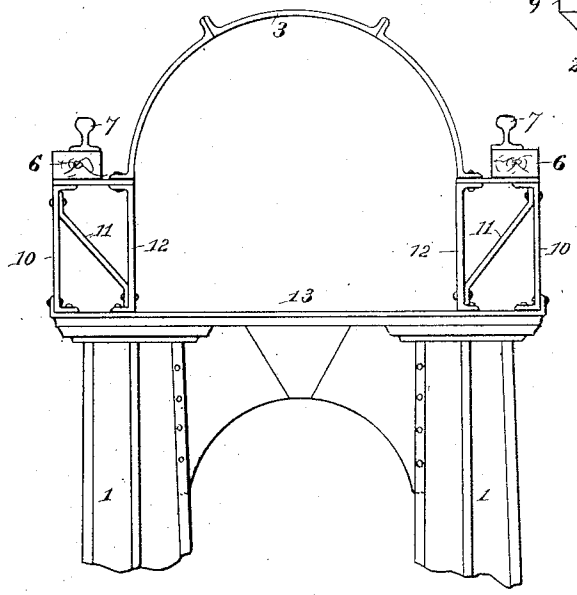


Fig 4.



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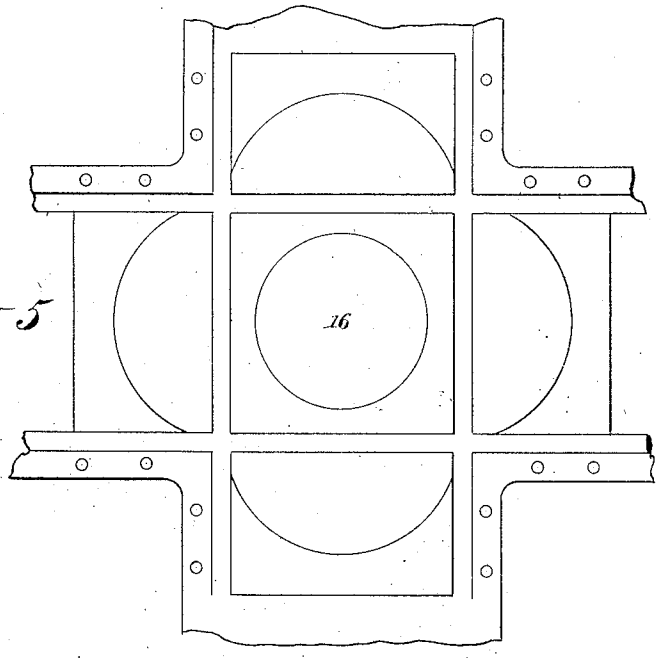
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ELEVATED RAILWAY, BRIDGING, &c.

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Fig 5



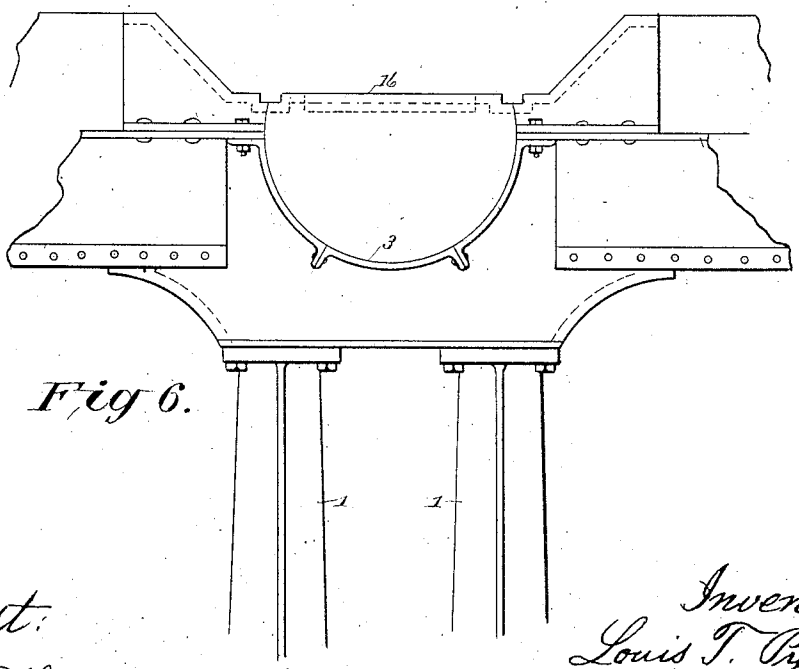


Fig 6.

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UNITED STATES PATENT OFFICE.

LOUIS T. PYOTT, OF PHILADELPHIA, PENNSYLVANIA.

ELEVATED RAILWAY, BRIDGING, &c.

SPECIFICATION forming part of Letters Patent No. 276,878, dated May 1, 1883.

Application filed July 14, 1882. (No model.)

To all whom it may concern:

Be it known that I, LOUIS T. PYOTT, a citizen of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in the Construction of Elevated Railways and Bridging, of which the following is a specification.

The object of this invention is to furnish a plan of construction of elevated railways and similar structures, which, while affording a safe and strong structure, will present the least possible surface to obstruct the light from the ground beneath. It is well known that the present deck or platform system of elevated railways in which beams and girders extend from side to side of the street between the tracks very seriously obstructs the light from and injures the value of the adjacent property, while those railways in which the track is placed on one line of columns as now constructed oscillate and are unsteady under the weight and momentum of the train. With both these structures, also, the noise is rendered more annoying by the echoing of the sound from the many flat parts existing in the constructions. My improved system overcomes these objectionable features, and also does away with the use of poles for the carriage of telegraph, telephone, and other wires, and affords support for the pneumatic tubes used in the transmission of packages, &c.

My improvement consists in the provision of a cylindrical girder supported from the ground by suitable standards having tracks for the carriage of trains, having space in its body for the stretching of telegraph and other wires and the laying of pneumatic tubes, and having suitable means at the top of each standard for adjusting the level of the girder.

The improvement also relates to minor details of construction to be hereinafter set forth.

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

Figure 1 represents in perspective a section of my improved elevated-railway system. Fig. 2 is a side elevation; Fig. 3, a vertical section. Fig. 4 represents a vertical section of the form preferred to be employed in turning a curve. Figs. 5 and 6 are respectively elevations and plans of a crossing on my plan.

1 represents one of the standards which are arranged along the ling of way, and serve to support, by brackets 2 2, which are seated on sheet lead or rubber 19 (see Fig. 3) on the tops of the standards, the cylindrical tube or girder 3, through the medium of flanges 4 4, bolted to or formed in one with said tube. This girder 3 is made up of a number of segments, whose flanges 5 5 are bolted or riveted together, as shown. The flanges 4 4 carry the wooden beams or cushions 6 6, on which are fastened the rails 7 7, forming the track.

At 8 8 I have represented a truck resting on the track.

It will be seen that the upper flanges, 5 5, of the girder, being in close relation to the axles of the trucks, render them safe from accident in case of breakage.

The main cylindrical girder, as shown, forms the whole strength of the structure, holding such proportion to the gage of the track as will render it a safety-guard to prevent the car from being precipitated to the pavement.

Between the flanges 4 4 and the tops of brackets 2 are interposed wedges 9 9, which are employed to level the girder, as required. Where crossings are to be made a flat is formed, still retaining over three-fifths of the area of the tube. For rounding curves the form shown in Fig. 4 is used.

The track may be supported on two separate standards by means of beams or brackets 10 10, held by braces 11 11. In this form the girder is arched in shape, its lower sections, 12 12, being parallel with each other and perpendicular to the platform or top 13. Additional tubes, 14, are arranged inside or suspended outside the girder to serve as pneumatic conveyers, or to conduct heated air or steam to the various stations. Conductors 15 are also stretched within the girder, serving for conveying electric currents for telegraphic or other purposes.

Man-hole plates 16 are so arranged on the under side of the girder as to permit ready access to its interior.

I am aware that a tubular girder or beam mounted on columns has heretofore been employed in an elevated railway for supporting

the track-rails, such constructions being shown, for example, in the English Patent No. 1,752, granted A. D. 1858.

I am also aware that a pneumatic dispatch-tube has been proposed as the main structure of an elevated railway and been provided for this object with external rails located at the top of the tube for receiving ordinary cars.

Having thus described my invention, the following is what I claim as new therein and desire to secure by Letters Patent:

1. In an elevated railway, the combination of the tubular or hollow beam or girder, having lateral flanges below the level of the top thereof, and track-rails supported on said flanges, with a supporting column or post adapted to receive said girder, whereby the wheels of the car run on said track-rails and its axle is arranged directly above and in proximity to the top of the girder, substantially as and for the purpose set forth.

2. In an elevated railway, the combination of the column, having the forked bracket and the adjustable wedges resting thereon, with the tubular or hollow beam or girder having lateral flanges and track-rails, as and for the purpose set forth.

LOUIS T. PYOTT.

Witnesses:
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ALBERT A. LONGAKER.