

(No Model.)

E. LANGEN.
OVERHEAD RAILWAY.

No. 540,994.

Patented June 11, 1895.

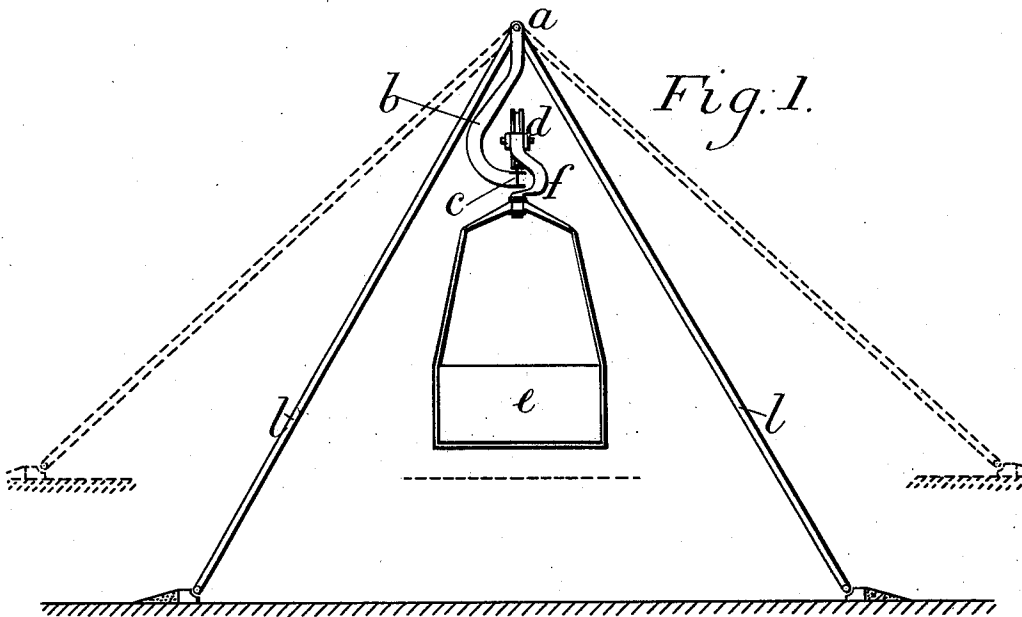


Fig. 1.

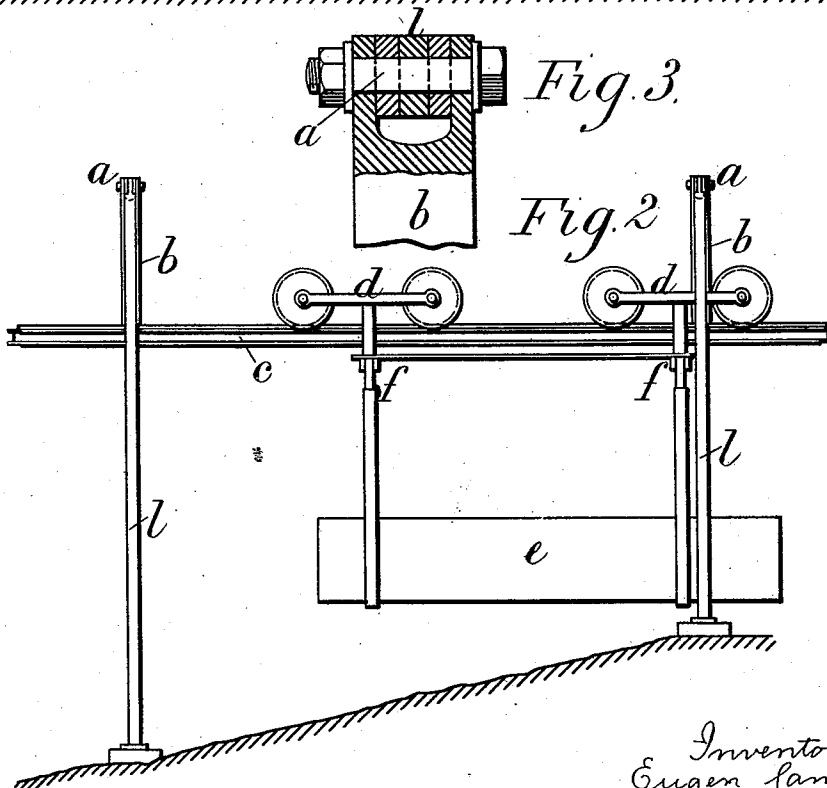


Fig. 3.

Fig. 2.

Witnesses:
Jno. W. Rea,
Chas. A. Green

Inventor=
Eugen Langen,
By James L. Norris
Att'y.

UNITED STATES PATENT OFFICE.

EUGEN LANGEN, OF COLOGNE, GERMANY.

OVERHEAD RAILWAY.

SPECIFICATION forming part of Letters Patent No. 540,994, dated June 11, 1895.

Application filed April 6, 1895. Serial No. 544,781. (No model.)

To all whom it may concern:

Be it known that I, EUGEN LANGEN, a citizen of Prussia, residing at 14 Werthstrasse, Cologne, in the Empire of Germany, have invented certain new and useful Improvements in Overhead Railways with Suspended Vehicles or Receptacles, of which the following is a specification.

My invention relates to an improved construction of overhead railways from trolleys running on which are suspended vehicles or receptacles containing the objects to be transported, and more particularly to such railways of a light construction in which the line consists of a single rail supported at intervals by standards or trestles.

According to my present improvements, I construct the supports of two inclined legs pivoted together at the upper end, so that their lower ends can be adjusted at a greater or less distance apart to suit the ground over which the railway is laid. From the said pivot of these supports I suspend a strong curved bar or rod, to the lower end of which the rail of the railway is rigidly fixed, the bar or rod being curved outward to one side at the intermediate part thereof to such an extent as to give room for a truck or trolley running on the upper side of the rail, from which truck the vehicle or receptacle is suspended by a link or links that are curved outward so as to pass round the side of the rail opposite that to which the suspension bar of the rail is fixed, and thus bring the point of suspension in the vertical plane passing through the rail and trolley.

Figures 1 and 2 on the accompanying drawings show, by way of example, a cross-section and a part side view of a light elevated railway constructed according to my above-described invention. Fig. 3 shows an enlarged section of the suspension-joint.

ll are the legs or supports pivoted together at *a*, and capable of being placed at any an-

gle apart to suit the level of the ground. The pivot pin *a* also constitutes the point of suspension of the curved link *b*, the lower end of which is fixed rigidly to the side of the rail *c*, on the upper edge of which run the trucks *d* carrying the load *e*, by means of the suspension link *f*.

The above described construction affords the following advantages: First, the supporting legs or trestles can be adjusted to any position to suit the surface of the ground traversed without affecting the vertical position of the rail and its suspension; secondly, the supporting legs are not subjected to any transverse strain, and can consequently be made very light.

When the suspended vehicle or receptacle is subjected to the action of lateral forces, such as wind causing it to assume an inclined position, the rail can assume a correspondingly inclined position in so far as its elasticity permits of this, and consequently it is enabled to withstand such lateral strain much more effectually.

Having thus described the nature of my said invention and in what manner the same is to be carried into practical effect, I claim—

In an elevated railway, the combination of two legs or supports *ll* pivoted together at the upper ends at *a* and resting with their lower ends upon the ground at any desired angle apart, a link *b* being suspended from the pivot *a* and having the running rail *c* fixed thereto, so that the link and rail can swing upon the said pivot, substantially as described.

In testimony whereof I have signed my name to this specification, in the presence of two subscribing witnesses, this 16th day of March, A. D. 1895.

EUGEN LANGEN.

Witnesses:

FRITZ SCHRÖDER,
MARIA NAGEL.