

J. ORLAY.
ELEVATED RAILROAD.
APPLICATION FILED DEC. 1, 1909.

1,020,570.

Patented Mar. 19, 1912.

4 SHEETS—SHEET 1.

Fig. 1.

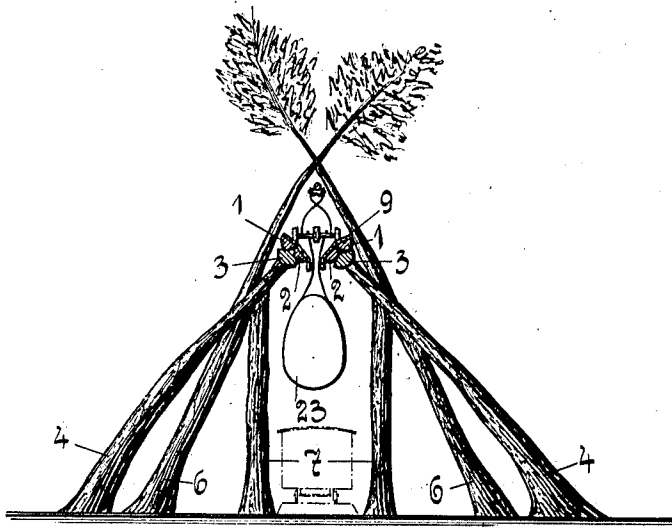
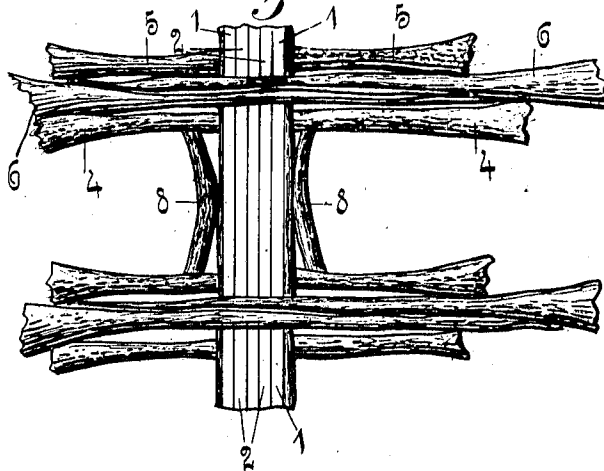


Fig. 2.



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Frank B. Bessard

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4 SHEETS—SHEET 2.

Fig. 3.

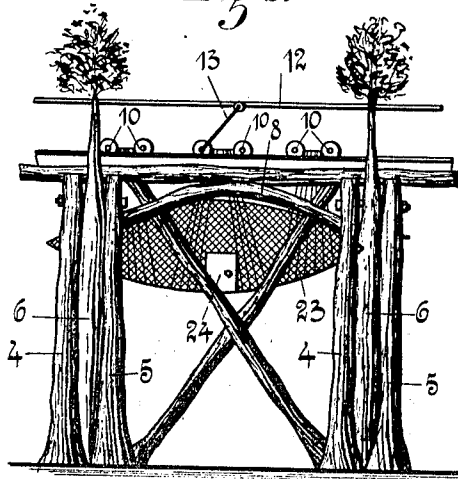
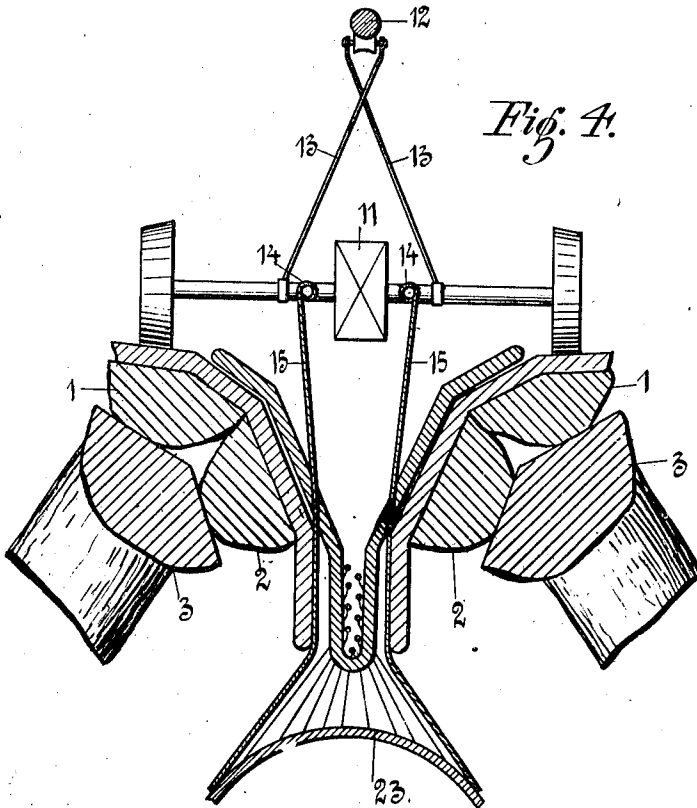


Fig. 4.



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4 SHEETS—SHEET 3.

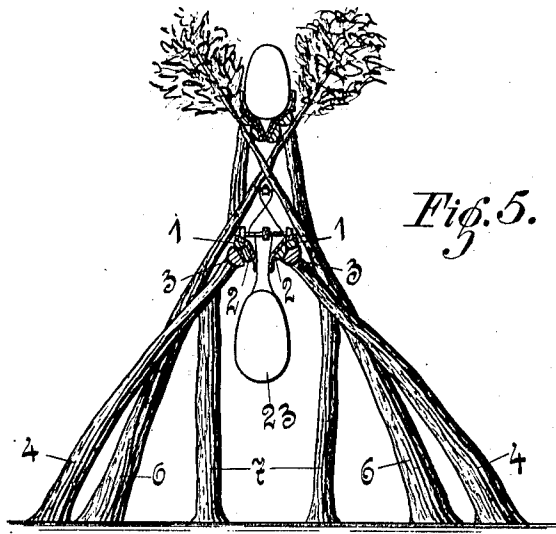


Fig. 5.

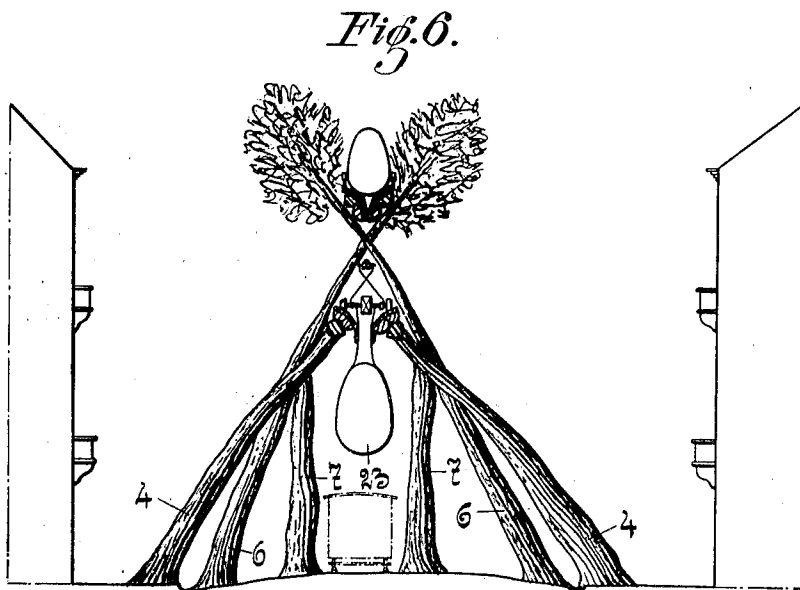


Fig. 6.

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4 SHEETS—SHEET 4.

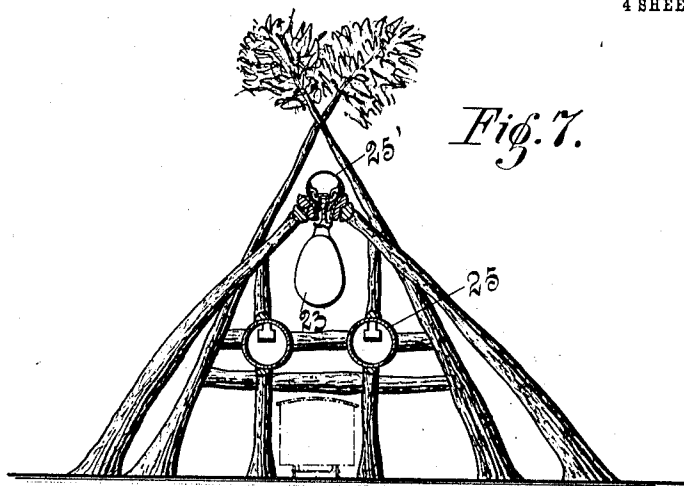


Fig. 7.

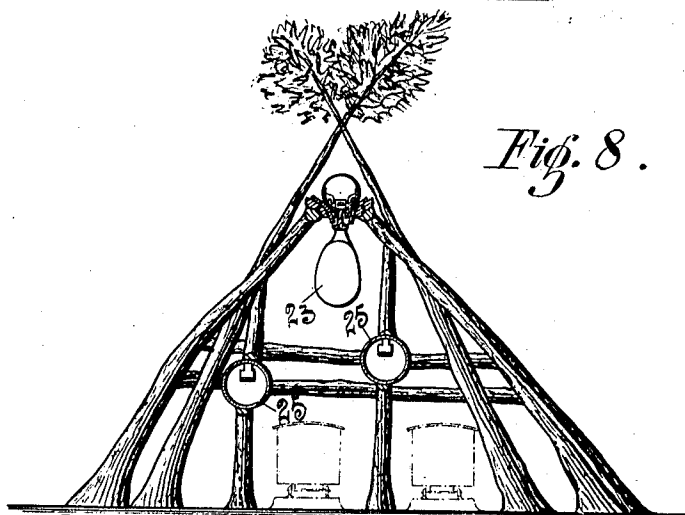


Fig. 8.

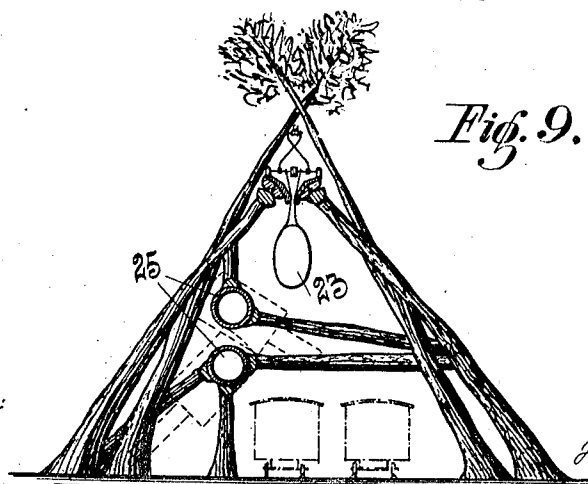


Fig. 9.

Witnesses:
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UNITED STATES PATENT OFFICE.

JERÔME ORLAY, OF TEMSCHE, BELGIUM.

ELEVATED RAILROAD.

1,020,570.

Specification of Letters Patent.

Patented Mar. 19, 1912.

Application filed December 1, 1909. Serial No. 530,773.

To all whom it may concern:

Be it known that I, JERÔME ORLAY, a subject of the King of Belgium, residing at Temsche, Belgium, have invented an Improved Elevated Railroad, of which the following is a specification.

This invention relates to an elevated railroad of novel construction, in which the sustaining structure is reinforced and anchored by rows of live trees, such structure being adapted for carrying a track for suspended cars, and also for carrying a suitable number of pneumatic tubes.

In the accompanying drawing: Figure 1 is a cross section of the railroad; Fig. 2 a plan; Fig. 3 a side view; Fig. 4 a cross section of the track and part of the car; Figs. 5, 6, 7, 8 and 9 are cross sections through modifications of the railroad.

The railroad comprises essentially two parallel elevated stringers each composed of three beams 1, 2, 3 which are suitably connected to each other. The stringers are secured to the upper ends of two rows of inclined poles 4, 5 planted on both sides of the track, and converging with their upper ends toward the center of the same. Between sets of adjoining poles 4, 5 are interposed similarly converging live trees 6 to which the poles are bolted, while additional upright trees 7 also placed on both sides of the track constitute props for the poles. Each stringer is furthermore supported by a series of arched braces 8, which are attached to the poles, so that in this way a firmly sustained overhead track is produced. The two uppermost beams 1, 2 of each stringer are covered on their upper sides with metal plates 9 constituting the track-rails.

The car body 23 having door 24 is by hangers 15 suspended from longitudinal rods 14 connecting the car axles 10, so that in this way the car body will travel within the clearance formed between the two rows of poles and trees. The electric motor 11 of the car is carried by one of its axles and receives its current from overhead wire 12 through trolley poles 13.

If desired each road may be adapted for the accommodation of two tracks arranged one above the other, and of which the upper track is supported by the trees 7 above their points of intersection, as illustrated in Figs. 5 and 6, Fig. 6 showing the railroad running through a city street. So also the structure may be utilized for supporting a number of pneumatic tubes through which the cars are propelled by compressed air, Fig. 7 showing the tubes arranged on a common level, Fig. 8 showing the tubes placed on different levels and Fig. 9 showing the tubes in vertical alinement.

I claim:

A device of the character described, comprising two rows of inclined poles, interposed inclined live trees to which the poles are connected, an elevated track carried by the poles, props engaging the poles, and arched braces engaging the tracks.

Signed by me at Temsche, Belgium, this 10th day of November 1909.

JERÔME ORLAY.

Witnesses:

MICHEL DE VRIES,
HART CLOUSE.