May 19, 1936. J. B. STRAUSS 2,040,886

SUSPENSION TRAM SYSTEM

Filed June 11, 1931

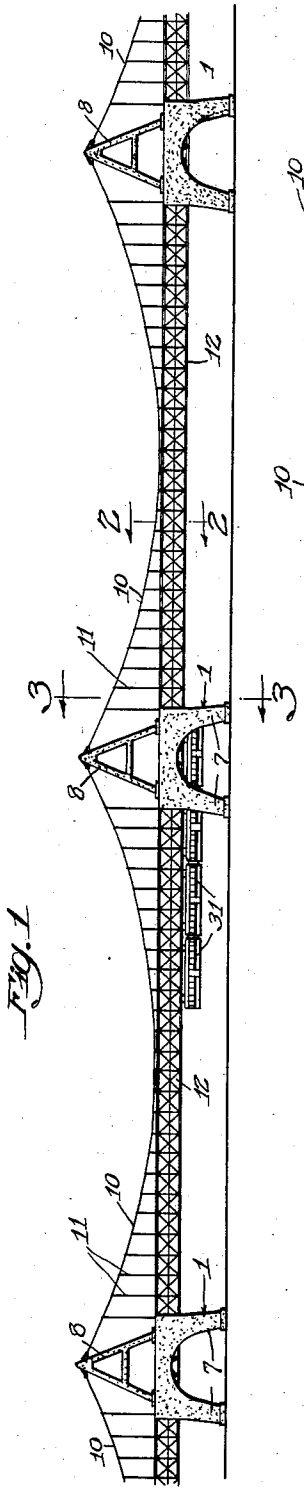


Fig. 1

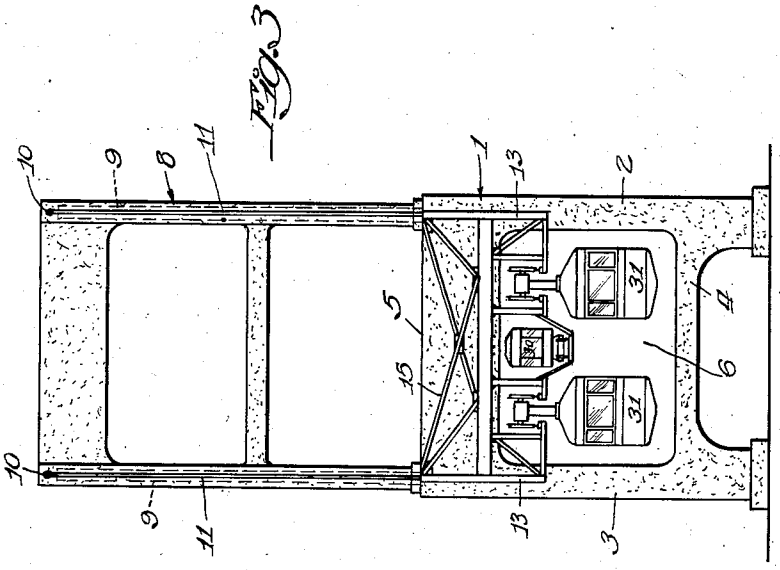


Fig. 3

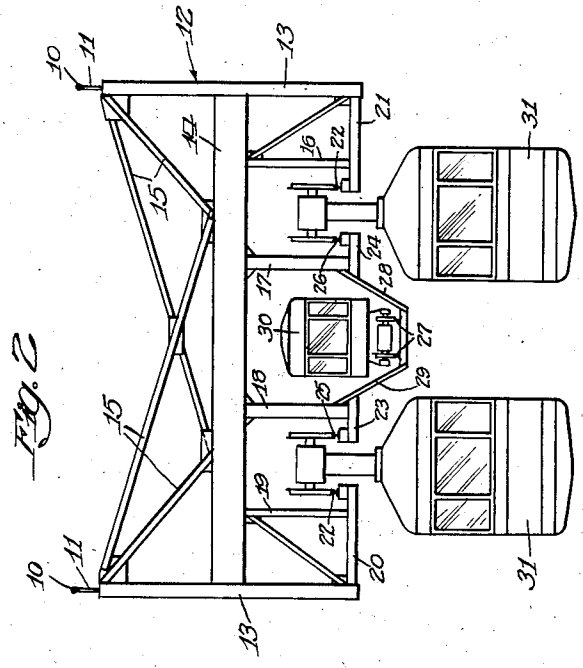


Fig. 2

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SUSPENSION TRAM SYSTEM

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Application June 11, 1931, Serial No. 543,595

1 Claim. (Cl. 104—124)

This invention relates to suspension tram systems and has for its object to provide a new and improved device of this description. The invention has as a further object to provide a tram way system which is exceedingly flexible in its adaptation to the train and to the crossing of ravines or rivers. The invention has as a further object to provide a tram way system which is particularly adaptable for long distance lines and requires very little ground space and readily adapts itself to grades and local conditions. The invention has as a further object to provide a tram way system particularly adapted for long distance lines and inter-city service and high speed travel. The invention has as a further object to provide a tram way system which can be erected and used on existing rights of way, such as railroads or the like, without interference therewith. The invention has other objects which are more particularly set forth in the accompanying description.

Referring now to the drawing, Fig. 1 is a side elevation of one form of device embodying the invention;

Fig. 2 is a sectional view taken on line 2—2 of Fig. 1;

Fig. 3 is a sectional view taken on line 3—3 of Fig. 1.

Referring now to the drawing wherein I have illustrated one form of device embodying the invention, I provide a series of towers 1 located at intervals. These towers are preferably made of concrete and have side walls 2 and 3, a bottom wall 4 and a top wall 5, there being a central space 6 through which the cars pass. Each tower preferably has two supports 7 on each side. Mounted upon the towers are the A frames 8, which are preferably of concrete construction and consist of a steel frame 9 embedded in concrete. Suspended between these A frames are the supporting cables 10. These supporting cables are connected by suspending members 11 with the steel supporting structure 12. The steel supporting structure as herein shown consists of built side members 13, preferably trusses, one on each side of the device, and these side members are connected together at intervals with the supporting braces 14. The tops of the side members 13 are connected to the supporting braces 14 by means of the lateral bracing members 15, see Fig. 2. Depending from the supporting braces 14 are the members 16, 17, 18 and 19 which act as the track supporting members. The members 16 and 19 are connected at the bottom with the side members 13 by the cross pieces 21 and 20, which project beyond the members 16 and 19, as shown in Fig. 2, and upon which the outer rails 22 are carried. The track supporting members 17 and 18 are provided at their lower ends with the cross members 24 and 23 upon which the inner rails 25 and 26 are supported. Connected with the inner track supporting members 17 and 18 is a third track having rails 27, said track being supported by members 28 and 29 connected with the track supporting members 17 and 18. Cars 30 run upon these tracks, and cars 31 run upon the two main tracks.

I claim:

A suspension tram way system comprising a series of towers located at intervals, frames on the top of said towers, suspension cables connected with said frames, steel supporting frames extending between the towers, suspending members connecting said cables with said steel supporting frames, said steel supporting frames having separated side members, supporting braces connecting them at intervals, four depending members connected with said braces and arranged in pairs, two sets of tracks connected with said depending members for cars traveling in opposite directions, supporting members connected with the inner depending members, and a third track connected with said supporting members.

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