(No Model.)

N. ALLEN.

ELEVATED RAILROAD CONSTRUCTION.

No. 263,088. Patented Aug. 22, 1882.

Fig: 1.

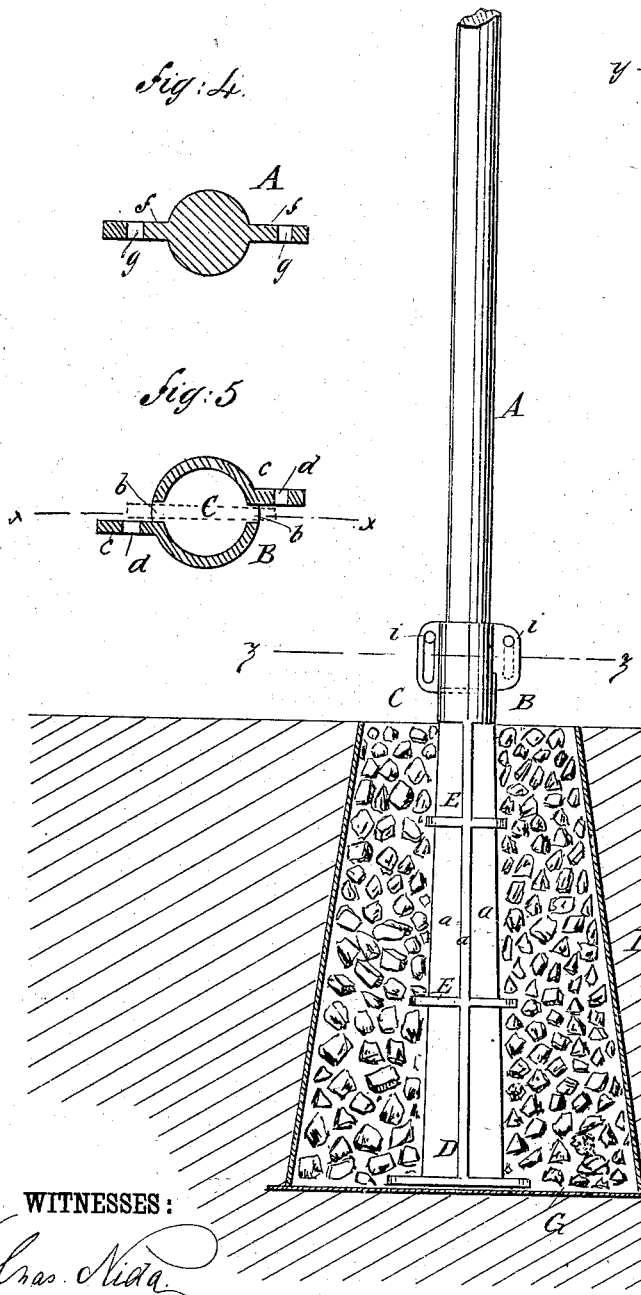

Fig: 2.

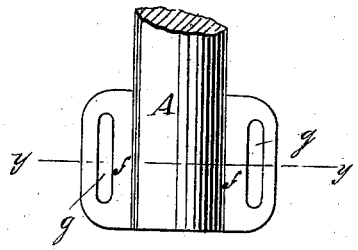

Fig: 3.

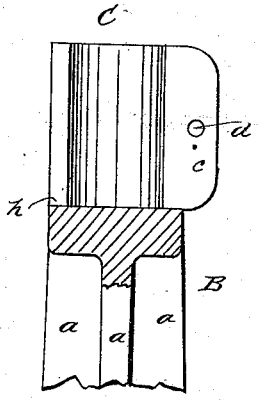

Fig: 4.

Fig: 5

WITNESSES:

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NORMAN ALLEN, OF ROCKAWAY BEACH, NEW YORK.

ELEVATED-RAILROAD CONSTRUCTION.

SPECIFICATION forming part of Letters Patent No. 263,088, dated August 22, 1882.

Application filed March 25, 1882. (No model.)

To all whom it may concern:

Be it known that I, NORMAN ALLEN, of Rockaway Beach, in the county of Queens and State of New York, have invented certain new and useful Improvements in Elevated-Railroad Construction, of which the following is a full, clear, and exact description.

My invention relates to the uprights or posts which support the superstructure of elevated railroads; and it consists in the peculiar construction and arrangement of parts, as hereinafter fully described.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a front elevation of one of my improved railroad-posts, showing the two parts secured together, and showing the method of setting the post in the ground. Fig. 2 is a detailed view of the lower end of the upper part of the post, showing the slotted flanges for securing the same to the lower part. Fig. 3 is a detailed sectional elevation of the upper end of the pedestal part of the post, taken on the line *x x* of Fig. 5. Fig. 4 is a cross-section taken on the line *y y* of Fig. 2, and Fig. 5 is a cross-section taken on the line *z z* of Fig. 1.

A represents the upper part of the post, and B represents the base or pedestal part of the post, which is made angular, or so as to form the side flanges *a a* below the surface of the ground; or this part of the post may be round and solid or tubular. The upper end of this pedestal part of the post is formed with the sleeve C, which is formed with the slots *b b* and side flanges *c c*, which are formed with the perforations *d d*, and the lower end of this part of the post is formed with the broad flange or base-plate D. Between the base-plate D and the sleeve C, at about equal distances therefrom, are formed the intermediate flanges, E E, as clearly shown in Fig. 1. The lower end of the upper part, A, of the post is of a size adapted to fit in the sleeve C of the pedestal part of the post, and is formed with the side flanges, *f f*, which are made with the slots *g g*, which flanges and slots correspond with the flanges *c c* and perforations *d d* of the pedestal part of the post, so that when the pedestal part of the post is set in the ground the upper part, A, may be set in the sleeve C and secured to the part A by the heavy bolts *i i*, which pass through the said perforations and slots in the said flanges.

In setting the pedestal part B of the post I first set in the ground the conical walling F of felt, the lower end of which is provided with or rests upon the sheet G of felt. In the center of this conical walling of felt I place the pedestal or base portion B, and then fill the space between the part B and wall of felt with broken stone and gravel and cover the top with a layer of any water-proof cement or coal-tar, or both, and finally tamp down the earth around the walling F as firm and solid as possible. By this means it will be seen that the post is entirely surrounded by a water-proof wall, so that no water can reach the post, which, when frozen, would tend to lift and heave the post out of the ground. Besides, the conical form of the walling F, together with the flanges E E of the base of the post, causes the ballast of stone and gravel to effectually hold the post against all upward as well as lateral movement.

In order to elevate the upper part, A, of the post for leveling the track, it is only necessary to loosen the nuts of the bolts *i i* and apply a suitable lifting-power—such as a jack-screw or suitably-arranged lever—to the said upper part and raise it to the required height, and place under it, upon the table *h* of the pedestal part B, (shown in Fig. 3,) a wedge or block of suitable thickness, and then tighten the nuts of the said bolts to place again.

It will be observed from Fig. 5 that the flanges *c c* are formed upon opposite sides of the slots *b b* in the sleeve C, which arrangement serves to support the upper part of the post equally upon both sides of the post.

Though I have shown the walling F circular and conical in form, it will be understood that I do not confine myself to such construction.

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent—

1. The walling F for surrounding the ballast, made conical and adapted to be used with the lower sheet, G, substantially as and for the purposes described.

2. The pedestal or base part of the post,

formed with horizontal intermediate flanges, E, and the vertical flanges *a*, substantially as and for the purposes set forth.

3. The base or pedestal part B, formed with the flanges *c c*, in combination with the upper part, A, formed with the slotted flanges, whereby the part A may be vertically adjusted, substantially as and for the purposes set forth.

4. The base B, formed with the sleeve C, slotted as shown at *b b*, and formed with the perforated flanges *c c*, in combination with the upper part, A, formed with the slotted flanges *f f*, substantially as described.

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Witnesses:
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