

J. WESTCOTT.  
LOCOMOTIVE.

No. 184,452.

Patented Nov. 14, 1876.

Fig. 1.

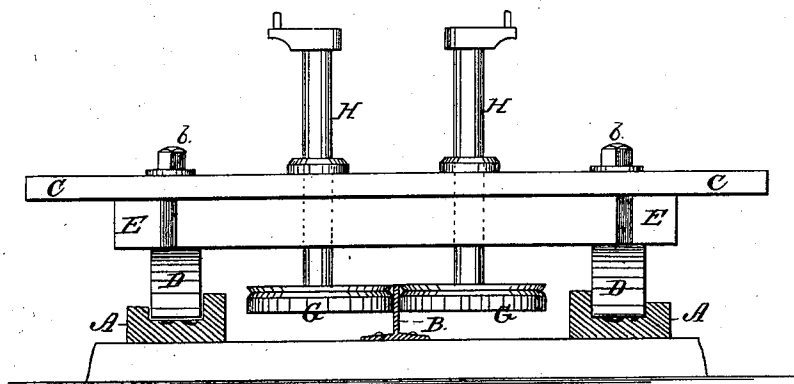


Fig. 2.

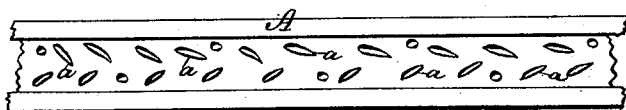


Fig. 3.

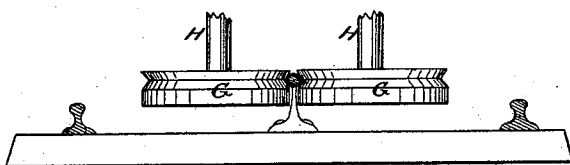
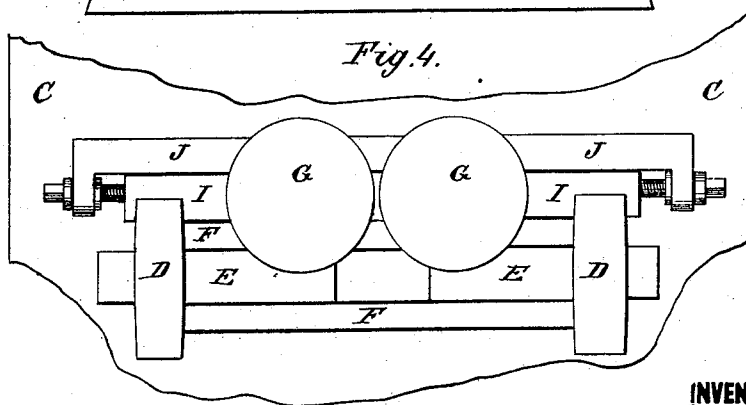


Fig. 4.



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# UNITED STATES PATENT OFFICE.

JOHN WESTCOTT, OF TOCOI, FLORIDA.

## IMPROVEMENT IN LOCOMOTIVES.

Specification forming part of Letters Patent No. **184,452**, dated November 14, 1876; application filed August 18, 1876.

*To all whom it may concern:*

Be it known that I, JOHN WESTCOTT, of Tocol, in the county of St. Johns and State of Florida, have invented a new and Improved Locomotive; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawing, forming part of this specification, in which—

Figure 1 is an end view, with the channeled rails and longitudinal band in section; Fig. 2, a detail plan view of the channeled rail, showing cavities in the same; Fig. 3, a detail view, showing a continuous rope substituted for the longitudinal band; Fig. 4, an inverted plan of a portion of the locomotive.

My invention relates to a novel construction of locomotive for drawing cars, which are supported upon swiveling pedals that slide in lubricated channeled rails; and it consists in pivoting the supporting-pedals in laterally-adjustable bars, whereby they are made to adapt themselves to the channeled rails, so as to obviate binding, and whereby, also, they are adapted to roads of different gage.

In the accompanying drawing, A represents the channeled rails, in which the pedals of the locomotive and cars slide. The channels in said rails are well lubricated with grease or other lubricant, and in order to prevent the latter from running off when the rails are upon an incline or grade, the bottoms of said channels are provided with a series of closely-arranged cavities, *a*, which may be of any shape and perform the function of cups to hold the lubricant. B is a longitudinal band, which is arranged fixedly between the two rails of the track, and with which the pulleys upon the locomotive engage to draw the cars along. This band is made of metal, and is rolled with flanges, which are spiked to the cross-ties; or in the place of the same may be used a rail,

or a rope supported upon stanchions, as shown in Fig. 3. C represents the bottom of the locomotive, which, instead of being mounted upon wheels, is supported upon pedals D, which move in the channeled rails. These pedals are arranged to swivel, so as to facilitate the turning of curves, and are attached to laterally-sliding bars E, which move between guides F F.

This lateral adjustment of the pedals may be definitely controlled by set-screws *b*, in adapting the car to roads of different gage, or it may be made automatic, with springs on each side, so as to cause the pedals to adapt themselves to the road, and thus obviate any jamming incident to the inequalities of the road.

G are the traction-pulleys, arranged beneath the locomotive upon the lower ends of shafts H, which extend upwardly and are geared with the actuating mechanism. These pulleys with their shafts are located in laterally-adjustable bars I, which move between guides J F, so that they may be forced, by means of set-screws or levers, against the longitudinal band between the rails. The faces of these pulleys are made so as to engage with the plain sides of the band, and are also grooved, so as to fit a rail or rope, which may be substituted for the band of metal, or to receive a rib of iron, which may be rolled upon the band.

Having thus described my invention, what I claim as new is—

The combination, with the locomotive, of the swiveling pedals D, and the laterally-adjustable slide-bars E, carrying said pedals, as and for the purpose described.

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Witnesses:

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