J. WESTCOTT.

SLIDING CARS FOR RAILWAYS.

No. 180,400. Patented July 25, 1876.

Fig. 1.

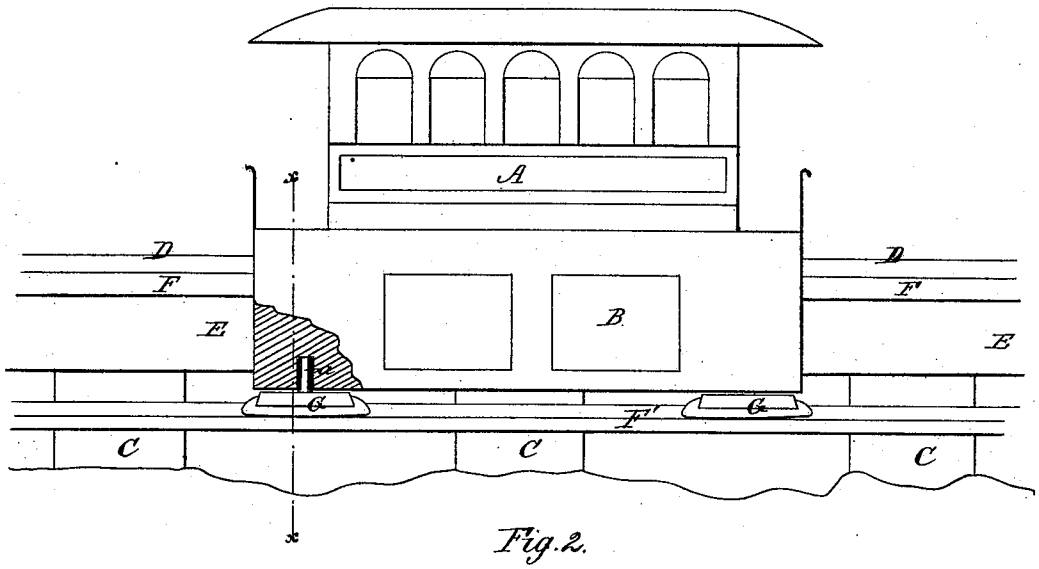
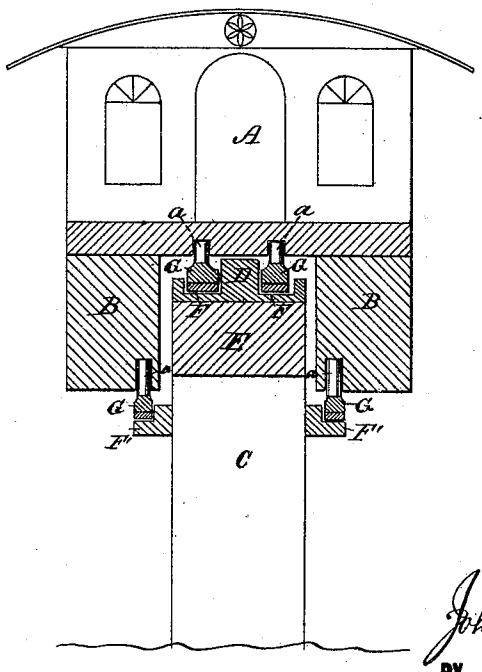


Fig. 2.



WITNESSES:

Solon C. Kemon

Chas. A. Pettit

INVENTOR:

John Westcott

BY Munn & Co

ATTORNEYS.

UNITED STATES PATENT OFFICE.

JOHN WESTCOTT, OF TOCOI, FLORIDA.

IMPROVEMENT IN SLIDING CARS FOR RAILWAYS.

Specification forming part of Letters Patent No. **180,400**, dated July 25, 1876; application filed May 17, 1876.

To all whom it may concern:

Be it known that I, JOHN WESTCOTT, of Tocoi, in the county of St. John's and State of Florida, have invented a new and Improved Combined Railway and Car; 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 a side elevation, with corner broken away to show pedal-pivot; Fig. 2, a sectional end view through line *x x* of Fig. 1.

My invention relates to certain improvements in railway-cars, both of that class which are designed to run upon double tracks of broad or narrow gage, and also of the class of elevated railways having a single track.

My improvement consists, chiefly, in constructing the car with pedals, adapted to slide in channeled lubricated rails with a sliding friction, which pedals are attached to the car to support the same by a swiveling connection, whereby the car is permitted to swivel upon its pedals in rounding curves, which prevents the binding of the pedals in the channels of the rails. The draft-strain is produced by the contact of the locomotive drive-wheels upon a single rail, and the advantages resulting from the employment of sliding pedals rest in the cheaper construction of the road and running-stock, dispensing with the cost of trucks and wheels, and reduced wear and tear upon the road, by reason of the smoothness of movement and freedom from jar.

In the accompanying drawing, A represents a car of the class employed upon elevated railways, having pendent side extensions B, and mounted upon a track supported upon piles C, driven into the ground a proper distance apart. The said track is placed upon a stringer, E, and consists of a rail or plate, D, having channels F upon each side, and a central raised portion between, which constitutes the support for the drivers of the locomotive, and upon which the said drivers run with a rolling friction to draw the cars. G are the pedals which support the cars, which pedals are faced upon the bottom with a shoe for greater durability, and are provided with a shank or bolt, *a*, extending up and swiveling in the car. The lower portions of said pedals move in the lubricated channels of the rails while supporting the car, and, being connected with the car through a swivel-joint, permit the said car to turn upon the same when rounding curves, and thus obviates the binding of the pedal in the channels. Lower down upon the piles C I arrange, also, a second set of supplemental rails, F, which, as here shown, are recessed, but which may be channeled, also, if desired; and in the said channels or recesses are arranged a second set of swiveling pedals, which are located in the pendent extensions B of the car, and serve the purpose of keeping the car steady, and preventing oscillation.

The rails D and F′ may be made either of metal or hard wood; but the latter will, for cheapness, be preferred, and the rail D, instead of being made in one piece, as shown for a single-track elevated railway, may be made of two separate rails, channeled as described, and arranged upon the ground after the manner of ordinary roads of broad or narrow gage. In either case the channels of the rails are well lubricated with grease or other suitable lubricant, and the pedals, which are arranged to move either backward or forward, glide smoothly therein from the traction of the locomotive drive-wheels, which locomotive may be also provided with pedals of a similar construction, to steady and center the drive-wheels upon the main track.

The advantages of this improved construction of cars are, that they glide smoothly and swiftly along without jolt, jar, or noise, and, while thus enhancing the comfort of travelers, reduce at the same time the wear and tear upon the road and running-stock. The construction of the car also dispenses with trucks and wheels, and greatly lessens the first cost of building stock as well as of maintaining the same.

I am aware of the fact that it is not new to employ channeled or grooved rails, and that cars with pendent side extensions are also old.

I am aware of the fact that it is not new to employ a swiveling skate or runner for the purpose of guiding sleds, &c., and I therefore

limit my invention to the combination of the car, as hereinbefore described, with the grooved or channeled rails.

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

1. A railway-car having swiveling supporting-pedals, in combination with a track having grooved or channeled rails, substantially as and for the purpose described.

2. The combination, with the car A, having swiveling supporting-pedals, adapted to move in channeled rails, of a second set of swiveling pedals located in the pendent side extensions of the car, and adapted to move upon lower supplemental rails, for the purpose of guiding and steadying the car, substantially as described.

JOHN WESTCOTT.

Witnesses:
J. D. STANBURY,
GEO. W. ATWOOD.