

(No Model.)

2 Sheets—Sheet 1.

V. A. EMOND.
RAILWAY.

No. 555,081.

Patented Feb. 25, 1896.

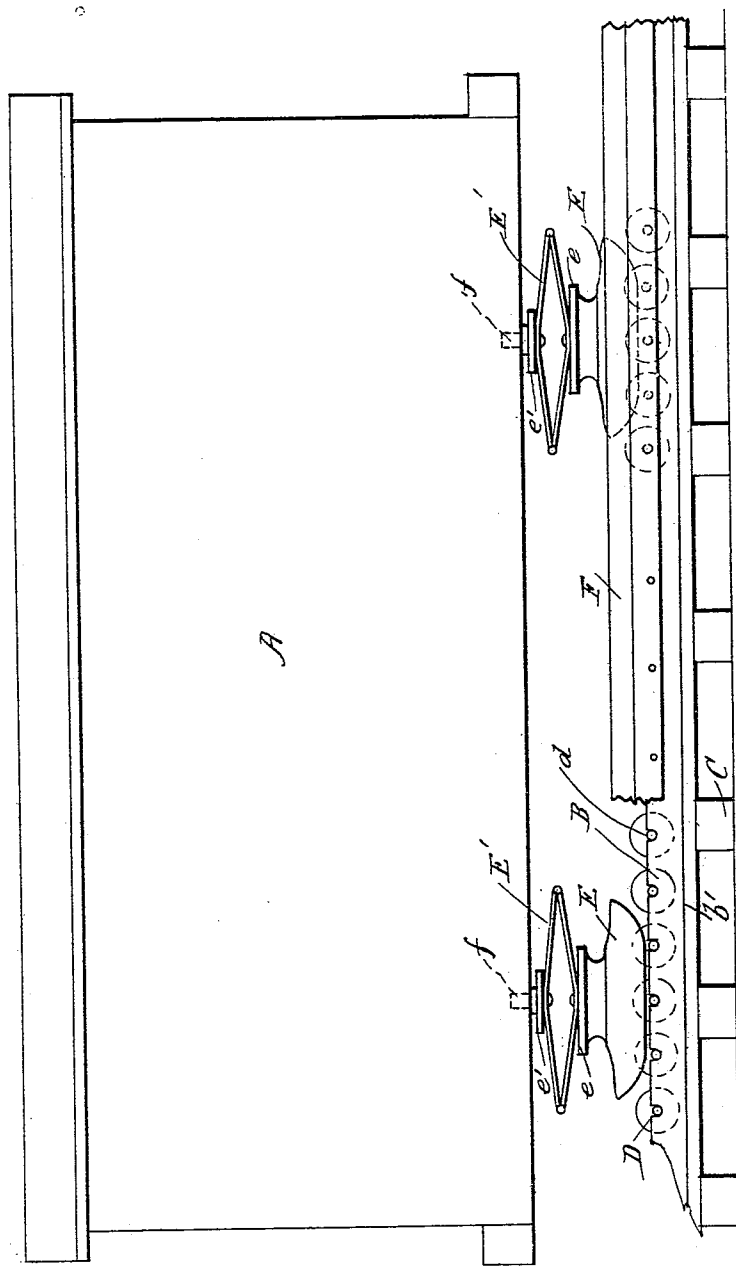


FIG. 1.

Witnesses:

J. C. Laberge.
Louis Filion

VITAL ALFRED EMOND, Inventor

By Attorney *J. A. Marion.*

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FIG. 2.

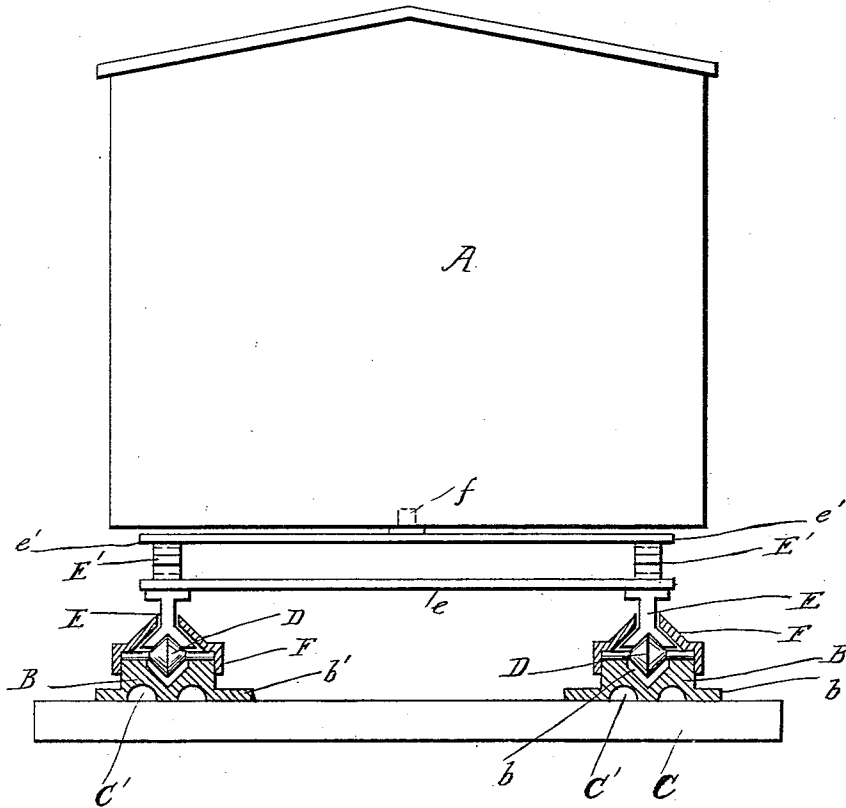
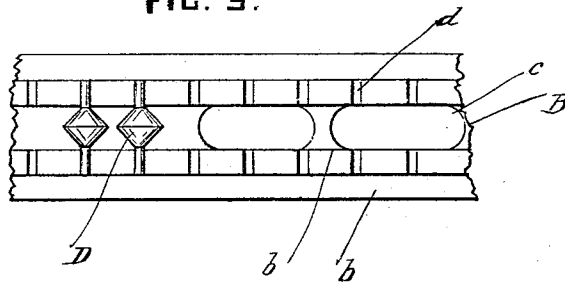


FIG. 3.



Witnesses

F. C. Laberge.
Louis Fillion

VITAL ALFRED EMOND, Inventor

By Attorney *J. A. Marion.*

UNITED STATES PATENT OFFICE.

VITAL ALFRED EMOND, OF QUEBEC, CANADA.

RAILWAY.

SPECIFICATION forming part of Letters Patent No. 555,081, dated February 25, 1896.

Application filed December 9, 1895. Serial No. 571,605. (No model.)

To all whom it may concern:

Be it known that I, VITAL ALFRED EMOND, a citizen of the Dominion of Canada, residing in the city and district of Quebec and Province of Quebec, Canada, have invented certain new and useful Improvements in Railways; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to railways; and it consists in the novel construction and combination of the parts hereinafter fully described and claimed.

In the drawings, Figure 1 is a side view of a portion of a railway constructed according to this invention. Fig. 2 is a cross-section. Fig. 3 is a plan view of a portion of one of the rails.

A is the outline of a car-body of any approved construction.

B are the rails upon which the car runs. Each rail B is provided with a central longitudinal V-shaped groove *b* and base-flanges *b'* for securing it to the ties C.

C' are grooves or conduits in the under side of the rail for receiving telegraph or other similar wires, and *c* are holes in the rails for letting out the water.

D are rollers journaled in notches *d* in the upper side portions of the rails B. These rollers are double cones and their largest parts are at their centers.

E are inverted-V-shaped runners which slide upon the rollers D. These runners are secured in pairs to plates *e*, and E' are springs arranged above the plates *e* and coupling them to similar plates *e'*. A pair of runners is arranged at each end of the car. The body of the car is connected to each plate *e'* by a centrally-arranged pin *f*, so that the car can go around curves.

F are cover-plates secured to the rails and

operating to prevent the rollers and runners from becoming displaced.

This construction of railway is specially adapted for overhead railways, and the car may be propelled in any approved manner, such as by an electric-trolley system or by any approved motor.

What I claim is—

1. In a railway, the combination, with rails provided with longitudinal grooves, of a series of double conical rollers journaled in the side portions of the rails and running in the said grooves, and a car-body mounted on runners sliding on the said rollers, substantially as set forth.

2. In a railway, the combination, with rails provided with longitudinal grooves, of a series of double conical rollers journaled in the side portions of the rails and running in the said grooves, runners sliding on the said rollers, a car-body, plates secured to each pair of runners, plates centrally pivoted to the end portions of the car-body, and springs interposed between the said plates, substantially as described and shown.

3. In a railway, a rail provided with an upper longitudinal groove, flanges at its base, longitudinal grooves or conduits in its under surface and a series of double conical rollers journaled in the sides of the said rails and running in the said upper groove, substantially as set forth.

4. In a railway, the combination with a longitudinal rail, and a series of double conical rollers carried thereby, of an inverted-V-shaped runner bearing on the said rollers, and cover-plates secured to the rail and holding the said rollers and runners in position, substantially as set forth.

VITAL ALFRED EMOND.

In presence of—

J. A. MARION,
F. C. LABERGE.