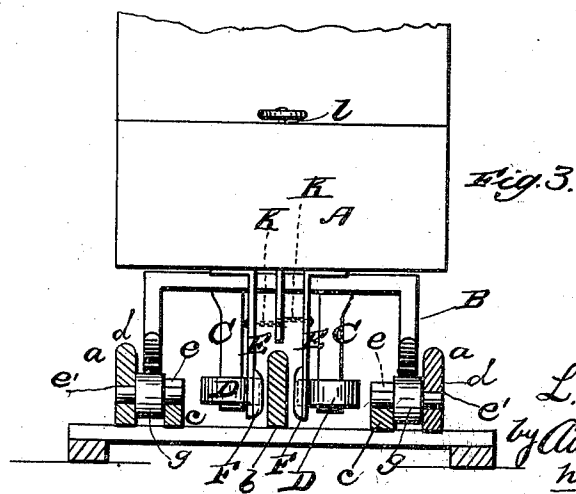
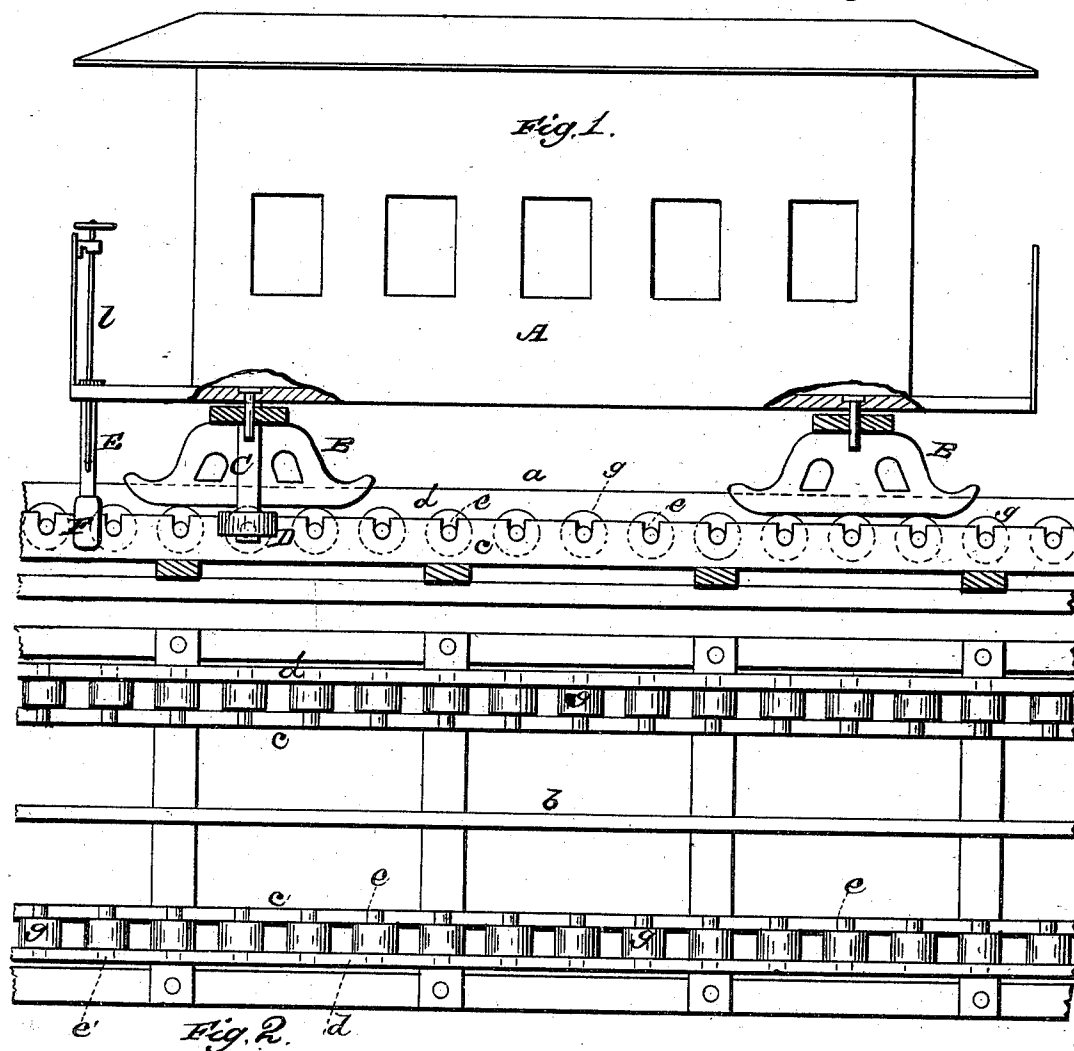


(No Model.)

L. AUGSPATH.
RAILWAY AND CAR.

No. 283,947.

Patented Aug. 28, 1883.



WITNESSES
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INVENTOR

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UNITED STATES PATENT OFFICE.

LOUIS AUGSPATH, OF LITTLE ROCK, ARKANSAS.

RAILWAY AND CAR.

SPECIFICATION forming part of Letters Patent No. 283,947, dated August 28, 1883.

Application filed October 9, 1882. (No model.)

To all whom it may concern:

Be it known that I, LOUIS AUGSPATH, a citizen of the United States, and a resident of Little Rock, in the county of Pulaski and State of Arkansas, have invented a new and valuable Improvement in Railways and Cars; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a side view, partly in section. Fig. 2 is a top view of the track. Fig. 3 is a cross-sectional view of the track and end view of the car.

The object of the invention is to provide a railroad and car which will be comparatively noiseless when in operation; and the invention consists in the devices hereinafter set forth, and pointed out in the claims appended.

In the accompanying drawings, the letter *a* designates the main rails of the track, and *b* a middle rail parallel thereto. Each of the main rails consists of two parallel bars, *c* and *d*, the inner bar, *c*, being of less height than the outer bar, *d*. The inner bar, *c*, is provided with notched seats *e* for the inner journals of the vertical rollers *g*, which are arranged in horizontal series between the rails *c* and *d*. The diameter of these rollers is small, and while their upper or bearing edges are designed to be higher than the top of the inner rail, *c*, said edges are lower than the top of the rail *d*, so that the latter rail serves as a guard. The rail *d* is provided with a series of perforated journal-seats, *e'*, in which the outer journals of the track-rollers *g* revolve.

A represents the car, which is supported by runners *B*, which are usually secured to truck-frames, which are pivoted to allow the car to pass readily on curves of the track. The runners are designed to bear on the track-rollers *g*.

C C indicate two laterally-arranged hangers or downwardly-projecting bearings, which carry horizontal rollers *D*, which are in close relation to the middle guard-rail, *b*, and are designed to engage the same when the car is running on curves of the track. These horizontal guide-rollers prevent the runners from engaging the outer rails of the track.

E E represent brake-arms carrying suitable brake-shoes, *F*. These arms are arranged in pairs, and extend downward from the base of the car or truck-frame on each side of the middle rail, *b*. These brake-arms are connected by chains *K* to the stem of a brake-shaft, *l*, which may extend up through the platform of the car, for operation in the usual manner. When the brake-shaft is turned, the brake-shoes are drawn toward each other and engage the sides of the middle rail, *b*.

These cars may be drawn by locomotives running on the outer rails, *d*, or they may be operated by chains extending from stationary engines.

Supporting-pedals pivoted in laterally-adjustable bars attached to the bottom of a locomotive have been arranged to slide in lubricated channeled rails, so as to obviate binding therein, and this construction is not of my invention.

A longitudinal guard-rail located fixedly between the two rails of the track, and with which the guide-wheels on a locomotive engage, has also been used prior to my invention, and is not broadly claimed herein.

Having described this invention, what I claim, and desire to secure by Letters Patent, is—

1. A railroad-track having the double rails *c d*, of unequal height, and the horizontal series of track-rollers *g* between them, substantially as specified.

2. A railroad-track consisting of the double rails *c d*, of unequal height, the pivoted track-rollers *g* between the same, and the middle guide-rail, *b*, substantially as specified.

3. The combination, with the track-rails *c* and *d* and the middle guard-rail, *b*, of the car-runners *B*, the track-rollers *g*, the horizontal guide-rollers *D*, and the brakes, substantially as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

LOUIS AUGSPATH.

Witnesses:

BEALL HEMPSTEAD,
J. A. DIBRELL, Jr.