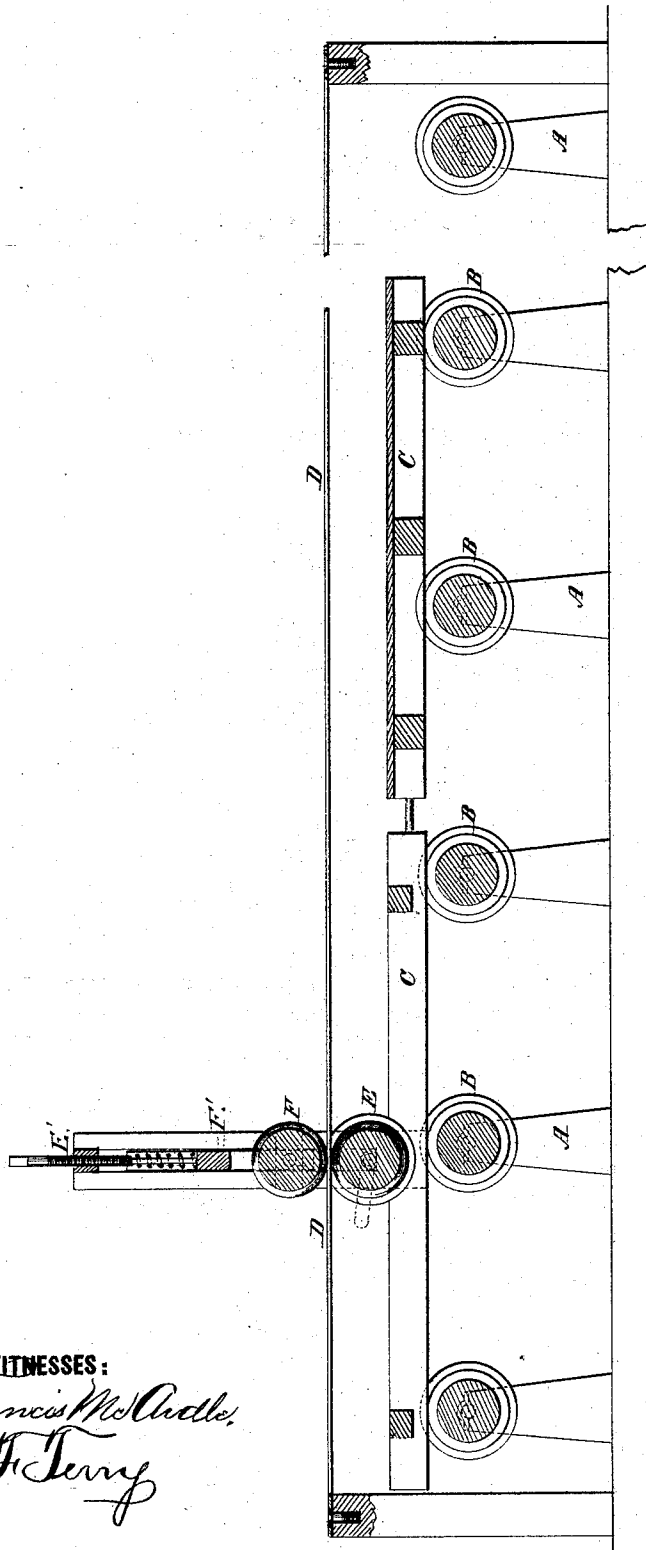


C. DEVILBISS.
Car-Propellers.

No. 157,801.

Patented Dec. 15, 1874.



WITNESSES:

Francis M. Chelle.
A. F. Terry

INVENTOR:

C. Devilbiss
BY *Wm. H. [Signature]*
ATTORNEYS.

UNITED STATES PATENT OFFICE.

CASPER DEVILBISS, OF SHELLSBURG, IOWA.

IMPROVEMENT IN CAR-PROPELLERS.

Specification forming part of Letters Patent No. **157,801**, dated December 15, 1874; application filed October 3, 1874.

To all whom it may concern:

Be it known that I, CASPER DEVILBISS, of Shellsburg, Benton county, in the State of Iowa, have invented a new and Improved Mode of Constructing and Operating Railroads; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawing, forming a part of this specification, in which is represented a side elevation of my improved railroad, showing the cars thereon.

The invention will first be fully described, and then pointed out in the claim.

A represents a series of posts set in the ground on each side of the railroad, which support wheels B having a high flange on the outside. These wheels may have each a separate shaft, but I prefer to hang them on the ends of shafts which shall span the road, or extend from one post to the opposite post of the road. The bars C C of car-frame are made to run between the flanges of wheels B B and on their peripheries. D is the guide and fric-

tion bar, which is elevated over the middle of track, while E and F are friction-rolls between which the bar is passed. The upper roll, F, is attached to a sliding gate, F', and made adjustable, so as to increase or diminish the friction, according to the load. The lower roll is connected with and worked by the engine, which is arranged on the car in any convenient position. By turning the crank the rolls are turned so as to then bite upon bar D, thereby drawing the car over the wheels B.

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

The car-frame, having bars C C and friction-rolls E F combined with the outer flanged wheels B and friction-bar D, as and for the purpose described.

CASPER DEVILBISS.

Witnesses:

J. E. ELSON,
ISAAC GROSS.