(No Model.) 2 Sheets—Sheet 1.

R. H. BROWN.

SINGLE RAIL RAILWAY.

No. 396,139. Patented Jan. 15, 1889.

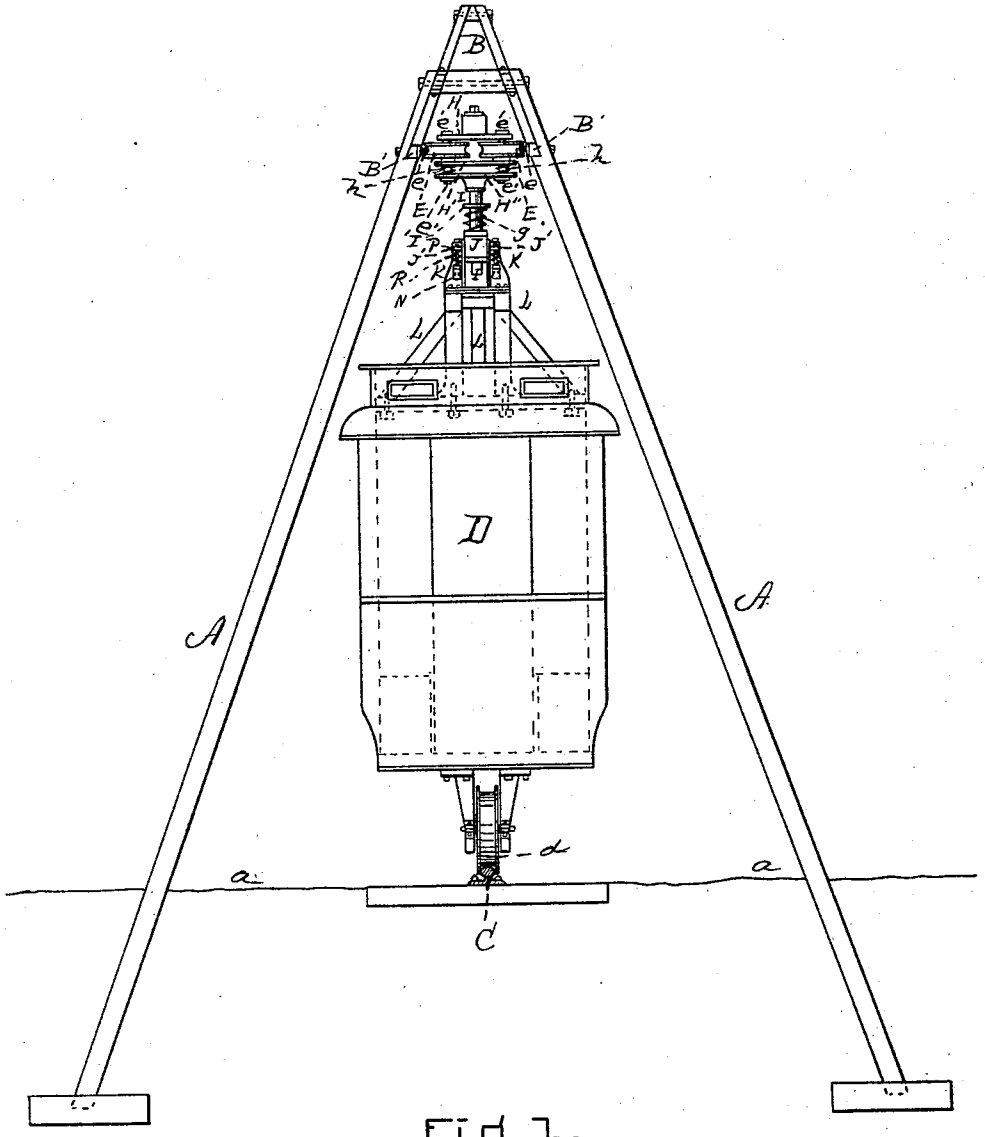


Fig. 1.

WITNESSES.
Fred G. Dieterich
Geo. F. Brock

INVENTOR.
Rufus H. Brown
By his Att'ys Munn & Co

N. PETERS, Photo-Lithographer, Washington, D. C.

(No Model.) 2 Sheets—Sheet 2.

R. H. BROWN.

SINGLE RAIL RAILWAY.

No. 396,139. Patented Jan. 15, 1889.

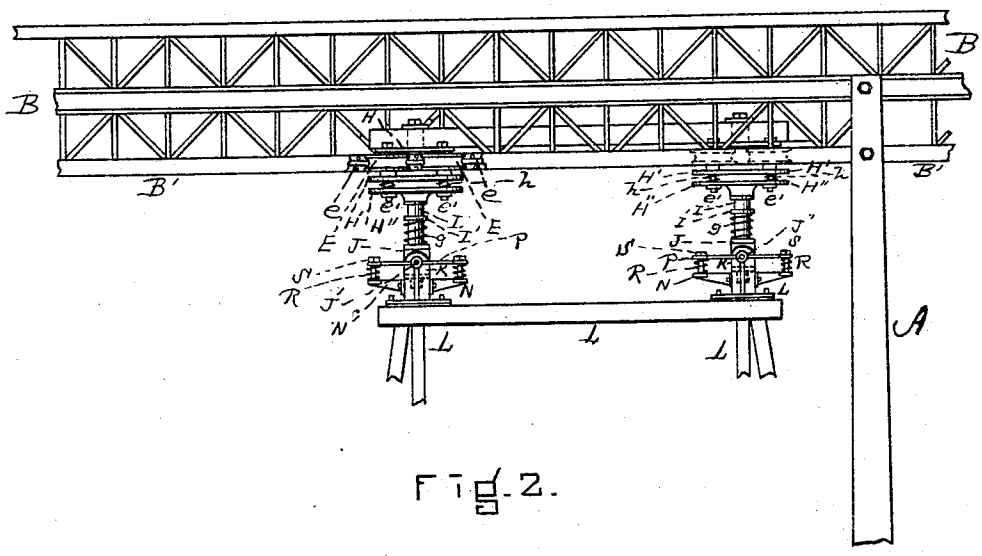


Fig. 2.

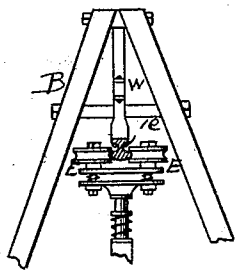


Fig. 3.

WITNESSES.

Fred G. Dieterich

Geo. F. Brock

INVENTOR.

Rufus H. Brown

By his Att'ys

Munn & Co

N. PETERS. Photo-Lithographer, Washington, D. C.

UNITED STATES PATENT OFFICE.

RUFUS H. BROWN, OF PEABODY, MASSACHUSETTS, ASSIGNOR, BY MESNE ASSIGNMENTS, OF ONE-THIRD TO FRANK W. STANLEY, OF SAME PLACE.

SINGLE-RAIL RAILWAY.

SPECIFICATION forming part of Letters Patent No. 396,139, dated January 15, 1889.

Application filed July 27, 1888. Serial No. 281,164. (No model.)

To all whom it may concern:

Be it known that I, RUFUS H. BROWN, of Peabody, in the county of Essex and State of Massachusetts, have invented a new and useful Improvement in Single-Rail Railways, of which the following is a specification.

This invention relates to that class of railways where a single track is employed; and it consists in the means and mechanism below described, whereby the car is not only supported in an upright position, but is allowed a certain amount of play or motion, both of a vertical and a swinging nature, in order that it may ride over obstacles and inequalities on and of the track, &c., with safety to its construction.

In the accompanying drawings, in which similar letters of reference indicate like parts, Figure 1 is an end elevation of a single-rail street-railway embodying my invention. Fig. 2 is a side elevation of a portion of the same, a small portion of the trestle being represented as broken out. Fig. 3 is a detail showing a modification.

A A represent a pair of divergent legs driven into the earth (the ground-line being at *a*) and supporting the trestle B, whose two parts form an inverted V and are substantially on a line with the two legs A. Similar pairs of legs are placed along the sides of the track at suitable intervals to support the trestle, which is continuous.

C is the single track, and D the car provided with suitable wheels, *d*, placed in line. The bottom horizontal stringers, B′, of the two portions of the trestle B are provided on their inner sides with track-rails *e e*, upon or against which travel the wheels E E, placed horizontally, as shown, for the purpose. The trucks which support these wheels consist, substantially, of three horizontal plates, H, H′, and H″. The wheels are placed loosely upon their axles *e′* and between the plates H H′, there being room enough for lateral motion between said plates. Between the plates H′ and H″ the axles are surrounded by springs *h*, which, as the plate H′ is loose on the axles, allow a certain amount of rocking play. The lowest plate, H″, is rigidly secured to or integral with the round post I, having an annular shoulder, I′. This post slides vertically in or is journaled in a block, J, and is surrounded by a spring, *g*, which lies between said shoulder and said block. The block J is pivoted at J′ to the upright support K, which is, by means of the intermediate parts, L, rigidly secured to the car.

N N are arms extending from the support K, and P P arms extending from and rocking upon the pivots J′. Springs R are placed upon suitable bolts or rods, S, between the arms N and the arms P, near their outer ends.

It will be seen that by means of the springs R, *g*, and *h* and their connections the motion of the car, whether rocking or vertical, is provided for.

In the modification shown in Fig. 3 a single track takes the place of the double tracks *e*, and by being attached to a hanger, W, is located centrally between the wheels E.

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

1. In combination with a single-track railway-car and a trestle provided with a track, the following mechanism intermediate with the car and trestle, viz: wheels for running along the trestle-track, spring mechanism next said wheels for taking up rocking motion, springs next the rigid connections with the car for taking up rocking motion, and spring mechanism centrally located between the car and trestle for allowing vertical play, substantially as set forth.

2. The combination of the trestle provided with the track *e* and legs A, the wheels E, truck H H′ H″, axle *e′*, and springs *h*, post I I′, spring *g*, and block J, support K, pivots J′, arms N P, and springs R, and the rigid connections L with the car, all substantially as and for the purpose described.

RUFUS H. BROWN.

Witnesses:
HENRY W. WILLIAMS,
JOHN A. ENOS.