

N. GIBSON.
RAILWAY.

No. 171,721.

Patented Jan. 4, 1876.

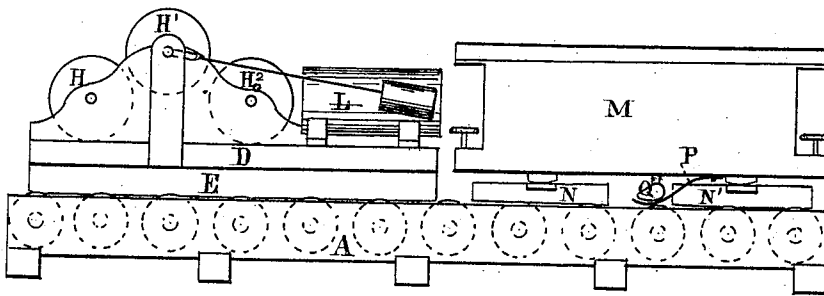


Fig. 1.

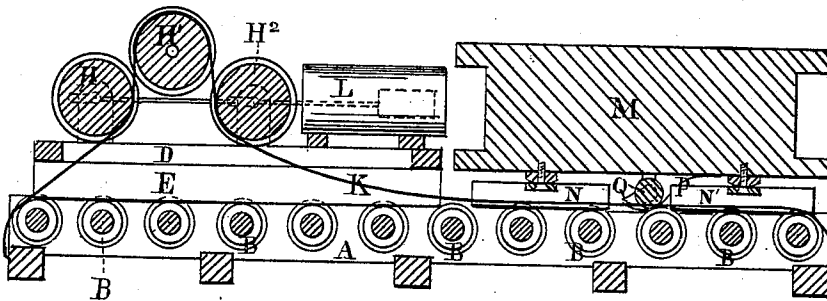


Fig. 2.

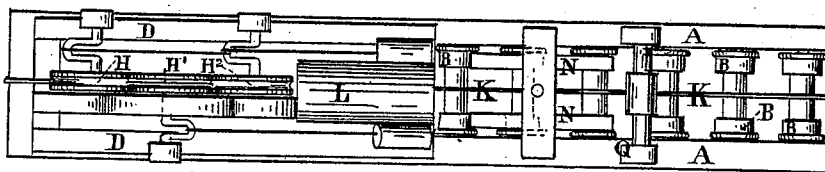


Fig. 3

WITNESSES

Frankly. Parker

A. J. Rump

INVENTOR

Nehemiah Gibson

UNITED STATES PATENT OFFICE

NEHEMIAH GIBSON, OF BOSTON, MASSACHUSETTS.

IMPROVEMENT IN RAILWAYS.

Specification forming part of Letters Patent No. **171,721**, dated January 4, 1876; application filed November 13, 1875.

To all whom it may concern:

Be it known that I, NEHEMIAH GIBSON, of Boston, in the county of Suffolk and State of Massachusetts, have invented certain new and useful Improvements in Railway-Tracks and Rolling-Stock, which improvement is fully set forth in the following specification, reference being had to the accompanying drawings.

The nature of my invention consists in arranging in fixed housings a series of rollers, which, together, constitute the railway or track, and in placing under the engine and cars short rails, which form a part of and move with them; also, in moving the train by means of a rope or chain fastened at its ends to the ends of the track, said rope or chain passing around a drum or drums on the engine, the drums being driven by steam-cylinders, forming a part of the engine; the object of my invention being to save weight and expense in the rolling-stock, and also to save friction, cost of running, and liability to accidents.

Figure 1 is an elevation of my invention. Fig. 2 is a section of the same. Fig. 3 is a plan of the same, the car-body being left off.

In the drawings, let A represent the continuous housings, in which the rollers B B are hung. These rollers may be placed at any convenient distance apart—say, ten feet—and may be made of any desired size and style. The engine L consists of a strong frame, D D, Figs. 1, 2, and 3, upon which are fixed rails or bed-pieces E E, Figs. 1 and 2. These rails E E are made of such form as to fit the rollers

B B B, &c., and run safely upon them. H H¹ H² are drums affixed to the engine, the two drums H and H² serving as guide-rollers for the rope or chain K, while the drum H¹, about which the rope or chain may pass, if desirable, is the principal driver, although all of the drums H H¹ H² are connected to the steam-cylinders. The cars, one of which is shown at M, Figs. 1 and 2, are provided with short rails N N', which run on the fixed rollers B B B in the same manner that the rails of the engine run. The rails N N' have a slight pivoted motion on the car-body, so as to allow for curves, &c.

From the above description it will be seen that by my system I can dispense with all trucks and axles, thus making a great saving of weight to be moved.

My brake consists of a spring-bar, P, which may be forced down onto the continuous housing A by means of the cam Q, Figs. 1 and 2, which may be operated in the usual manner.

I claim as my invention—

In a system of railway transportation, the combination of the rope-engine L H H¹ H², the rope K, and short pivoted rails N N', attached to and forming part of the rolling stock, with the series of rollers B B B, all operating together substantially as described, and for the purpose set forth.

NEHEMIAH GIBSON.

Witnesses:

FRANK G. PARKER,
A. HUN BERRY.