

E. CREW.

Improvement in Railways.

No. 128,597.

Patented July 2, 1872.

Fig. 1.

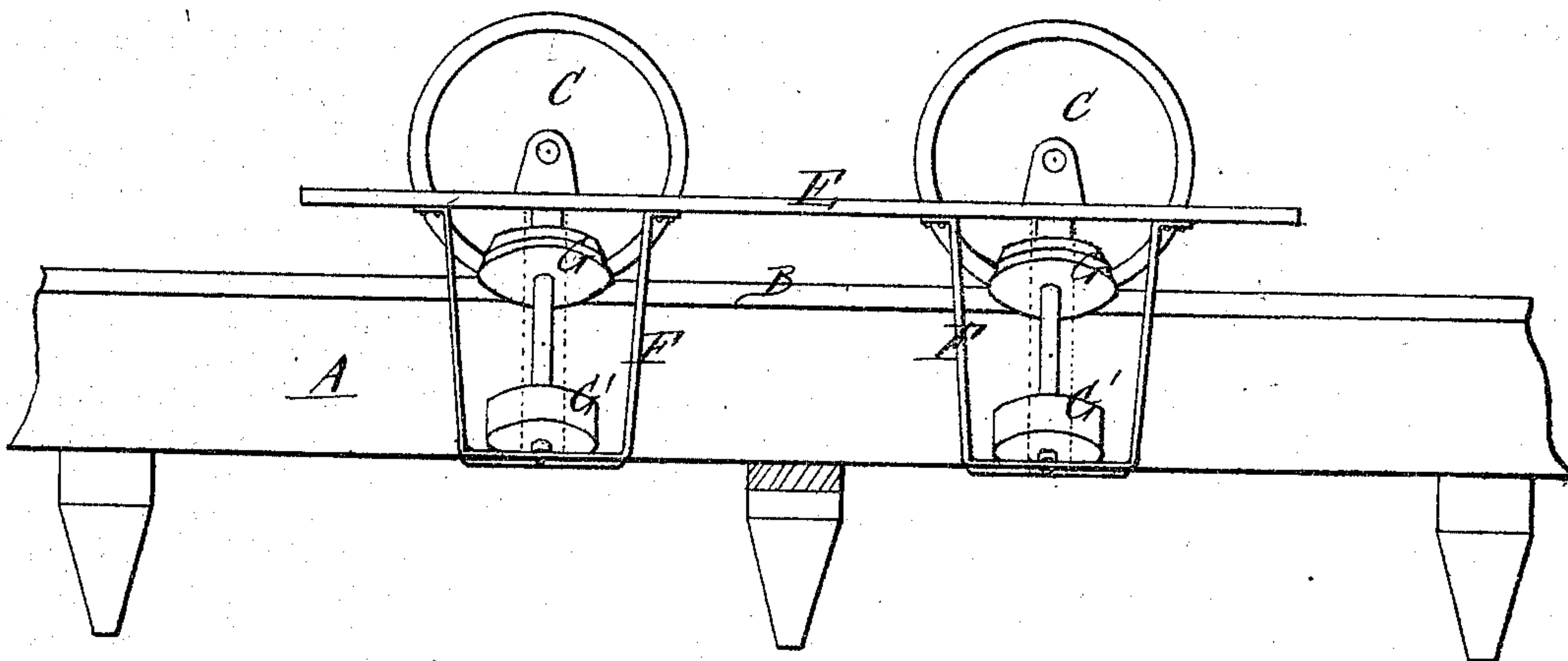


Fig. 2.

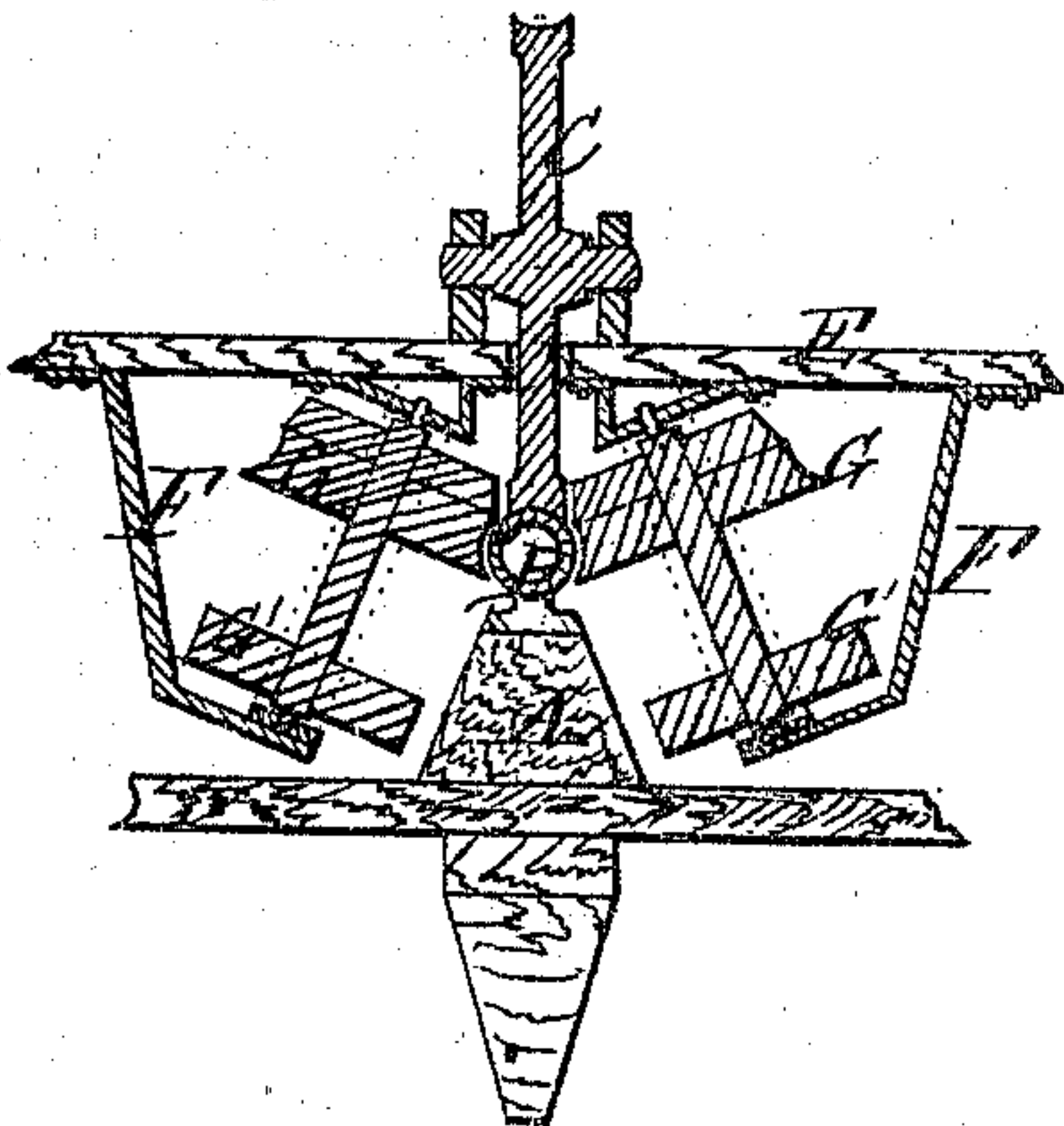


Fig. 3.

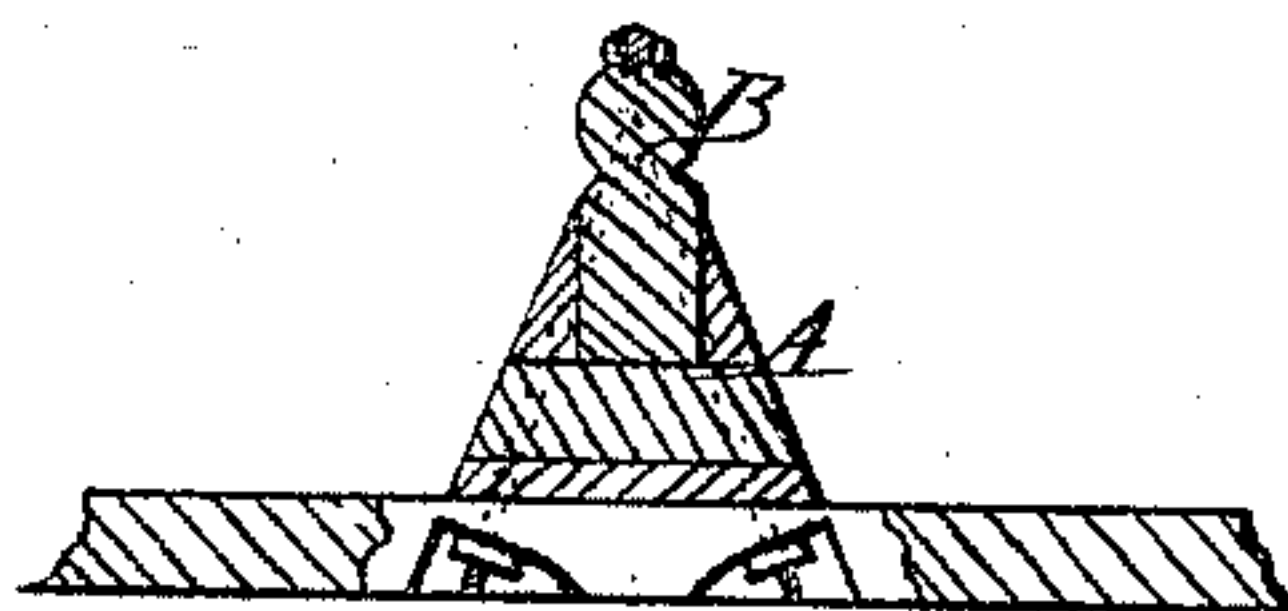
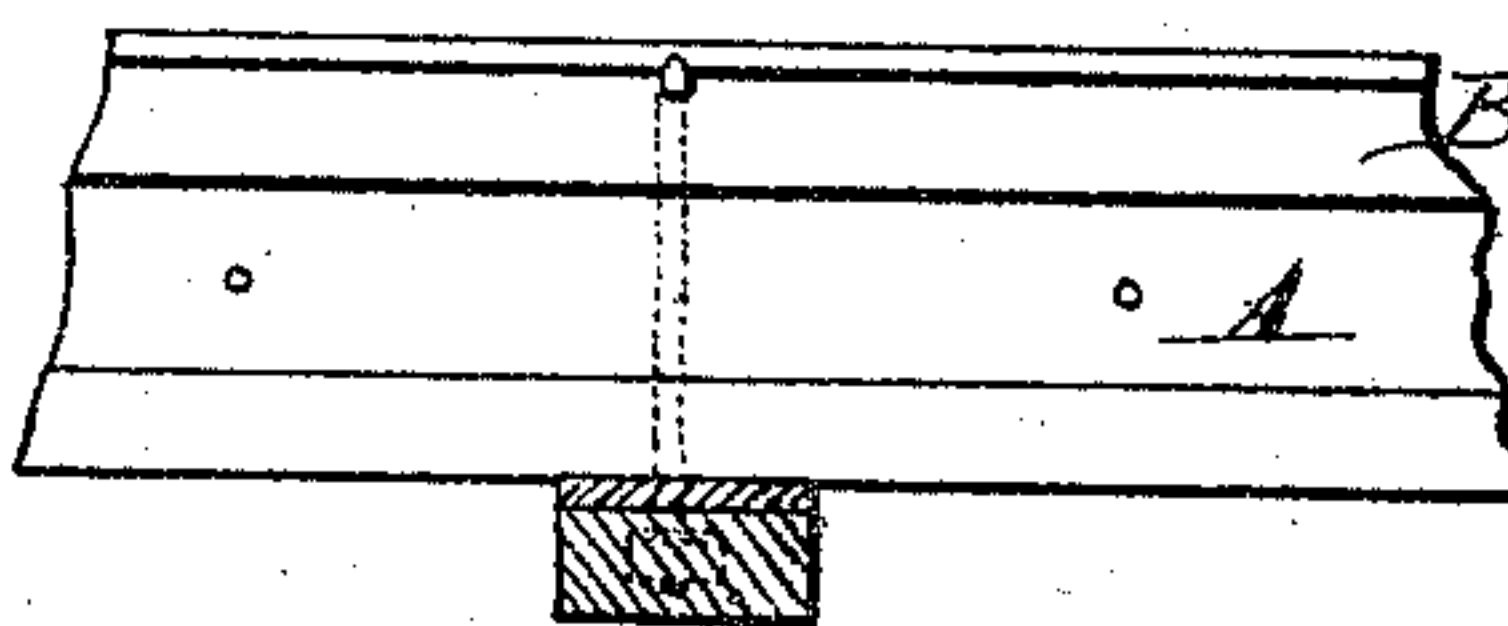


Fig. 4.



Witnesses.

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# UNITED STATES PATENT OFFICE.

EMMOR CREW, OF STEUBENVILLE, OHIO.

## IMPROVEMENT IN RAILWAYS.

Specification forming part of Letters Patent No. 128,597, dated July 2, 1872.

*To all whom it may concern:*

Be it known that I, EMMOR CREW, of Steubenville, in the county of Jefferson and State of Ohio, have invented a new and valuable Improvement in Railways; 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 drawing making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawing is a representation of a side elevation of my invention. Fig. 2 is a vertical transverse section of the same. Fig. 3 is a vertical transverse section of modified form of rail and base. Fig. 4 is a side elevation of the same.

This invention has relation to improvements in railways; and consists in the construction and arrangement of the cars and tracks, the latter being single and beveled and traveled over by cars particularly adapted to them, so that the main or traction wheels shall run on the apex of the track, while auxiliary wheels or rolling flanges connected therewith shall roll along the inclined sides, all as hereinafter described in detail.

In the accompanying drawing, illustrating this invention, A represents the track-base, with a rounded rail, B, on top, to correspond with the grooved periphery of the traction-wheels C, which travel over it. The base A may be made of wood and the rail B of metal, or both of wood, and a metal rail, D, placed on the apex. E is the car or truck body; F, brack-

ets on both sides of traction-wheel, holding each a pair of wheels, G G', the upper wheel beveled and grooved so as to fit the rim of the traction-wheel C and form rolling flanges there-to, and also to roll along the sides of the rounded rail. The lower wheels are designed to travel along the sides of the track-base A. These wheels may be connected with the main wheels in any suitable or convenient manner. By their use cars may be made to run safely on single tracks, without danger of falling to either side or being subject to lateral motion.

I claim as my invention—

1. The combination with the track, consisting of the cylinder-rail B and prism A, of the truck described, provided with the vertical wheel C, the grooved lateral inclined wheels or rolling flanges G, and the safety or balancing wheels G', operating substantially as specified.

2. The prism A and cylinder B, connected by a neck and forming a single-rail track, substantially as specified.

3. The combination, in a car-track, of the central vertical supporting-wheel C and the lateral balancing-wheel G G', substantially as specified.

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

EMMOR CREW.

Witnesses:

A. H. BATTIN,  
W. A. WALDEN.