

(No Model.)

L. C. D'HOMERGUE.
BICYCLE RAILROAD.

No. 456,215.

Fig. I. Patented July 21, 1891.

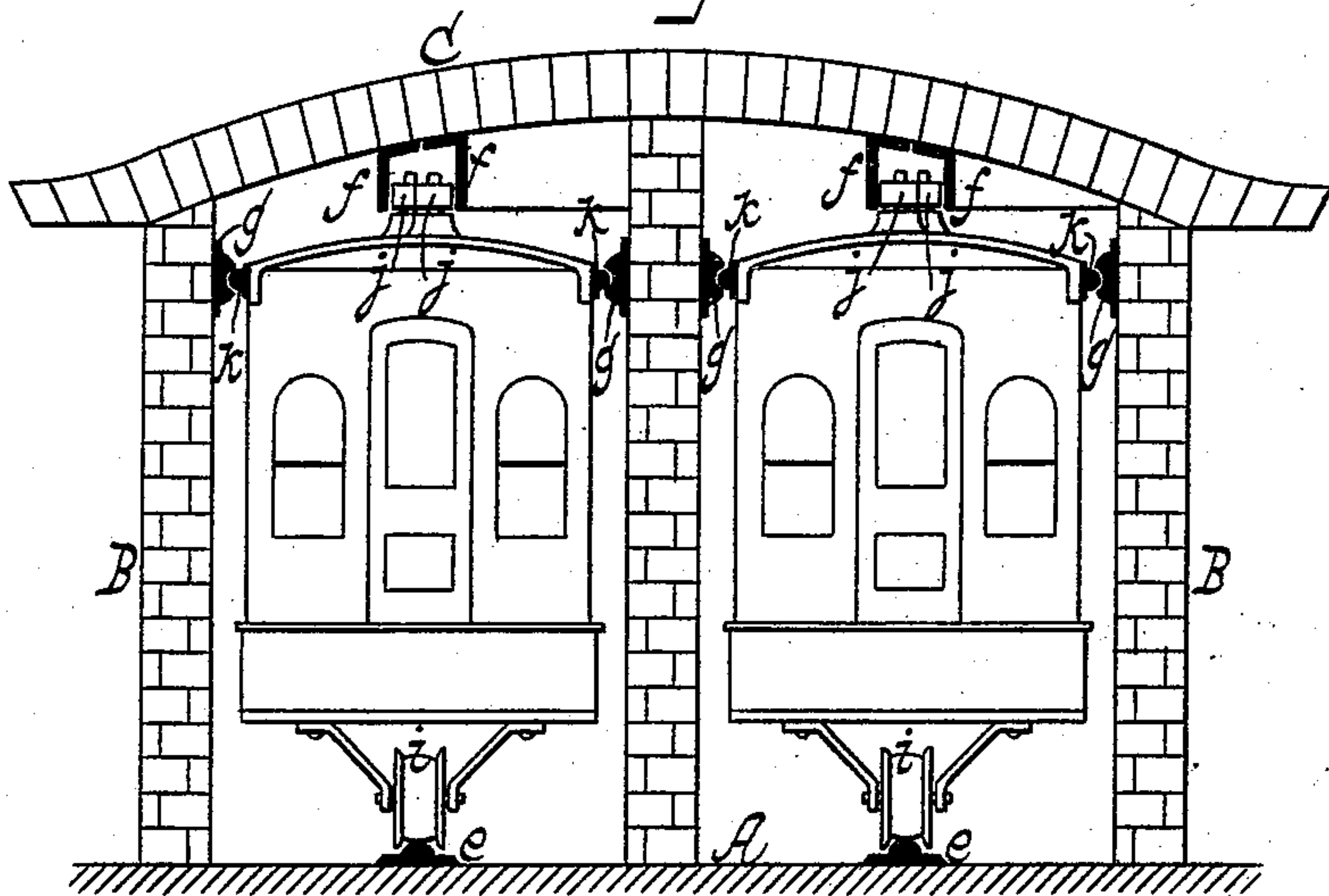


Fig. II.

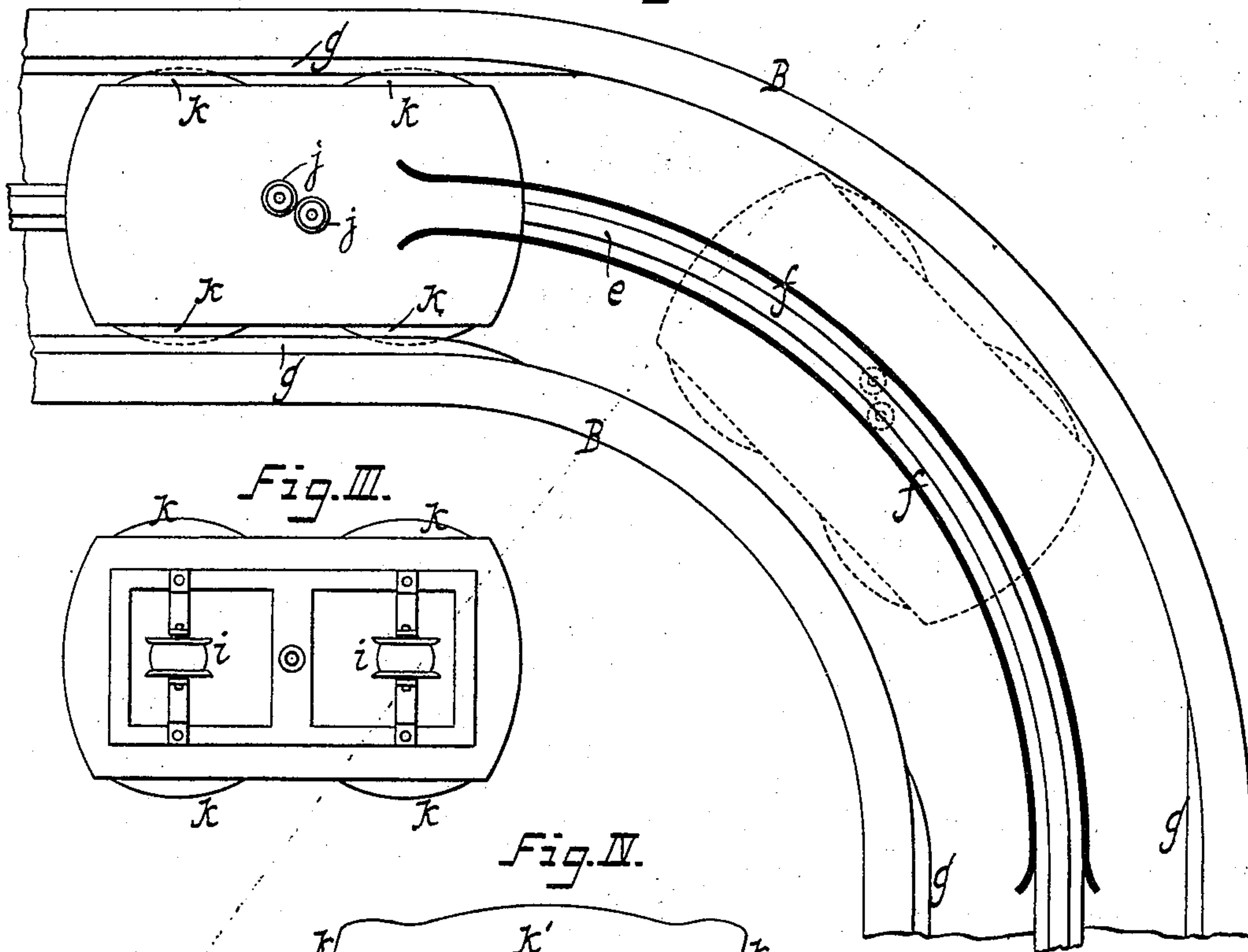


Fig. III.

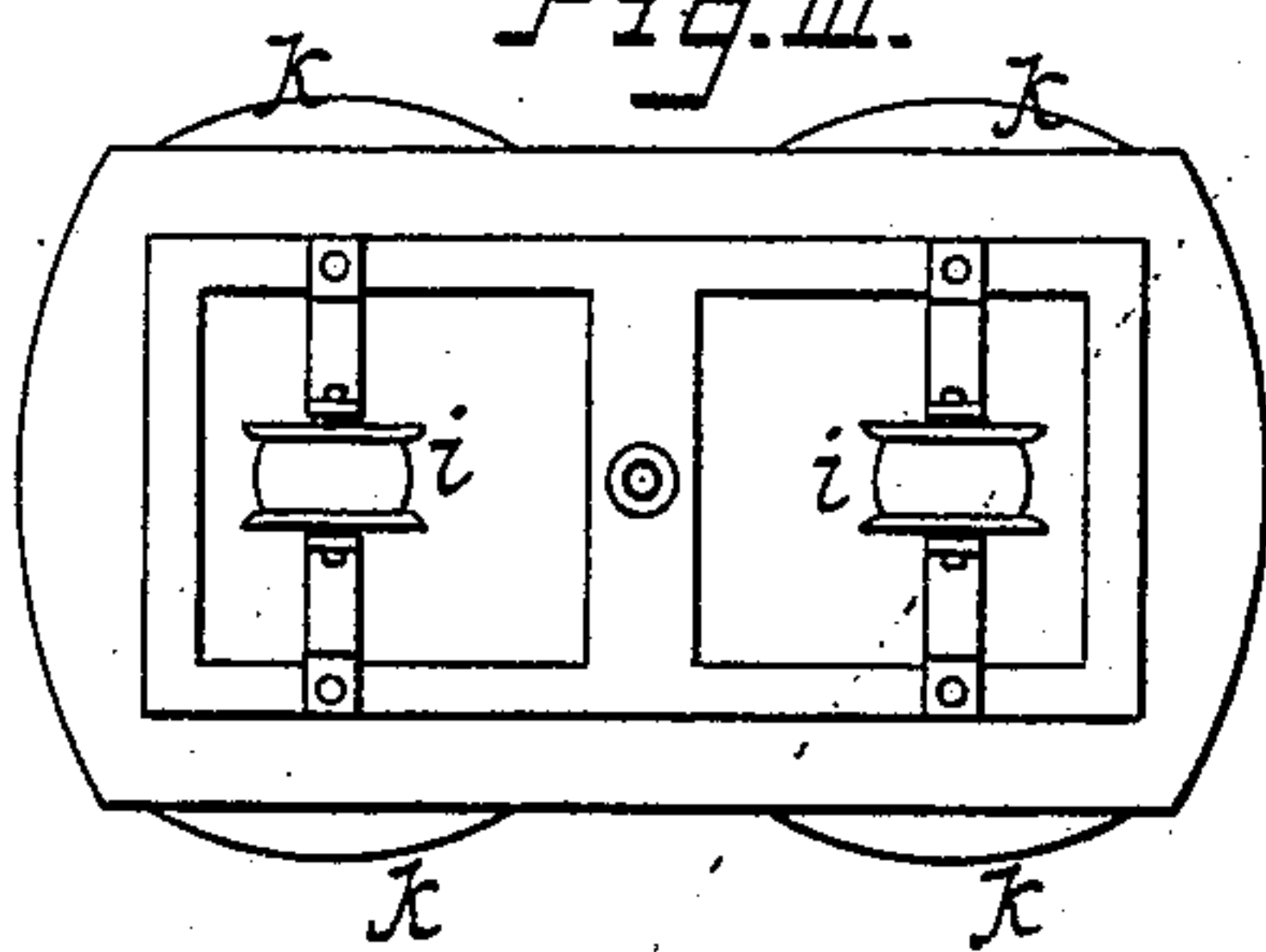
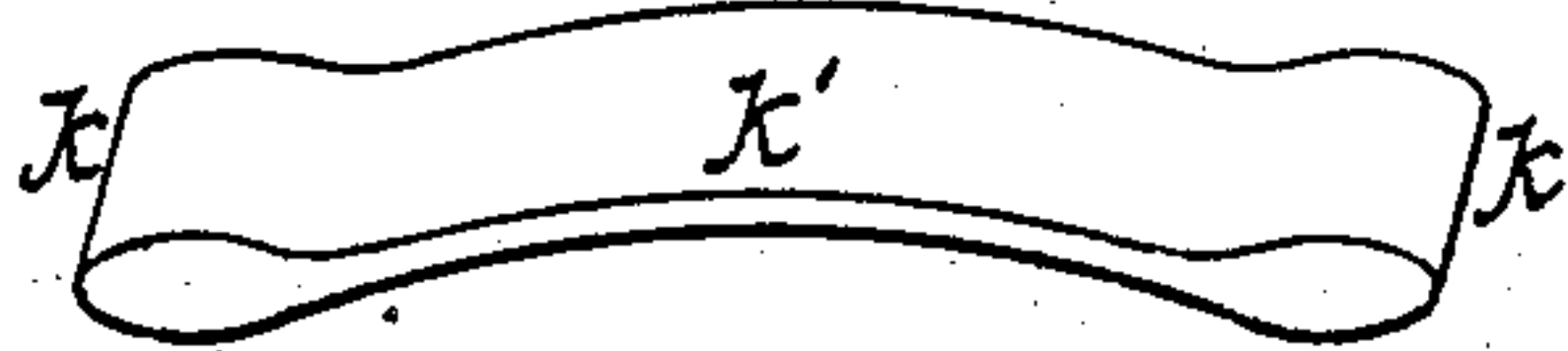


Fig. IV.



WITNESSES:

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LOUIS C. D'HOMERGUE, OF BROOKLYN, NEW YORK, ASSIGNOR OF THREE-FOURTHS TO JOHN J. BRYERS, OF SAME PLACE, LOUIS W. FROST, OF JAMAICA, NEW YORK, AND HENRY M. THOMPSON.

BICYCLE-RAILROAD.

SPECIFICATION forming part of Letters Patent No. 456,215, dated July 21, 1891.

Application filed February 12, 1891. Serial No. 381,203. (No model.)

To all whom it may concern:

Be it known that I, LOUIS C. D'HOMERGUE, of the city of Brooklyn, county of Kings, and State of New York, have invented certain new and useful Improvements in Bicycle-Railroads, of which the following is a specification.

My invention relates to that class of railroads incorporating a single bed-rail in the central line of traction, and generally known as "bicycle-railroads;" and it consists of the novel devices, hereinafter described, for guiding or balancing the cars running on the single rail.

In the accompanying drawings, Figure I represents an end view of two cars in position on a road embodying my invention with the rails in vertical cross-section. Fig. II represents a plan or top view thereof with the top guide-rails in horizontal section. Fig. III represents a bottom view of the car. Fig. IV represents a perspective view of a guide-plate for attachment to the roof of the car.

Similar letters of reference indicate similar parts.

The letter A indicates the road-bed; B, a series of walls built thereon, and C an arch surmounting the walls at the intersection of streets, the whole forming a viaduct-road. On a surface road or elevated road, however, suitable posts or columns are used in lieu of the walls B and suitable girders in lieu of the arch C, the girders being located at proper distances apart from each other.

The letter *e* indicates a bed-rail for receiving the bearing-wheels of each of the cars, and *f f* and *g g* two sets of guide-rails, the guide-rails *f f* being above either car and, like the bed-rail *e*, in the central line of traction, while the guide-rails *g g* are at the opposite sides of either car approximately in the plane of the car roof.

i i are the bearing-wheels of either car fitted to the bed-rail *e*, the same being in vertical position.

j j are guide-wheels located on the top of either car in horizontal position for engaging the top guide-rails *f f*, and *k k* are lugs or flanges located on the sides of either car, also

in horizontal position for engaging the side guide-rails *g g*.

The bed-rail *e* may be either headed or grooved, the bearing-wheels *i i* being shaped to conform therewith, and when a grooved rail is used either car may be equipped with a suitable plow for removing dirt or other obstacles therefrom. The top guide-rails *f f* consist of strips of angle-iron, one side of each of which is fastened to the arch C or its substitute girders, so as to bring the other side thereof into a vertical position, such vertical side being left plain to engage the plain periphery of either guide-wheel *j*, while the side guide-rails *g g* are grooved to receive the guide-flanges *k k*, and are fastened to the proper parts of the walls B or their substitute columns.

The guide-wheels *j j* are usually keyed to shafts which are set into sockets on the car-roof, and each of said wheels may be provided with an oil-cup for lubricating its shaft. Said guide-wheels *j j*, moreover, are placed diagonally opposite each other, as more clearly shown in Fig. II, in order to reduce the width of space between the top guide-rails. The side flanges *k k* may be properly secured to the opposite sides of either car, as shown in Figs. I, II, and III, or they may be formed by the ends of a plate *k'*, Fig. IV, by mounting this plate on the car-roof, with its said ends projecting therefrom.

When my invention is applied to a viaduct-road, both the top guide-rails *f f* and side guide-rails *g g* are used; but neither set of said rails is continuous—that is to say, the top guide-rails are used only on the curves of the road to receive the guide-wheels *j j* at those points, while the side guide-rails are used only on straight portions of the road to receive the guide-flanges *k k* along such portions thereof. When, however, my invention is applied to a surface road or elevated road, either the top guide-rails *f f* or side guide-rails *g g* may be omitted.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. A bicycle-railroad having a bed-rail and a set of top guide-rails, in combination with

a car having bearing-wheels to engage the bed-rail and guide-wheels to travel between the guide-rails and engage the same, said latter guide-wheels secured to the car diagonally opposite each other.

5 2. A bicycle-railroad having a bed-rail, top guide-rails, and side rails, in combination with a car having bearing-wheels to engage the bed-rail, side flanges to engage the side guide-

rails, and guide-wheels arranged diagonally to opposite each other to travel between the top guide-rails and engage the inner faces of the same.

LOUIS C. D'HOMERGUE.

In presence of—

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JOHN J. BRYERS.