

CONGER'S MOTOR APPLIED TO ELEVATED RAILROAD.

We are informed that these motors are capable of running at a very high velocity, and that they are efficient and may be applied to a large number of uses where the ordinary steam engine would be impracticable. Certainly nothing could be more simple, no piston, no valves, no stuffing boxes being required. The position in which this motor is placed is immaterial. It is shown in Fig. 2 placed in a horizontal position and adapted to the driving of millstones and vertical shafts. In this view the engine is shown in section, and the relative position of the flexible hose, C, its metallic covering, and the wheels, D, is clearly shown.

When the device is applied to railways the flexible tube or hose, E, is laid in a grooved track, F, and is protected by a straight ribbon of steel, upon which the wheels of the vehicle roll. This arrangement is adapted to light traffic, and for many purposes will answer admirably, but where the traffic is great the car is supported upon wheels running on an ordinary rail, while the driving wheel presses upon the hose with only enough force to bring the hose together, steam, water, or air tight, immediately beneath the driving wheel.

The hose is divided up into sections of fifty feet or more each, and each section is supplied by air from a main supply pipe, G, running below the track and connected with the air compressing

station. At suitable intervals lateral pipes lead to valves at the side of the track, with which the hose is directly connected. At this point there is a valve connected with the lever, H, and and at the ends of the car there are levers which may be thrown out to engage the lever, H, and operate the valve to as to admit air to the section of hose upon which the car is just entering. The auxiliary lever at the side of the lever, H, is connected with the lever at the end of the filled section of hose, and as the driving wheel is leaving the filled section the lever carried by the car trips the auxiliary lever, moving the remote lever, H, and almost immediately touching the lever, H, of the section just entered.

It will be seen that by this arrangement collision is avoided, as the car on any particular section of the road has absolute control of that section. This system permits of running cars as frequently as may be desired, avoids all smoke and noise incident to steam propulsion, and is of necessity cheaper, both in respect to the road, propelling power, and rolling stock than any of the existing systems.

This invention was recently patented by Mr. M. M. Conger, of Wellsville, Mo. Further information may be obtained by addressing Messrs. Conger & Bro. as above.

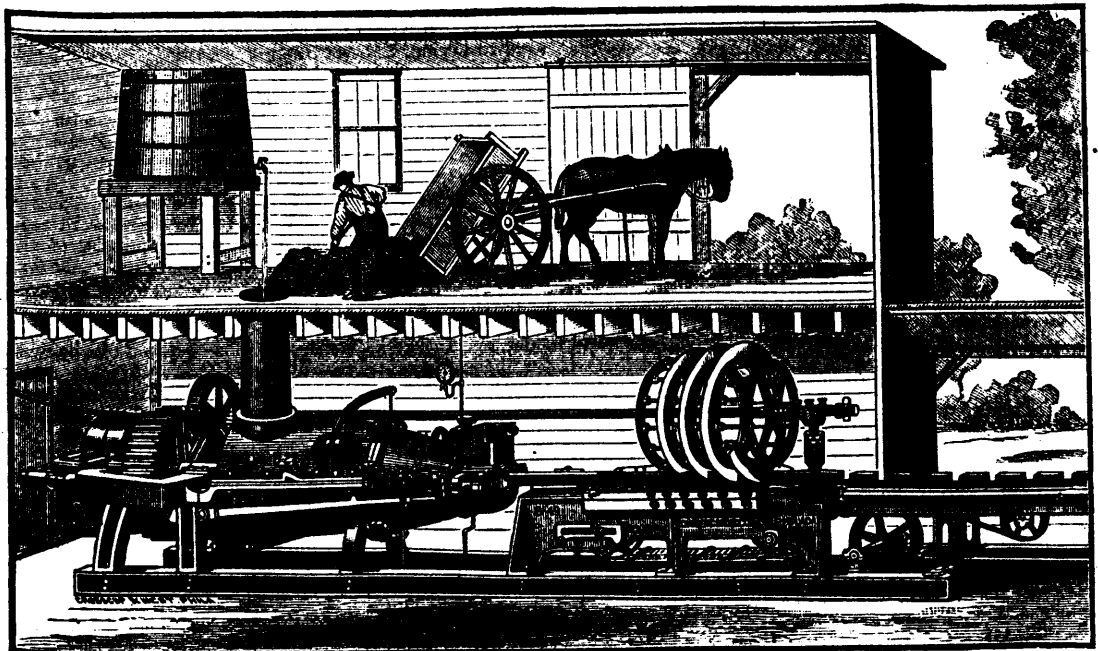


Fig. 1.—PERSPECTIVE VIEW OF THE CHAMBERS "B" BRICK MACHINE.—(SEE NEXT PAGE.)