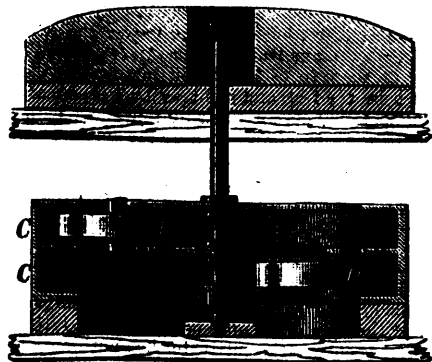


CONGER'S MOTOR.

**A NOVEL MOTOR.**

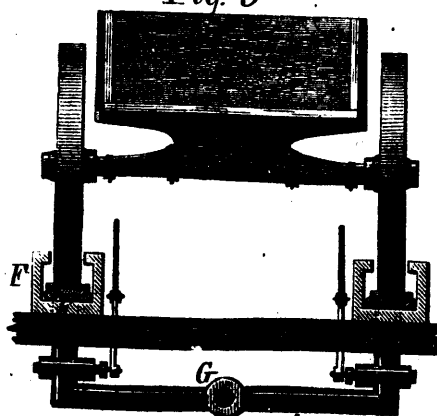
The engraving shows a means of imparting motion to vehicles and machinery by the employment of soft tubing beneath a flexible bearing surface for traction wheels. The tubing and flexible bearing, under the influence of steam, water, air, or other expandable or compressible fluid forced into it, will form a wedge-shaped or inclined wall or abutment in the rear of the tangential bearing of the wheel, and propel it with greater or less speed according to the pressure of the propelling medium.

Fig. 1 shows the application of the principle to a rotary steam or air engine. Fig. 2 shows the rotary engine in a horizontal position adapted to running a millstone. Fig. 3 shows the device applied to the propulsion of wagons or cars, and Figs. 4, 5 and 6 show the application of the motor to elevated railroads.

*Fig. 2*

MOTOR APPLIED TO MILLSTONE.

The annular casing of the rotary engine is divided into two compartments, C C, in each of which is placed a very strong flexible hose connected at one end with the branched supply pipe, A, and at the other end with the branched exhaust pipe, B. These pipes, although designated as supply and exhaust, may be employed for either, as the motor is capable of running equally well in either direction. The hose in the compartments C C,

*Fig. 3*

MOTOR APPLIED TO RAILROAD.

are provided with a flexible metallic bearing plate, which may be of steel or other suitable material, and upon these plates the wheels, D, press so as to bring the interior surfaces of the flexible hose into contact at that point. These wheels are supported by arms connected with the engine shaft, and when steam is admitted by either of the pipes, A B, and allowed to escape by the other, an inclined abutment is formed behind the wheels, which pushes them forward with greater or less force according to the pressure of the steam, air, or water used in the motor.