

(No Model.)

A. BRACKEN
HORSE RAILWAY CURVE.

No. 354,883.

Patented Dec. 28, 1886.

Fig. 1.

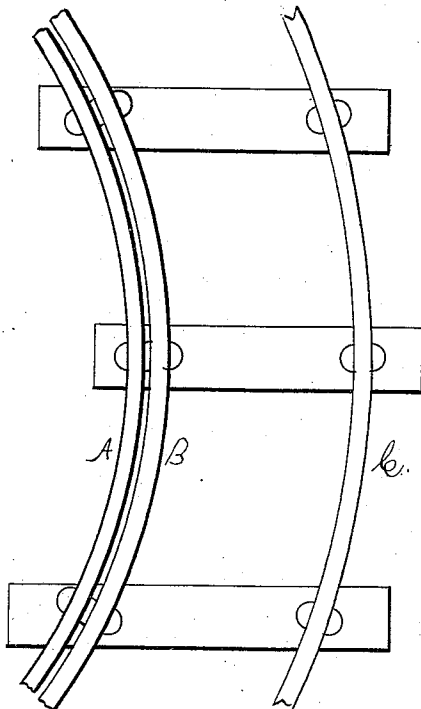
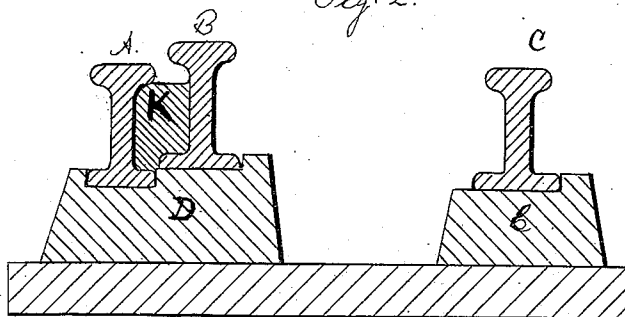


Fig. 2.



Witnesses.
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ANDREW BRACKEN, OF NEW HAVEN, CONNECTICUT.

HORSE-RAILWAY CURVE.

SPECIFICATION forming part of Letters Patent No. 354,883, dated December 28, 1886.

Application filed July 30, 1886. Serial No. 209,541. (No model.)

To all whom it may concern:

Be it known that I, ANDREW BRACKEN, a citizen of the United States, residing at New Haven, in the county of New Haven and State of Connecticut, have invented certain new and useful Improvements in Horse-Railway Curves; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

Figure 1 is a plan view; Fig. 2, a cross-section.

This invention relates to an improvement in curves for horse-railways, the object being to lighten the draft in rounding curves and avoid the wearing and twisting of the wheels and prevent the cars from running off the track.

In the ordinary construction of curves difficulty is experienced by the wearing and cutting of the cast-iron segments by the wheel and increased draft upon the horses at that point.

The T-rails A B C are constructed each from one continuous piece of steel and curved to the required shape. The two outer rails, A C, are arranged at the same height as the continuous main tracks which the curves connect to. The rail B is arranged to set close to the rail A and about one-sixth higher. The horizontal part or tread of the car-wheels bears upon the surface of the rails A and C, the flange of the wheels on the side of the rails A B running between the rails A B. The rails

are set onto steps D E, as shown, said steps being firmly secured to the ties. The space between the rails A B is filled with cement, K, as shown, to within a short distance from the top, which adds solidity to the inside curve and preserves the rails. The space between the two rails is made narrow, so that ordinary carriage-wheels cannot, by riding over, get fast; neither does the flange of the car-wheel come in contact with the cemented part. The rail B, being elevated, prevents the wheels running on the rail A from running off the track in rounding the curve, and also prevents cramping or twisting of the wheels.

Having described my invention, what I claim is—

1. A street-railway curve composed of three T-shaped rails, the two outside rails, A and C, set at equal height, the third or inside rail arranged to project beyond the height of the others, said rails being secured to the steps D E, and the steps secured to the ties or sleepers, all as and for the purpose described.

2. A street-railway curve composed of three T-shaped rails, the two outside rails set at equal height, the third or inside rail arranged to project beyond the height of the others, the space between the two rails A B filled with cement, K, said rails being secured to the steps D E, and the steps secured to the ties, as set forth.

In testimony whereof I affix my signature in presence of two witnesses.

ANDREW BRACKEN.

Witnesses:

CHARLES SHELTON,
EDDIE F. L. DITMUS.