(No Model.)

R. A. McCARTY.

TRACK FOR STORE SERVICE RAILWAYS.

No. 378,514. Patented Feb. 28, 1888.

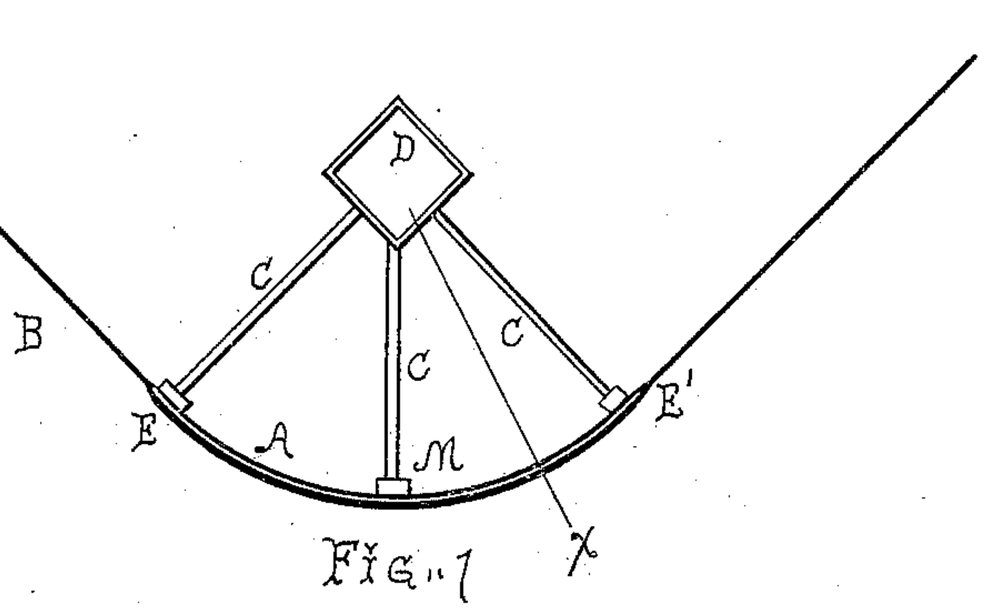


FIG. 1

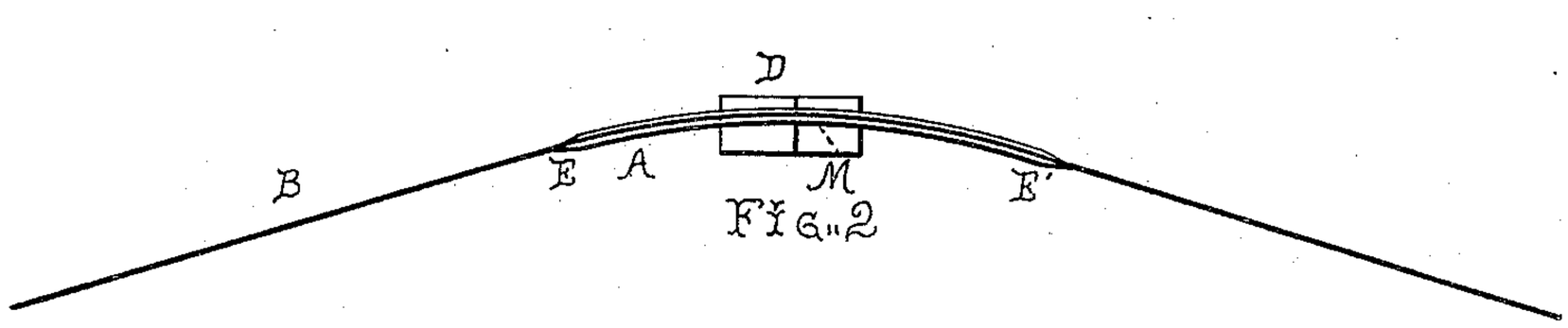
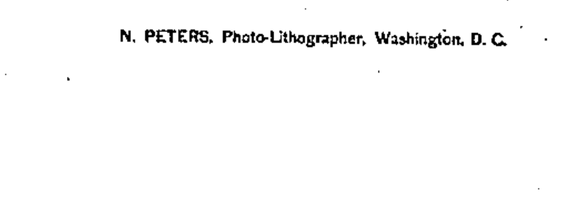


FIG. 2

FIG 3



Witness.
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UNITED STATES PATENT OFFICE.

ROBERT A. McCARTY, OF DETROIT, MICHIGAN, ASSIGNOR TO THE RAPID SERVICE STORE RAILWAY COMPANY, OF SAME PLACE.

TRACK FOR STORE-SERVICE RAILWAYS.

SPECIFICATION forming part of Letters Patent No. 378,514, dated February 28, 1888.

Application filed May 17, 1887. Serial No. 238,501. (No model.)

To all whom it may concern:

Be it known that I, ROBERT A. McCARTY, a citizen of the United States, residing at Detroit, in the county of Wayne and State of Michigan, have invented a new and useful Improvement in Store-Service Railway-Tracks, of which the following is a specification.

My invention consists in an improvement in tracks for store-service railways, which enables me to operate a car over a track in other than straight lines.

Figure 1 shows a plan view; Fig. 2, a side elevation of my improved track, looking from a point outside of the curve; and Fig. 3 is an enlarged cross-sectional view on the line *x x* of Fig. 1.

In operating store-service railways of the class in which a car is propelled by an impulse communicated to it at the commencement of its flight and not by an impulse continuing through the entire period of its passage from one station to another, it is found that the great resistance to the forward motion of the car, caused by the interposition of a curve in the track, frequently stops the car either at the laterally-extending curve or shortly after it has passed the curve, and that while the initial impulse may be sufficient to carry the car past the entire curve it is frequently not sufficient to carry it home after it has passed the curve. To obviate the difficulty, in cases where it is desired or necessary to introduce a laterally-extending curve into the track, I place it, properly braced and tied, at the highest point in the track, inclining the track both ways from said curve, so that after the car has been forced around the curve from either station it will proceed on its course to the opposite station by the force of gravity.

A represents a thin strip of metal curved into the desired arc to be used in the track and held out to place by the brace-rod C C C, extending from the standard or hanger D, which either rises from the floor or depends from the ceiling, or is the corner of a wall or obstruction around which it is desired to lead the curved track.

The curved strip A is grooved on its outer side to permit the track-wire B to sink fully or partially into it. The middle point, M, of the curved piece A is on a higher plane than that passing through the ends E E′ of the curved piece A, and from the ends E and E′ the track-wire B descends to either station. By this arrangement, if sufficient initial impulse is given to the car to compel it to pass the center M of the curved piece A, sustaining the track, the car will run by gravity to the other station.

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

1. In a store-service railway-track of the class in which a car is propelled over the track, a laterally-curved supporting-piece around which the track-wire is led and from either end of which the track-wire inclines downward to a station.

2. In a store-service railway-track of the class in which a car is propelled over the track, a track consisting of a wire strained around a laterally and vertically curved supporting-piece which is located in the course of said track at a point higher than is the track at either of the terminal stations.

ROBERT A. McCARTY.

Witnesses:
GEO. H. CARLISLE,
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