

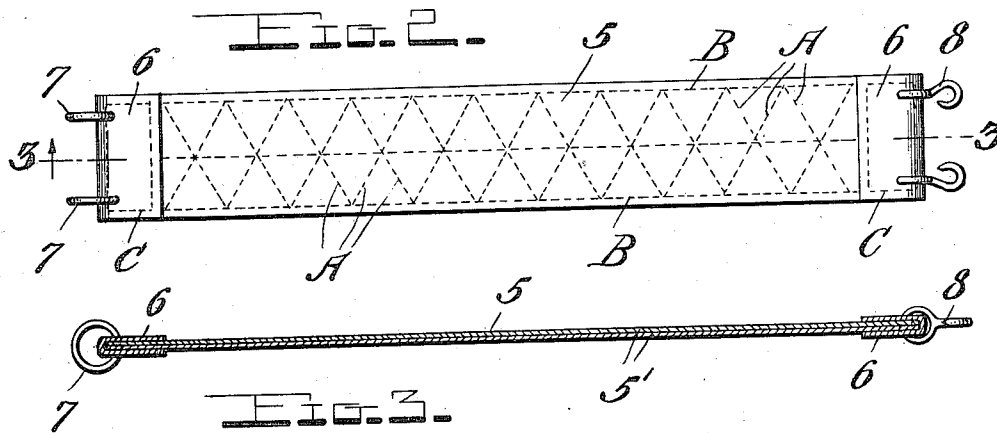
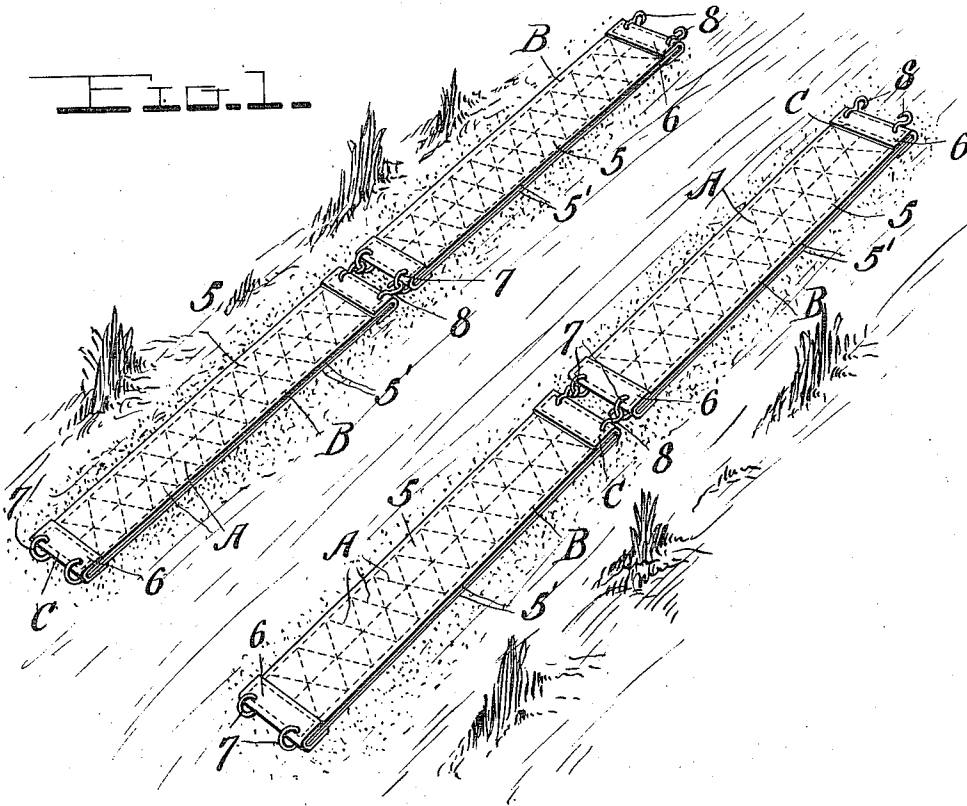
E. A. AKERSON.

PORTABLE TRACK.

APPLICATION FILED DEC. 27, 1909.

Patented July 19, 1910.

964,601.



E. A. Akerson <sup>Inventor</sup>

Witnesses

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# UNITED STATES PATENT OFFICE.

ERNEST A. AKERSON, OF LINDSTROM, MINNESOTA.

## PORTABLE TRACK.

964,601.

Specification of Letters Patent. Patented July 19, 1910.

Application filed December 27, 1909. Serial No. 534,930.

*To all whom it may concern:*

Be it known that I, ERNEST A. AKERSON, a citizen of the United States, residing at Lindstrom, in the county of Chisago and State of Minnesota, have invented certain new and useful Improvements in Portable Tracks, of which the following is a specification, reference being had to the accompanying drawings.

This invention relates to a portable track, and more particularly to a track which is adapted to be laid upon the roadway to facilitate the movement thereover of automobiles and similar vehicles when the grade and the condition of the surface are of such character as to obviate the possibility of the continued forward movement of the vehicle as in normal circumstances.

Another object of the invention is to provide a flexible portable track made up of a plurality of sections detachably connected and adapted to be arranged beneath the tread of the vehicle wheels to prevent the same from slipping or skidding upon the road bed.

A further object of the invention is to provide a simple device of the above character which is light and conveniently carried, extremely strong and durable in construction and which will present a firm surface with which the vehicle wheels may frictionally engage.

With these and other objects in view, the invention consists of the novel construction, combination and arrangement of parts hereinafter fully described and claimed, and illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view illustrating the preferred embodiment of my invention when arranged in position for use; Fig. 2 is a top plan view of one of the sections of the track; and Fig. 3 is a longitudinal section taken on the line 3—3 of Fig. 2.

Referring to the drawing 5 indicates the flexible track sections. These sections are each formed of a plurality of thicknesses of fabric 5', preferably canvas. These layers of fabric are securely stitched together by the intersecting cross stitching A and the longitudinal edge stitching B. The opposite ends of each section are reinforced by means of the transverse binding strips 6, which are preferably of the same material as the layers 5' of the sections. However,

this is not essential as the binding strips may be constructed of heavier or stouter material if desired and are secured to the ends of the layers 5' by means of the stitching C. In one end of each of the sections, disposed through the binding strips and the layers of fabric and adjacent the opposite longitudinal edges of the sections, are the rings 7. To the opposite end of each section the hooks 8 are secured. Thus when the track sections are laid in longitudinal alinement upon the road bed, the opposed ends of the adjacent sections are detachably connected by engaging the hooks of one section through the rings of the other. It will be understood, however, that any other desired attaching means may be provided for connecting the track sections and I reserve the right to provide the same with other attaching devices than that above described.

In the operation of the track, when the automobile or other vehicle is ascending a hill, and arrives at a sandy portion of the road bed, the wheels of the vehicle owing to the sandy condition of the road, revolve upon the sand without propelling the vehicle, the same remaining stationary. Anti-skidding chains and other devices which have previously been devised to prevent the skidding of the vehicle wheels are entirely ineffectual when such a contingency arises and it is often necessary for the occupants of the vehicle to seek assistance to release the vehicle from its stalled position. It is in such cases that my improved portable track is adapted to be used, a plurality of the sections 5 being connected as above described and laid beneath the tread of the vehicle wheels. The wheels can thus obtain the proper purchase or gripping action upon the flexible track and the machine thus be readily moved. As the wheels move from one section of the track to the next adjacent section in advance, the rear section is detached and carried forwardly and positioned upon the road bed. This action is continued until the sandy stretch of the road bed is passed, when the various sections may be disconnected and compactly arranged in any convenient place in the body of the machine.

From the foregoing it will be seen that I have provided a very simple device which will materially facilitate the progress of au-

tomobiles and other power driven vehicles over sandy or treacherous road beds whereon the wheels can obtain no proper frictional engagement.

5 The invention may be manufactured at an extremely low cost, is of great utility and extremely durable and highly efficient in practical operation.

10 While I have shown and described the preferable form of the invention and specifically pointed out the manner in which the same is constructed, it will be obvious that minor modifications relative to the form, proportions, and details of construction are contemplated without necessarily departing from the spirit or sacrificing any of the advantages thereof.

Having thus described the invention, what is claimed is:

20 1. A portable track comprising a plurality of flexible track sections adapted to be arranged in longitudinal alinement upon a road bed, said sections having reinforced ends, and attaching devices carried by said sections for detachably connecting the sections substantially as and for the purpose set forth.

25 2. A portable track comprising a plurality of flexible track sections, each of said sections consisting of a plurality of layers of material, transverse binding strips secured to the opposite ends of said sections, said sections being adapted to be arranged in longitudinal alinement upon a road bed, and means carried by the sections for detachably connecting the same substantially as and for the purpose set forth.

3. A portable track comprising a plurality of track sections, each of said sections consisting of a plurality of thicknesses of flexible material sewed together, said track sections being adapted to be arranged in longitudinal alinement upon a road bed, and means carried by the opposed ends of the adjacent sections for detachably connecting said sections substantially as and for the purpose set forth.

4. A portable track comprising a plurality of track sections each consisting of a plurality of flexible thicknesses of material arranged in superposed relation and sewed together, transverse binding strips secured to the ends of said sections, said track sections being adapted to be arranged in longitudinal alinement upon a road bed, and means secured to the opposed ends of the adjacent sections for detachably connecting said sections substantially as and for the purpose set forth.

5. A portable track comprising a plurality of flexible track sections adapted to be arranged in longitudinal alinement upon a road bed, rings carried by one end of each of said sections, and hooks carried by the opposed end of the next adjacent section for detachably connecting the sections, substantially as set forth.

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

ERNEST A. AKERSON.

Witnesses:

ADELIA A. AKERSON,  
ALFRED P. NOTBERG.