W. TURNBULL.

TRACK LINK CONSTRUCTION.

APPLICATION FILED JAN. 11, 1917.

1,258,608. Patented Mar. 5, 1918.

Fig. 1.

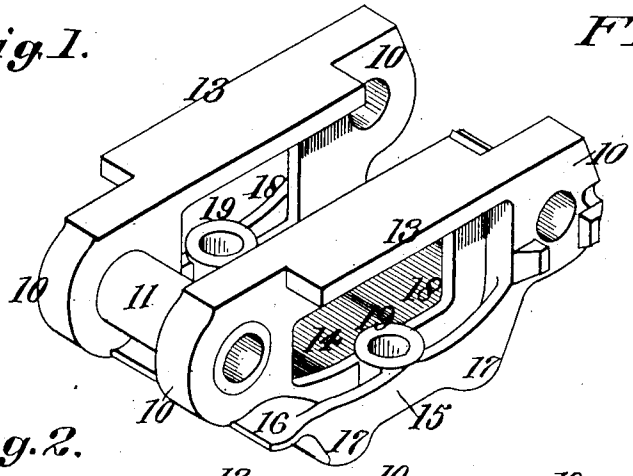


Fig. 6.

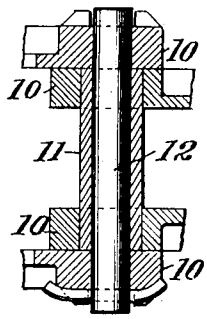


Fig. 2.

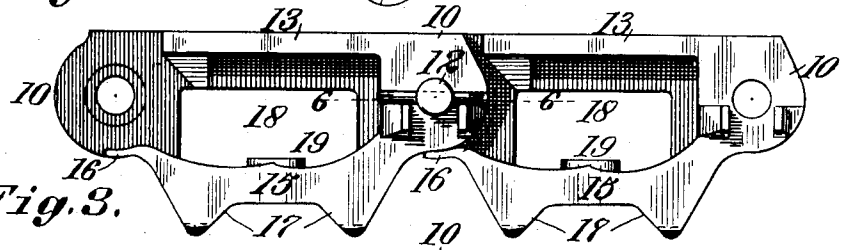


Fig. 3.

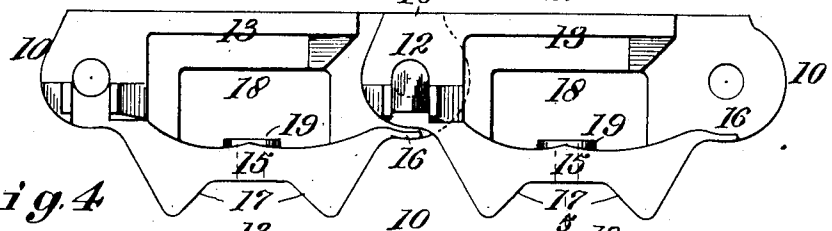


Fig. 4

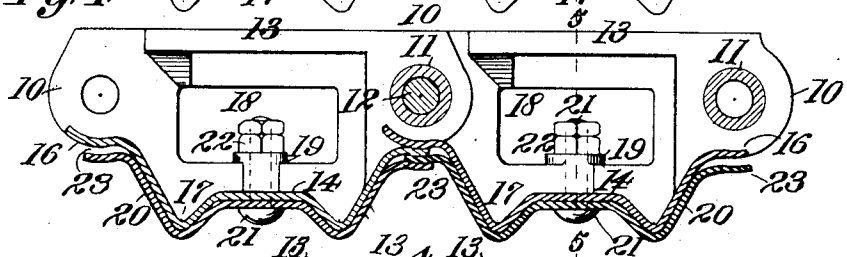
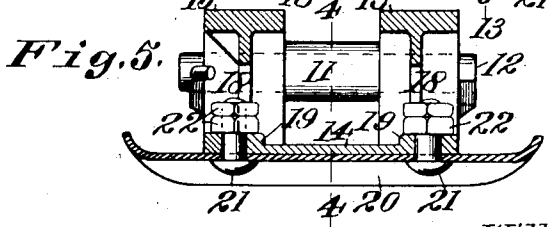


Fig. 5.



WITNESSES:

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UNITED STATES PATENT OFFICE.

WILLIAM TURNBULL, OF STOCKTON, CALIFORNIA, ASSIGNOR TO THE HOLT MANUFACTURING COMPANY, OF STOCKTON, CALIFORNIA, A CORPORATION OF CALIFORNIA.

TRACK-LINK CONSTRUCTION.

1,258,608. Specification of Letters Patent. Patented Mar. 5, 1918.

Application filed January 11, 1917. Serial No. 141,771.

To all whom it may concern:

Be it known that I, WILLIAM TURNBULL, a citizen of the United States, residing at Stockton, in the county of San Joaquin and State of California, have invented new and useful Improvements in Track-Link Construction, of which the following is a specification.

This invention relates to a construction of links for self-laying tracks employed in tractors and similar vehicles.

For some character of uses the link shoe may be comparatively small and need not project beyond the sides of the link, while for other uses a shoe of increased supporting area is required. In the present invention I provide a link with a main shoe preferably cast on the side bars and so arranged as to form a seat for a supplemental shoe detachably connectible therewith, said supplemental shoe projecting at opposite sides of the main shoe and forming a ground-engaging member of increased supporting area.

One form which my invention may assume is exemplified in the following description and illustrated in the accompanying drawings, in which—

Figure 1 shows a perspective view of a link having a main shoe cast thereon.

Fig. 2 shows a side elevation of a plurality of links of this character interconnected.

Fig. 3 shows a similar view from the opposite side of said links.

Fig. 4 shows a vertical, central, longitudinal, sectional view of said interconnected links on line 4—4 of Fig. 5 to which have been applied the supplemental shoes.

Fig. 5 shows a sectional view, taken on the line 5—5 of Fig. 4.

Fig. 6 shows a detail sectional view of a journal pin for connecting adjacent links together.

In the drawings, a track link is shown as comprising spaced side bars 10, with gudgeon blocks 11 forming the teeth of the chain track and also serving as bearings to receive the journal pins 12 for connecting adjacent links together. The side bars have flanges 13, at their inner longitudinal edges, forming rails for the roller truck mechanism of the supported vehicle. Extending between the side bars, at the upper longitudinal edges, is a cast shoe or tread 14, of suitable form, with turned-up sides 15 terminating slightly to one side of the bars 10 and in vertical line with the outer edges of the rails 13. One end 16 of each shoe is preferably extended to overlap the adjacent end of the shoe of the connecting link, whereby to close the space between the links. Transverse ribs 17 are formed upon the bottom of the shoe 14 for ground-engaging purposes. The side bars 10 are made with openings 18 to permit forcing out of mud and dirt by the sprocket teeth of the driving wheel.

Beneath the rail heads 13 are bosses 19 spanning the space between the side bars and the turned-up sides of the shoe. The link and shoe described thus far is complete for ordinary purposes, but under extraordinary conditions where the ground is soft a shoe of increased supporting area will be required and I provide supplemental shoes 20 adapted to fit over the main shoes 14 and be held in place thereon by means of bolts 21 extending through the openings in the bosses 19 and secured in place by nuts 22 lying partially within the openings 18 in the side bars. The supplemental shoes, preferably, are of pressed metal construction and shaped to conform to the contour of the main shoes, but are of increased supporting area, being extended some distance to either side of the main shoe and link, as shown in Fig. 5. The ends 23 of the supplemental shoes are spaced from the face of the adjacent portion of the main shoe, as shown in Fig. 4, whereby the adjacent ends of the two shoes may be overlapped and interpositioned.

Various changes in the construction and arrangement of the several parts herein shown and described may be employed without departing from the spirit of my invention as disclosed in the appended claims.

Having thus described my invention, what I claim and desire to secure by Letters Patent is—

1. A link for endless, flexible, self-laying tracks, comprising spaced side bars having a bottom plate extending between them and cast integrally therewith, said bottom plate forming a main shoe for engagement with the ground, a supplemental shoe of larger ground-engaging area adapted to seat against said bottom plate, and means for detachably securing the supplemental shoe in place thereon.

2. A link for endless, flexible, self-laying tracks having a main shoe cast thereon terminating substantially in line with the exterior sides of the link and forming a seat for a supplemental shoe of larger area.

3. A link for endless, flexible, self-laying tracks having a main shoe cast thereon terminating substantially in line with the exterior sides of the link and forming a seat for a supplemental shoe of larger area, and a pressed metal, supplemental shoe detachably secured in place on said cast shoe and projecting beyond the sides thereof.

4. A link for endless, flexible, self-laying tracks comprising spaced side bars having a main shoe extending between said bars and formed integrally therewith, said shoe being provided with vertical openings to receive bolts for fastening a supplemental shoe in place.

5. A link for endless, flexible, self-laying tracks comprising spaced side bars having a main shoe extending between said bars and formed integrally therewith, said shoe being provided with vertical openings to receive bolts for fastening a supplemental shoe in place, and a pressed metal shoe of larger area held in place on said main shoe by means of said bolts.

6. A link for endless, flexible, self-laying tracks comprising spaced side bars having a main shoe extending between said bars and formed integrally therewith, said shoe being provided with vertical openings to receive bolts for fastening a supplemental shoe in place, a pressed metal shoe of larger area held in place on said main shoe by means of said bolts, transverse ribs on said main shoe and corresponding grooves on the supplemental shoe to receive said ribs.

7. A link for endless, flexible, self-laying tracks comprising spaced side bars each having openings centrally therein, a main shoe extending between opposite bars and provided with turned-up sides spaced from the said bars, and bosses positioned between the turned-up sides of the shoe and adjacent bar and having vertical openings to receive bolts for detachably connecting a supplemental shoe in place upon the main shoe.

8. A link for endless self-laying tracks, comprising a tread portion and two parallel upstanding open-sided rail webs with rail heads cast integral with the tread portion, the webs extending along the marginal side edges of the tread portions so that the rail heads are approximately of the same maximum width as the tread portion.

9. A link for endless self-laying tracks, comprising a tread portion and two parallel upstanding open-sided rail webs with rail heads cast integral with the tread portion, the webs extending along the marginal side edges of the tread portions so that the rail heads are approximately of the same maximum width as the tread portion, and a removable shoe plate connected to the tread, the latter having corrugations fitting corresponding grooves in the shoe-plate.

10. A link for endless, flexible, self-laying tracks having a main shoe cast thereon terminating substantially in line with the exterior sides of the link and forming a seat for a supplemental shoe of larger area, and a pressed metal, supplemental shoe detachably secured in place on said cast shoe and projecting beyond the sides thereof, the front and rear ends of said supplemental shoe being so spaced from the main shoe that the overlapping ends of adjoining track sections are interleaved.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

WILLIAM TURNBULL.

Witnesses:
J. G. SMITH,
W. J. TALBOT.