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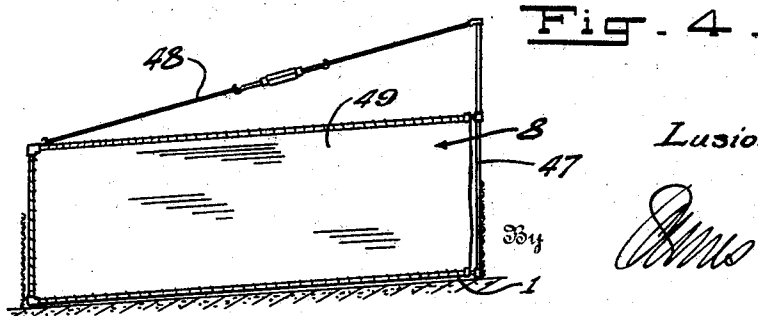
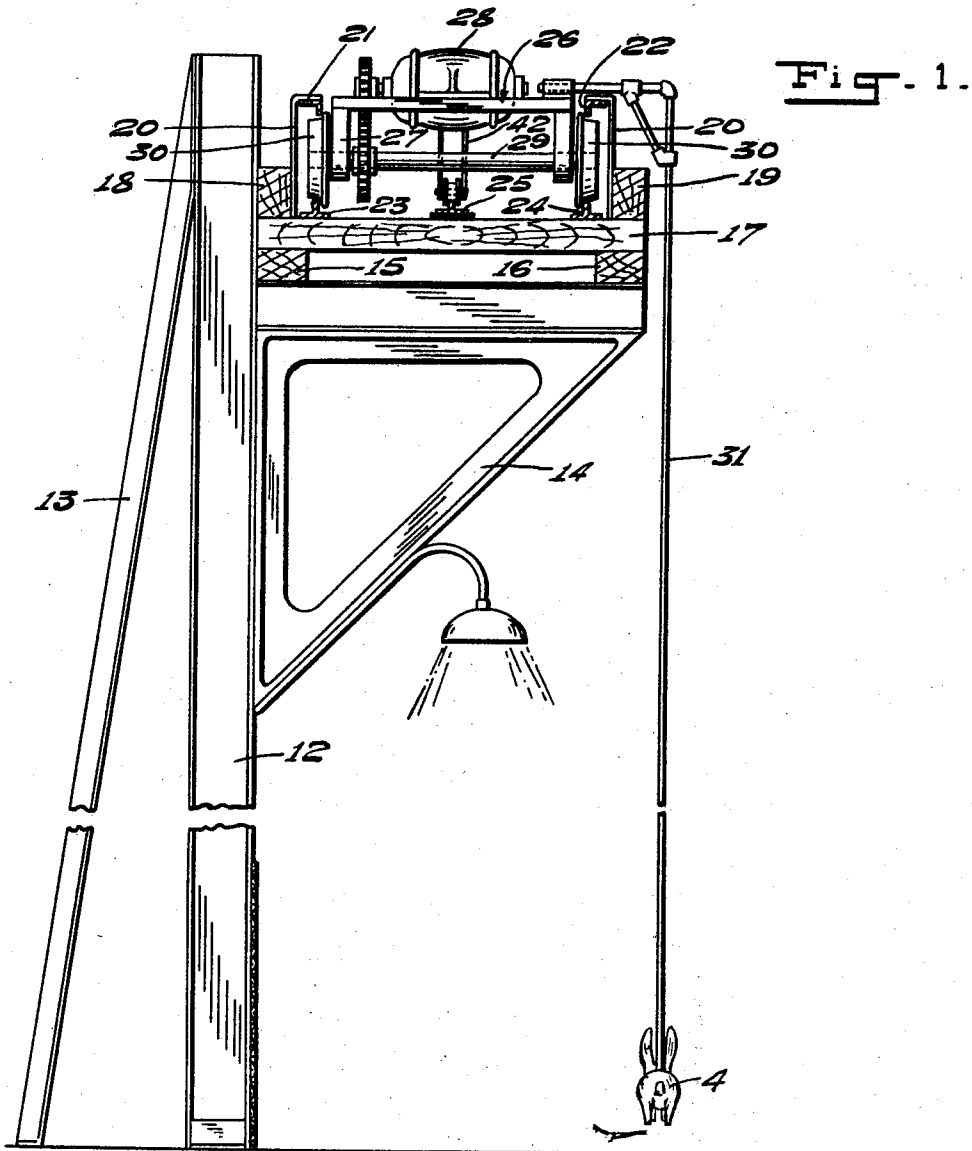
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1,787,604

TRACK FOR DOG RACING

Filed May 11, 1927

2 Sheets-Sheet 1



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2 Sheets-Sheet 2

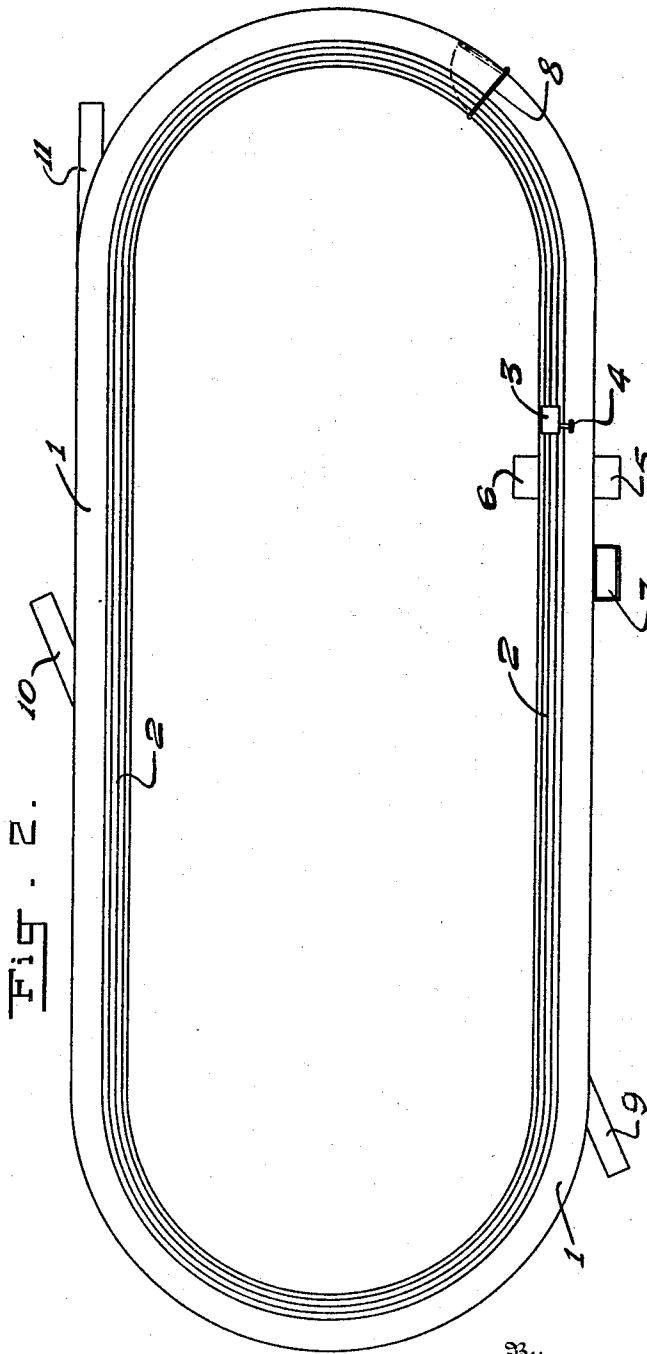


Fig. 5.

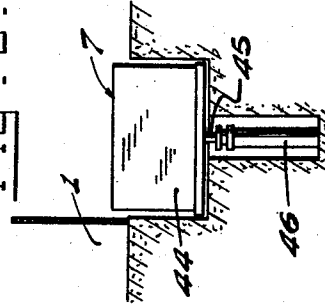
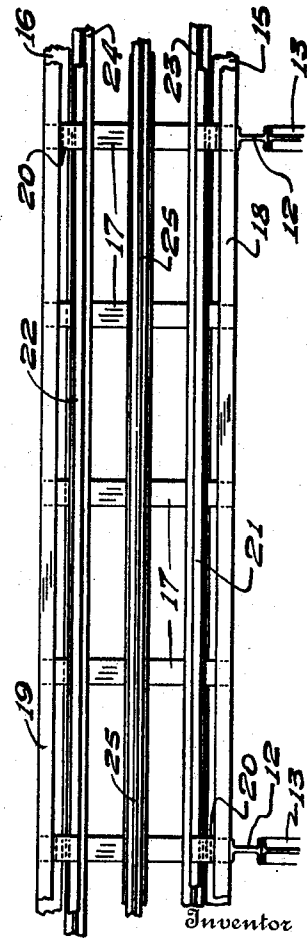


Fig. 3.



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## UNITED STATES PATENT OFFICE

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## TRACK FOR DOG RACING

Application filed May 11, 1927. Serial No. 190,607.

This invention relates to race tracks of that type which are adapted to the racing of animals such as hounds, which follow a mechanical rabbit or lure.

5 In the construction of a race track of this character at least three problems present themselves for solution, among which are the provision for the convenience of the spectators, the safety of the dogs, and, since dog-  
10 racing has become a standardized sport, the construction of the race track must be such that it can be duplicated with exactitude in different locations.

In carrying out the first object of the invention, the lure-operating means must be supported from the inner side of the track so that the spectators may have an unobstructed view of the dogs, it must be of such restricted height that the part of it in front of the grand-  
15 stand will be below the line of vision of those in the grandstand, and the supporting members or braces must be so disposed and inclined as to offer no obstruction to the view of the race. Furthermore, the lure must be  
20 suspended by means of such attenuated construction as to be substantially invisible.

In the interest of the safety of the dogs, the truck from which the lure is suspended must be retained upon the track on which it  
25 operates in such a manner as to prevent its derailment and falling in the path of the dogs.

Moreover, means must be provided at the conclusion of the race for stopping the dogs  
30 without doing them injury.

From the standpoint of duplication of the race track, the trestle for supporting the tracks upon which the truck runs must be of such construction that they may be constructed  
35 in units, such as may be fabricated in toto at a mill or factory and then transported to the place of construction and then set up.

The present invention seeks the fulfillment of the above objects, and other objects such as may appear as the following description of a preferred and practical embodiment of the invention proceeds.

In the drawings, in which like parts are denoted by identical reference characters:—

50 Fig. I is a side elevation of one of the trestle

units, showing the rail stringers in section, and the truck and lure in operative position;

Fig. II is a plan view of the race track showing the rails, truck, lure and the stop  
55 gate;

Fig. III is a plan view on an enlarged scale of a portion of the trestle;

Fig. IV is a side elevation of the stop gate;

Fig. V is a side elevation of a sunken hydraulic dog lift.

Referring now in detail to the several figures, the numeral 1 represents the race track which, as shown in Fig. II, is preferably oval  
60 in form and provided around its inner periphery with the railway 2 which carries the electrically operated truck 3. A lure 4 is suspended from the truck, and depends into the path of the dogs in advance of them. The speed of the truck is controlled from a  
65 switch box 5 and is always maintained at a rate slightly faster than the dogs can travel so as to induce them to put forth their best  
70 speed.

As is shown in Fig. II, where the general  
75 lay-out of a race course is diagrammatically represented, 6 designates the judges stand, 7 is a sunken hydraulic lift or cage for bringing the dogs upon the track, and 8 the stop-  
80 gate which functions in the manner hereinbefore described to halt the dogs after they have passed the judges stand at the conclusion of the race, in such a manner as to avoid the possibility of injuring them.

The numerals 9; 10; and 11 represent, respectively, entrances for the dogs at quarter,  
85 half, and five-eighth track length intervals.

The railway upon which the truck 3 operates is supported upon vertically disposed members such as are illustrated in Fig. I. Each of these comprises the vertical post 12 preferably of I-beam cross-section and suitably braced in the rear or off-track direction  
90 by an inclined support 13. A triangular bracket 14, preferably also of commercial structural steel construction, is secured to each post, overhanging the race course, said triangular brackets affording support for the stringers 15 and 16 which are laid continuously around the racetrack, bridging the  
100

spaces between the supports. The supporting units are of such construction that they may be fabricated at a mill and transported intact to their final destination. The triangular supports are so inclined as to be out of the path of view of that part of the race course which the dogs traverse and which the supporting brackets overhang.

Cross ties 17 are laid upon the stringers 15 and 16 and continuous sleepers 18 and 19 are placed upon said cross ties, said sleepers carrying the brackets 20 which support the guard rails 21 and 22.

The rails proper 23 and 24 are also supported by the cross ties as is the third electrified rail 25.

A truck 26 consisting essentially of a frame 27 with an electric motor 28 supported thereupon suitably geared to a driving axle 29 carrying the flanged drive wheels 30, rests upon the rails 23 and 24 and travels about them when the motor is energized.

The energization of the motor is effected through the third rail 25 by electrical connections not shown controlled from the switch box 5.

The lure 4 is rigidly suspended by means of a braced rod 31, the upper end of which rod is suitably secured to the truck 26. Thus, the lure travels with the truck in a continuous oval path, preferably along the median line of the race course, a part of which is constituted by a vacant ground space beneath the railway, and the unobstructed visibility of which is secured through novel construction of the supporting units.

This visibility may be enhanced, particularly for night racing by means of electric lights, suitably disposed along the inclined sides of the supporting brackets 14.

The guard rails 21 and 22 extend continuously around the track and are constituted by members of angular section as shown, supported at proper intervals by brackets 20 fixed vertically to the sleepers 18 and 19. The guard rails overhang the wheels 30, cooperating with the main rails 23 and 24 to form continuous angular spaces within which the tread portions of the wheels extend, so that the truck is securely interlocked with respect to the rails and cannot tip over or fall from the track into the path of the dogs, which has occasionally happened in devices of known structure, sometimes working injury to the dogs.

The third rail 25 is carefully insulated from the supporting cross ties and the motor is provided with a trolley 42 making continuous contact with the third rail 25, through which means the motor is supplied with current.

The operation of the invention may be inferred from the structure which has been described. The dogs may be started in any suitable manner, the lure being carried before

them and propelled around the track as many times as there are laps to the race. For starting the dogs, it is frequently desirable to have them maintained below the level of the race track until the moment of the race. For this purpose, the invention provides a hydraulic lift or cage consisting of a box-like structure 44 normally sunk below the level of the race track but being elevatable hydraulically, by means of the plunger 45 acting in a cylinder 46 and being supplied by fluid under pressure from any suitable source.

At the conclusion of the race the truck is speeded up so as to carry the lure hopelessly in advance of the dogs, whereupon the gate 8 is swung either manually or otherwise across the race course, inhibiting the further progress of the dogs. The gate is preferably formed with a rim of pipe-fittings 47, suitably braced as indicated at 48 in Fig. IV. The gate is covered with a canvas sheet 49, and in the interest of the safety of the dogs the bottom member of the rim extends very close to the ground so as to make it practically impossible for the running dogs to come into an engagement with it.

It is obvious that a race track constructed according to the principles of the present invention needs no outlet or switch upon which to sidetrack the dogs at the conclusion of a race, this further ensuring the safety of the dogs because they do not have to pile into the blind end of an offset portion of the track into which the line has previously been run.

While I have in the above description endeavored to define a preferred and practical embodiment of my invention it is to be understood that the specific details of construction as shown and described are merely by way of example, and not limitative with respect to the scope of the invention as defined in the appended claims.

I claim:—

1. A race track for dogs including a plurality of vertical posts disposed along the inner right-of-way, right-angled triangular shaped brackets connected to the inner faces of said posts and projecting outwardly over the course, two traffic rails supported by said brackets, a guard rail mounted above in superposed relation with each one of said traffic rails, a truck provided with rail-engaging wheels mounted upon the traffic rails with the flanges out of contact but adjacent to the guard rails, whereby the wheels are held against upward displacement, an electric motor for driving the truck carried thereby, a third rail supported by said brackets for supplying current to the electric motor, a right-angled arm having a short upper terminal connected to the truck with the longer terminal thereof projected beyond the inner ends of the brackets and terminating at a point slightly above the course, and a lure

suspended from the lower free end thereof.

2. A race track for dogs including a plurality of vertical posts disposed along the inner right-of-way, two traffic rails supported by said posts, a guard rail mounted above in superposed relation with each one of said traffic rails, a truck provided with rail-engaging wheels mounted upon the traffic rails with the flanges out of contact but adjacent to the guard rails, whereby the wheels are held against upward displacement, an electric motor for driving the truck carried thereby, a third rail supported by said posts for supplying current to the electric motor, a right-angled arm having a short upper terminal connected to the truck with the longer terminal thereof projected beyond the inner ends of the brackets and terminating at a point slightly above the course, and a lure suspended from the lower free end thereof.

In testimony whereof I have hereunto set my hand.

LUSION G. THROCKMORTON.