

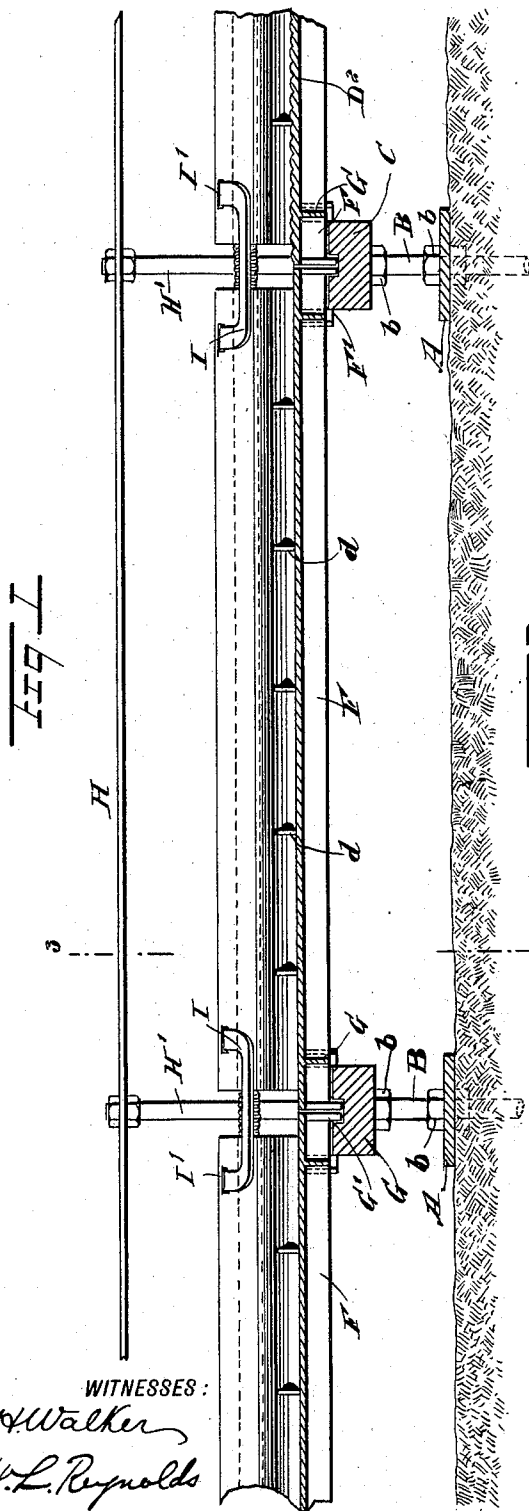
(No Model.)

2 Sheets—Sheet 1.

J. B. HANSLER.
BICYCLE TRACK.

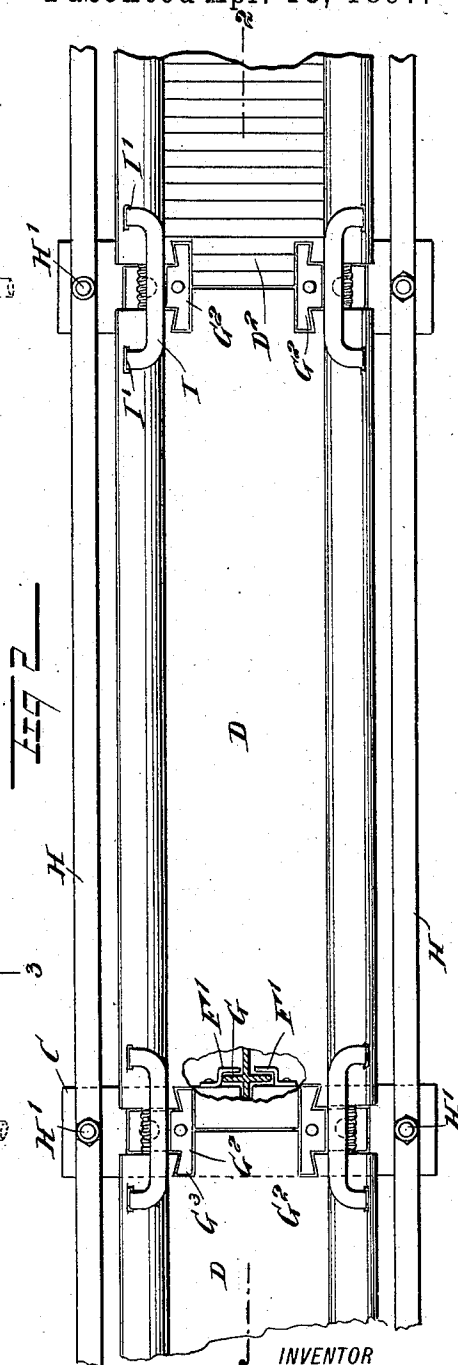
No. 580,686.

Patented Apr. 13, 1897.



WITNESSES:

H. Walker
H. L. Reynolds



INVENTOR

J. B. Hansler

BY

Munn & Co

ATTORNEYS.

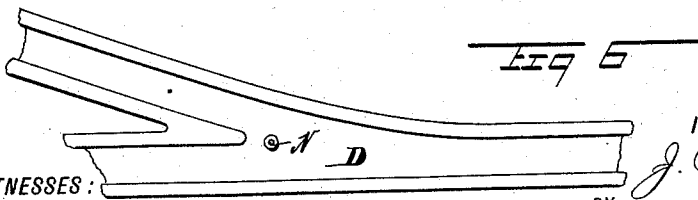
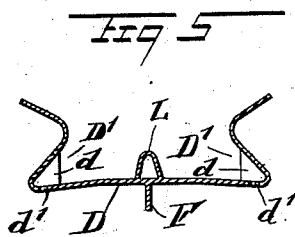
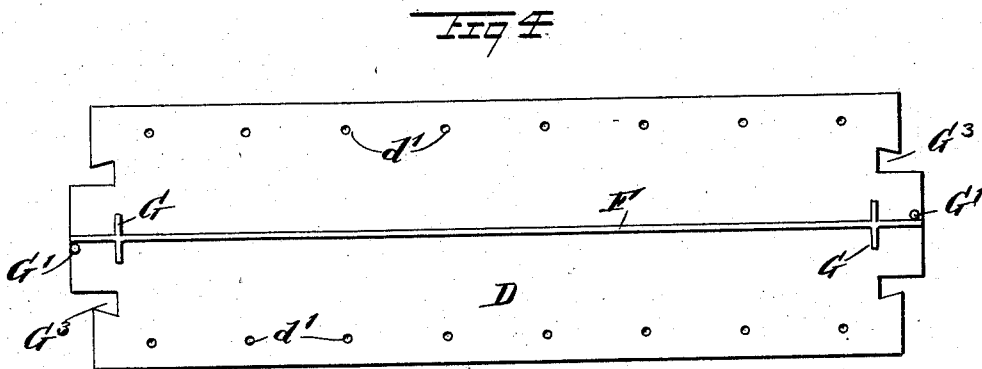
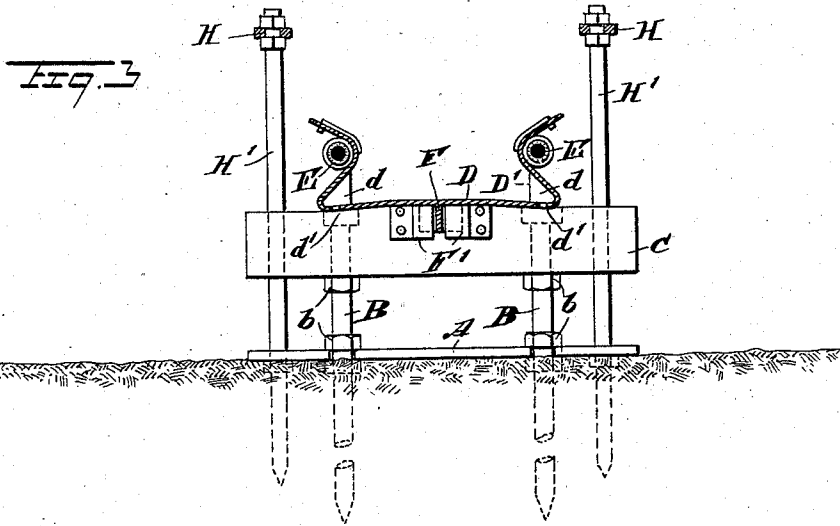
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UNITED STATES PATENT OFFICE.

JOHN B. HANSLER, OF NEWBURG, NEW YORK.

BICYCLE-TRACK.

SPECIFICATION forming part of Letters Patent No. 580,686, dated April 13, 1897.

Application filed September 9, 1896. Serial No. 605,273. (No model.)

To all whom it may concern:

Be it known that I, JOHN B. HANSLER, of Newburg, in the county of Orange and State of New York, have invented a new and Improved Bicycle-Track, of which the following is a full, clear, and exact description.

My invention relates to an improvement in bicycle-tracks; and it consists in making the track out of metal plates having the edges turned up and supported at the ends of each plate by beams which may be adjusted vertically.

It also consists in placing steam-pipes along the side of the track, whereby the snow and ice may be quickly thawed out during cold weather.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a vertical longitudinal section of the track. Fig. 2 is a plan view of the same. Fig. 3 is a cross-sectional elevation on the line 3 3 in Fig. 1. Fig. 4 is a bottom plan view of one of the plates. Fig. 5 is a cross-section of a plate, and Fig. 6 shows the method of forming turnouts and switches.

The object of my invention is to produce a track for the use more particularly of bicycles which will present a smooth, even surface and can be cheaply constructed upon such grades as will be found most desirable. Its object is further to provide means by which such a track may be kept open and unobstructed by snow or ice during the cold weather.

As a foundation upon which to build my track I first place the metal plates A upon the ground and extending across the course of the track. These plates act as sills for carrying the weight of the track, and are placed a distance apart along the course of the track equal to the length of the plates of which the sections are composed. These plates are formed with holes in their center or notches extending from the edge to the center, as shown in Fig. 3. These notches are calculated to receive the vertical posts B, which support the cross-timbers carrying the track. These posts B are screw-threaded and have nuts b upon them, which may be adjusted so as to support the cross-timbers C at greater

or less elevation and when necessary to raise one end farther above the sill A than the other. These nuts b bear upon the top of the sill A and the under surface of the cross-timbers C. The posts B may also have an additional nut placed upon the under side of the sill A, and with the one placed just above clamping the plate between them. The under nut is shown in dotted lines in Figs. 1 and 3. This form of construction makes it possible to place the sill A upon sloping ground, and by properly adjusting the nuts upon the posts making the cross-timbers C level. Also in cases where it is necessary the outer edge of the track may be elevated upon curves.

Each post B is pointed at the lower end and is driven into the ground, thus anchoring the track securely in position. The plates D, which form the track, have their edges bent upward and inward, forming a recess D' upon each side. The edge of the plate is again bent outwardly, forming an outer recess, within which is placed the pipe E. This is clearly shown in Fig. 3. Within the recess D', which is inside the trough formed by the upturned edges of the plate, vertical braces d are placed at suitable intervals. This serves to stiffen the vertical portion of the plate and make the track stronger than it would otherwise be. When desirable, a central web F may be placed upon the under side of the plate to strengthen the same. The horizontal portion of the plate forming the track is sloped slightly into the recess D', and the plate is therein provided with a series of holes d' for drainage. The water collecting in the trough will run out through these holes, thus keeping the trough dry at all times.

At each end of the plates I have provided locking devices by which the plates may be fastened to the cross-timbers and to themselves. Upon the side of the cross-timber C are fixed two offset-plates F'. The ends of these are slightly separated and behind the offset portions form a recess which receives a cross-plate G, which is fixed to the sides of the web F. The plate is dropped into position with its cross-piece behind the plates F', thus locking the plate D to the cross-timbers. In Fig. 1, in addition to the above, I have shown a pin G', which passes down into a

hole in the cross-timber. The other way, which is illustrated in Fig. 2 and which may be used in connection with the other, if desired, is to fasten dovetail plates G^2 upon the top of the cross-timber and notch the ends of the plates D at D^3 to correspond therewith. The plates D, fitting over the dovetail plates G^2 , will be held thereby.

A side rail H is provided upon each side of the track. This is elevated somewhat above the track and is supported by bars H' , which pass through the outer ends of the cross-beams C and into the ground. To make a smooth surface upon the upturned edge of the plate D where the joint is made, I provide a bar I, which is curved to one side at each end. The ends are then turned downwardly and fit in holes I' in the ends of the plates. The inner portion of the bar I is made to come flush and even with the rolled-over portion of the plate D. The ends of the bar I are gradually curved, so that the bar will make a smooth passage over the joint. At D^2 , I have shown a plate which has a corrugated upper surface. This may be provided in case it is found desirable.

This bicycle-track is intended to be built between towns and villages, so as to furnish a cheap and smooth track by which wheelmen may get from one place to another. It may be made to take a more direct course than the ordinary highways, as it may be built wherever desired.

In Fig. 6 the method of forming switches and turnouts is shown. Ordinarily two tracks would be built side by side, one track to be used in traveling in each direction. In this figure is also shown a cylinder or ball N, which is pivoted on a vertical pivot. The object of this is to form a fender which if struck by a wheel will turn upon its pivot, so as to push the wheel to one side, thus making the shock less than if a rigid body were struck. This cylinder or ball may be made of substance such as rubber, which is itself yielding.

In Fig. 6 a central ridge L is provided which may be used in connection with grooved wheels, if such a construction is desired.

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

1. A roadway for vehicles, consisting of a track made from metal plates having their edges bent upward and inward and then outward, substantially as described.

2. A roadway for vehicles, consisting of a track made from metal plates having their edges bent upward and inward and then outward, cross-beams supporting the track, and posts supporting the beams and having means for vertically adjusting the position of the beams thereon, substantially as described.

3. A roadway for vehicles, consisting of a track made from metal plates having upturned edges, cross-beams beneath the track,

vertical screw-threaded rods having nuts adjustable thereon and supporting the beams, and a plate supported by the ground and engaging the vertical rods to support them, substantially as described.

4. A roadway for vehicles, consisting of a track made from metal plates having their edges bent upward and inward and then rolled outward, having steam-pipes lying in the outer curve of the rolls, and means for supporting and adjusting the level of the track, substantially as described.

5. A roadway for vehicles consisting of a track formed of metal plates, having their edges turned upward and inward and then outward, and provided with drainage-holes at the outer edges of the bottom portion, substantially as described.

6. A roadway for vehicles consisting of a track formed of metal plates placed end to end and having their edges rolled upward and inward and then outward, the bottom portion thereof sloping slightly downward toward each edge and provided with drainage-holes at the outer edge of said bottom portion, substantially as described.

7. A roadway for vehicles consisting of a track formed of metal plates joined end to end and having their edges rolled upward and inward and then outward, a ridge or guiding-rail formed in the center of said plate, the bottom portion being slightly sloping toward the edges and provided at the lowest point with drainage-holes, substantially as described.

8. A roadway for vehicles, consisting of a track formed of metal plates having their edges rolled upward and inward and then outward, and having braces fitted in the recesses beneath the inner bend of the edges, substantially as described.

9. A roadway for vehicles, consisting of a track formed of metal plates having their edges rolled upward and inward and then outward, cross-beams for supporting the same, and dovetail or locking devices for fastening the ends of the adjacent plates to each other and to the supporting-beams, substantially as described.

10. A roadway for vehicles, consisting of a track formed of metal plates having their edges rolled upward and inward and then outward, cross-beams for supporting the same, dovetail or locking devices for fastening the ends of the adjacent plates to each other and to the supporting-beams, and bars fitting holes in the upturned edge of the adjacent plates on each side of the point of the union, and forming a smooth surface over the joints, substantially as described.

JOHN B. HANSLER.

Witnesses:

JOSEPH HANSLER,
JOHN HANMORE.