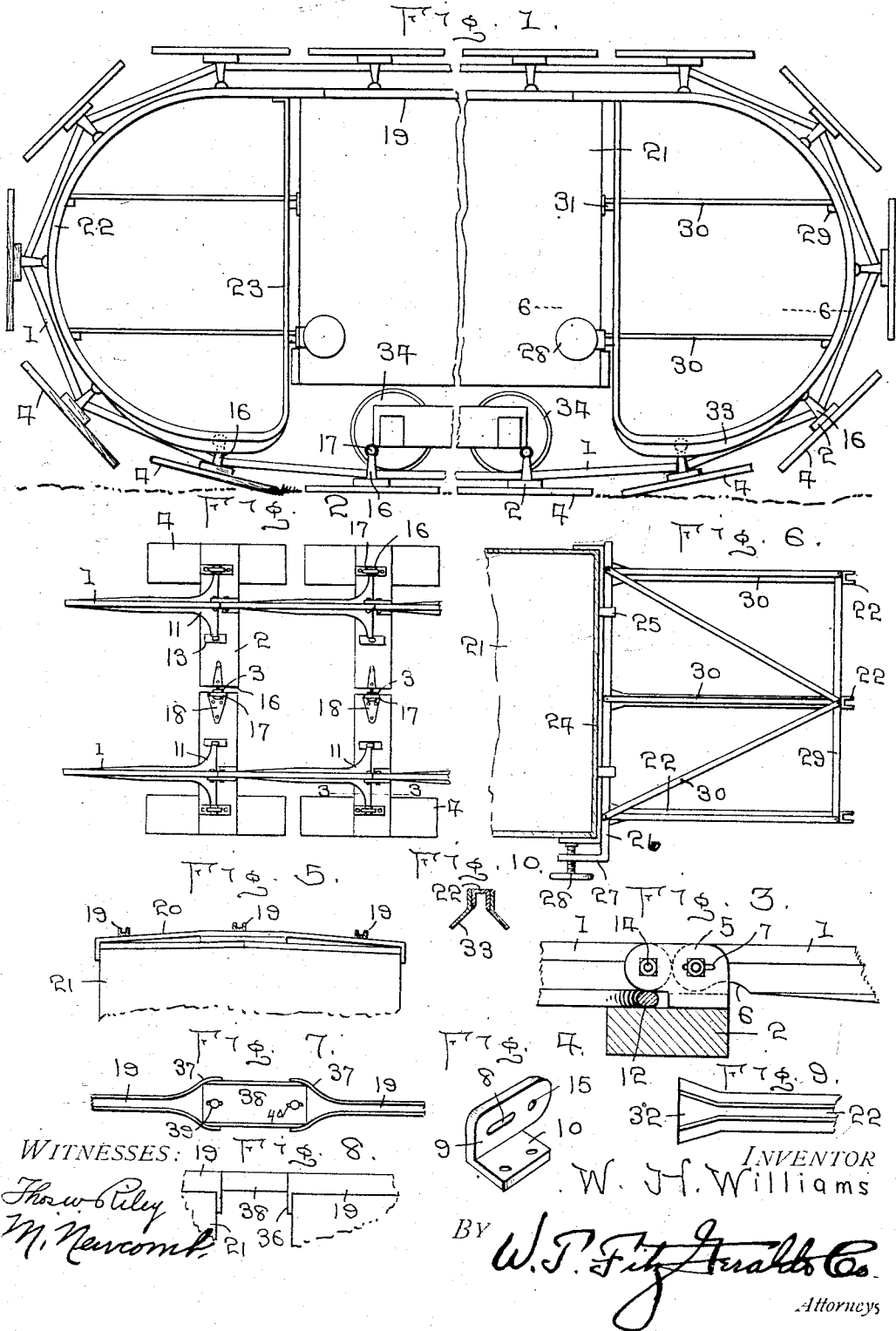


W. H. WILLIAMS.
 REVOLVING TRACK AND CAR THEREFOR.
 APPLICATION FILED JAN. 20, 1912.

1,035,506.

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UNITED STATES PATENT OFFICE.

WILLIAM H. WILLIAMS, OF STATESBORO, GEORGIA.

REVOLVING TRACK AND CAR THEREFOR.

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Specification of Letters Patent.

Patented Aug. 13, 1912.

Application filed January 20, 1912. Serial No. 672,422.

To all whom it may concern:

Be it known that I, WILLIAM H. WILLIAMS, a citizen of the United States, residing at Statesboro, in the county of Bulloch and State of Georgia, have invented certain new and useful Improvements in Revolving Tracks and Cars Therefor; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to railway tracks and cars and more particularly to continuous revolving tracks and cars within the tracks.

An object of the invention is to construct a revolving track and car with guiding means for the track and car.

A further object is to provide a continuous revolving track and car of the above stated character adapted for use where there are no permanent tracks.

Other objects and advantages will be hereinafter set forth and pointed out in the specification and claims.

In the accompanying drawings which are made a part of this application, Figure 1 is a side elevation of the track and car. Fig. 2 is a detail view of a portion of the track, showing the pivotal connections between the ends of the rail sections and between the tie sections. Fig. 3 is an enlarged sectional view on the line 3—3 of Fig. 2. Fig. 4 is a detail perspective view of the connecting member employed between the meeting ends of the rail sections. Fig. 5 is a fragmentary cross sectional view of the car, showing the guide channels and clamp bars in position upon the top of the car. Fig. 6 is a fragmentary cross sectional view on the line 6—6 of Fig. 1, showing the bracing rods for strengthening the curved ends of the guide channels. Fig. 7 is a detail view of the connections between the guide channels of separate cars when two or more are inclosed by the track. Fig. 8 is a fragmentary side view of the adjacent ends of two cars connected by the means shown in Fig. 7. Fig. 9 is a detail view of the lower end of one of the guide channels, and, Fig. 10 is a detail sectional view through one of the guide channels, showing auxiliary flanges secured to the opposite sides of said

channel to assist in guiding the small wheels during the turning of the track and car.

Referring more particularly to the drawings in which similar reference numerals designate corresponding parts throughout the several views, 1 represents the rail sections which are pivotally secured to the tie sections 2, as will be later clearly described, said tie sections 2 being pivotally connected at their inner ends by the hooks 3 and carrying feet 4 upon their outer extremities for engagement against the ground or other surface upon which the track and car may be traveling.

One end 5 of each rail section 1 is reduced, by cutting away a portion thereof, as shown at 6. The reduced end 5 is provided with a suitable opening through which the bolt 7 is passed, said bolt also being passed through the elongated slot 8 within the connecting member 9. The connecting member 9 is formed of right angled material and the horizontal portion 10 is secured upon a tie section 2, beneath the reduced end 5 of the rail through which the bolt 7 is positioned, it being understood that the elongated slot 8 is in the vertical portion of the connecting member 9.

The opposite end of each rail section 1 is provided with a securing and bearing plate 11 which projects in opposite directions from the end of the rail and has its ends rounded, as shown at 12, the extremities of the rounded ends being raised and in alignment with the bolt 14 for engagement within the bracket bearings 13 secured to the tie section 2 and suitably spaced from its outer end. The bolt 14, previously mentioned, is passed through the end of the rail section above the main portion of the plate 11 and through the aperture 15 in the vertical portion of the connecting member 9. The elongated slot 8 and aperture 15 are at opposite ends of the vertical portion of the connecting member 9. It will be seen that the connecting member 9 serves to connect the meeting ends of the rail sections, the reduced end 5 bearing upon the horizontal portion 10 of said connecting member.

Each tie section 2 carries an upwardly projecting bracket 16 near its outer end, within which is mounted a wheel 17, said bracket 16 projecting upwardly from the outer bracket bearings 13. One of the tie

sections 2 of each tie also carries a bracket 16 near its inner end with a wheel 17 mounted in the upper end of said bracket, the bracket projecting upwardly from one of the plates 18 by which the link 3 is carried.

The wheels 17 are adapted for engagement within the guide channels 19 secured to the clamp bars 20 which have their opposite ends bent at right angles to the main portion, said clamp bars being adapted for engagement over the top of the car 21 and positioned transversely of the latter. The opposite ends of the guide channels 19 are curved, as shown at 22, said ends being curved outwardly and then downwardly to a position below the bottom of the car where they connect with the upwardly directed bars 23, the upper extremities of which may be suitably secured to the under side of the channel bars 19, inwardly of their curved ends and adjacent the upper edge of the car. The straight channel bars 19 may be integral with the curved ends 22 but are preferably pivoted thereto and formed in sections. The upwardly directed bars 23 are held in position adjacent the opposite ends of the car 21 by means of clamp bars 24, similar to the clamp bars 20, engaged transversely against the ends of the car, the ends of the bars 24 being engaged against the sides of the car while the main portions thereof are engaged against the ends of the car. The clamp bars 24 carry loops 25 through which a rod 26 is engaged, said rod 26 having one end 27 bent at a right angle and a screw 28 engaged therethrough, the end of the screw having a swivel connection with one right angled end of the clamp bar 24 upon which the rod 26 slides. The curved ends 22 of the channel bars are held in proper spaced relation to one another by means of the horizontal rods 29 secured to their under faces, and connected with the rods 29 and the slide rod 26 are the bracing members 30. The inner ends of the upper set of bracing members 30 are secured to a bar 31 pressed against the end of the car and carried by the bars 23.

The lower extremities of the curved ends 22 of the guide channels are flared, as shown at 32, to allow ready engagement of the guide wheels 17 therewith and disengagement of the wheels from the ends of the guide channels, especially during turning of the track and car, which is accomplished by properly manipulating the screws 28 at the ends of the car. I have also shown auxiliary flanges 33 positioned upon opposite sides of the guide channels, along the lower portions of the turned ends 22 to properly guide the guide wheels 17 during the engagement of the wheels with the guide channels and their disengagement therefrom during the movement of the track and car in either direction. It will be understood

that while the small guide wheels 17 are riding in the guide channels around the car, the wheels 34 of the car 21 are riding upon the rail sections 1 as said sections are presented in succession beneath the car.

When two or more cars are inclosed by the track, the ends of the guide channels 19 upon the top of each car 21, have their ends 36 bent downwardly against the end of the car toward the adjacent car to prevent longitudinal movement of the guide channels upon the cars. The ends of the guide channels 19 are also flared, as shown at 37 and within the flared ends of the guide channels carried by the opposite car are pivoted the opposite ends of a short connecting channel 38 by means of bolts 39 passed through elongated slots 40 within the short connecting channel 38 and into the ends of the guide channels 19. By thus connecting the guide channels 19 of the cars 21, the track and cars may be readily turned, each car being free to turn for a limited distance to either side independently of the car or cars to which it is connected.

It will thus be seen that I have provided a continuous revolving track which may be readily clamped around a car or cars and which will present the rail sections in proper order to the wheels of the car or cars inclosed by the track, the guide wheels carried by the sectional ties working within the guide channels clamped to the car or cars to guide the track over the car or cars which it incloses. It will also be evident that this track and car may be employed for various purposes and are especially adapted for use where there are no permanent tracks.

What I claim is:—

1. The combination of sectional ties, means for pivotally connecting the sections of each tie, connecting members carried by said ties provided with a circular and an elongated opening adjacent the opposite ends thereof, rail sections, one end of each rail section being pivoted in said circular opening and the adjacent end of the succeeding rail section being pivoted in the elongated opening, guide wheels carried by the tie sections, and guide channels around a car to receive the guide wheels carried by the tie sections.

2. The combination of sectional ties, means for pivotally connecting the sections of each tie, connecting members carried by said ties provided with a circular and an elongated opening adjacent the opposite ends thereof, bracket bearings carried by said ties positioned at either side of said connecting members, rail sections, one end of each rail section being pivoted in said circular opening and the adjacent end of the succeeding rail section being pivoted in the elongated opening, laterally disposed bear-

ing plates carried by one end of each of said
rail sections, the extremities of said bearing
plates being rounded and mounted in said
bracket bearings, guide wheels carried by
the tie sections, and guide channels around
a car to receive the guide wheels carried by
the tie sections.

In testimony whereof I have signed my
name to this specification in the presence of
two subscribing witnesses.

WILLIAM H. WILLIAMS.

Witnesses:

C. A. NEALE,

W. T. FITZ GERALD.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents,
Washington, D. C."