O. TORSETH.

TRACK.

APPLICATION FILED JULY 24, 1914.

1,118,077.

Patented Nov. 24, 1914.

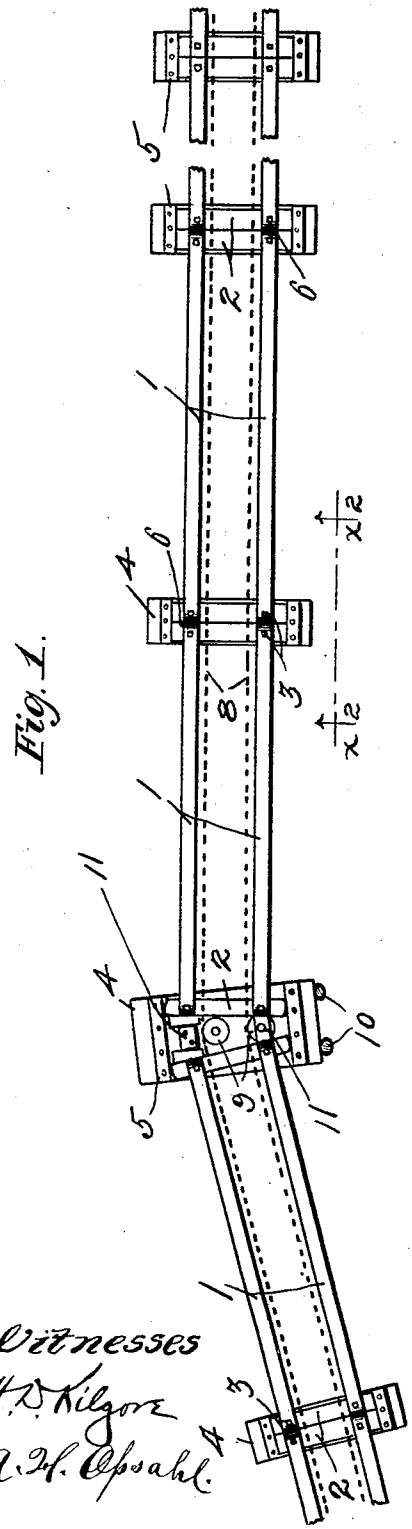


Fig. 1.

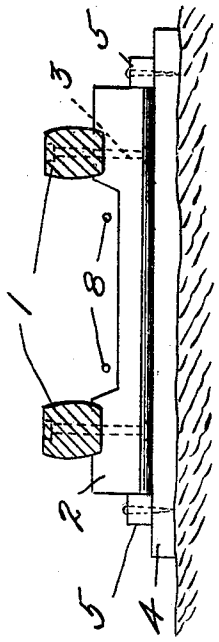


Fig. 3.

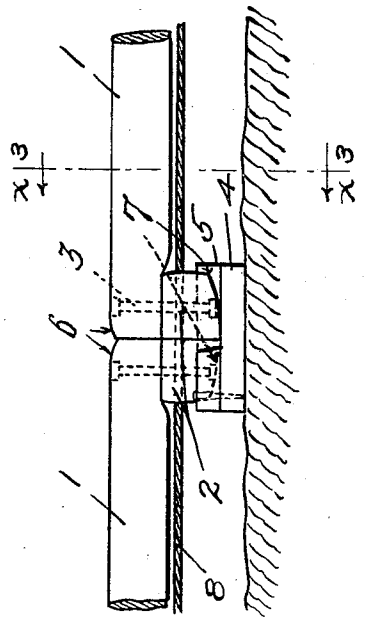


Fig. 2.

Witnesses
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THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

OSCAR TORSETH, OF EAU CLAIRE, WISCONSIN.

TRACK.

1,118,077. Specification of Letters Patent. Patented Nov. 24, 1914.

Original application filed January 26, 1914, Serial No. 814,361. Divided and this application filed July 24, 1914. Serial No. 852,957.

To all whom it may concern:

Be it known that I, OSCAR TORSETH, citizen of the United States, residing at Eau Claire, in the county of Eau Claire and State of Wisconsin, have invented certain new and useful Improvements in Tracks; 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.

My present invention has for its object to provide an improved track, especially adapted for use in connection with log conveying systems and is in the nature of a division of my co-pending application, S. N. 814,361, "Log conveying systems", filed January 26, 1914, and allowed May 18, 1914.

To the above end, the invention consists of the novel devices and combinations of devices hereinafter described and defined in the claims.

In the accompanying drawings, which illustrate the invention, like characters indicate like parts throughout the several views.

Referring to the drawings, Figure 1 is a plan view of the improved track, some parts being broken away. Fig. 2 is a detail view, in side elevation, taken in the vicinity of the line x^2 x^2 of Fig. 1 on an enlarged scale; and Fig. 3 is a view in transverse vertical section taken on the line x^3 x^3 of Fig. 2.

The improved track is made up of a plurality of independent sections placed end to end, each of which track sections comprises a pair of parallel rails or skids 1, secured at their ends to ties 2, by bolts 3. The two ties 2, at the abutting ends of the rails 1 of adjacent track sections, loosely rest upon a single sleeper 4 and are secured against endwise movement thereon by transverse cleats 5, spiked to said sleeper. As shown, each rail 1 is preferably hewn from a single log and the abutting ends thereof are rounded on their upper surfaces, at 6. It will also be noted that the bottoms of the ties 2 are upwardly curved at 7 toward the intermediate portions of the rails 1. The improved track is intended to be laid upon the surface of the ground, without grading, and, by rounding the ties, as described, the track sections will adjust themselves, on the sleepers 4, to the contour of the ground over which they are laid. The purpose of rounding the ends of the rails 1 is to prevent the cars, not shown, in passing over the rails, from striking the same. This is especially necessary when the track is laid over uneven ground and abutting rails are not in true horizontal alinement. The intermediate portions of the ties 2 are cut away to afford clearance for an endless power-driven cable 8, by which the cars are drawn over the improved track. This cable 8 runs over a pair of guide sheaves 9, at the angle in the track, and to prevent endwise movement of the sleeper at the angle, under the drawing action of the cable 8, stakes 10 are driven into the ground at one end of said sleeper. Short rail sections 11 are interposed between the spaced ends of the rails 1 at the angle of the track.

A track, constructed in accordance with my present invention, may be very quickly taken up and relaid with comparatively little labor and at a small expense, thus making the same extremely serviceable for use in logging systems where it is necessary to change the track frequently to bring the same as near as possible to the cut logs.

What I claim is:

1. A track made up of independent sections, each section comprising a pair of parallel rails of substantially the same length, ties connecting the ends of the rails of each track section, a single sleeper on which the ties of abutting track sections loosely rest, and stops on said sleeper for holding said ties against endwise movement thereof.

2. A track made up of independent sections, each section comprising a pair of parallel rails of substantially the same length, ties connecting the ends of the rails of each track section, and a single sleeper on which the ties of abutting track sections loosely rest, the bottoms of adjacent ties being reversely curved upwardly from their abutting faces.

3. A track made up of independent sections, each section comprising a pair of parallel rails of substantially the same length, ties connecting the ends of the rails of each track section, and a single sleeper on which the ties of abutting track sections loosely rest, the bottoms of adjacent ties being reversely curved upwardly from their abut-

ting faces and the ends of said rails being reversely curved from the curved bottoms of the ties on which they rest.

4. A track made up of independent sections, each section comprising a pair of parallel rails of substantially the same length, ties secured to the ends of the rails of each track section, a single sleeper on which the two ties of abutting track sections loosely rest, and stops for holding said ties against endwise movement on said sleepers, the bottoms of adjacent ties being reversely curved upwardly from their abutting faces, and the ends of said rails being reversely curved from the curved bottoms of the ties on which they rest.

5. A track made up of independent sections, each section comprising a pair of parallel rails, of substantially the same length, ties connecting the ends of the rails of each track section, the bottoms of adjacent ties being reversely beveled upwardly from their abutting faces, and a single sleeper, the abutting longitudinal lower edges of said ties resting on the longitudinal center of said sleeper.

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

OSCAR TORSETH.

Witnesses:
EMILY MAY KING,
HARRY D. KILGORE.

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