L. S. HACKNEY.

TRACK OR ROADWAY.

APPLICATION FILED AUG. 9, 1907.

899,252. Patented Sept. 22, 1908.

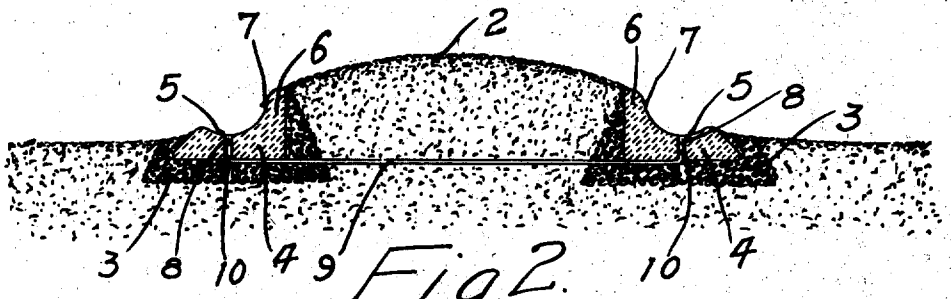


Fig 2.

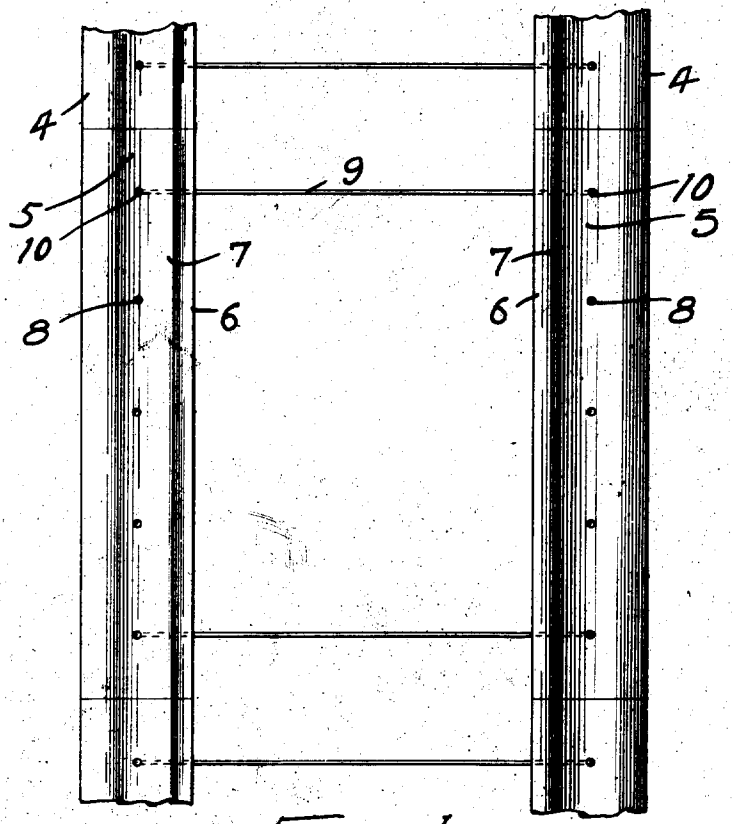


Fig 1.

WITNESSES

A. M. Halstrom

J. B. Byington

INVENTOR

LESLIE S. HACKNEY

BY Paul & Paul

HIS ATTORNEYS

UNITED STATES PATENT OFFICE.

LESLIE S. HACKNEY, OF ST. PAUL, MINNESOTA.

TRACK OR ROADWAY.

No. 899,252. Specification of Letters Patent. Patented Sept. 22, 1908.

Application filed August 9, 1907. Serial No. 387,770.

To all whom it may concern:

Be it known that I, LESLIE S. HACKNEY, of St. Paul, Ramsey county, Minnesota, have invented certain new and useful Improvements in Tracks or Roadways, of which the following is a specification.

The object of my invention is to provide a roadway or track over which a vehicle such as an automobile may be driven at a uniform speed and without regard to the weather or the condition of the soil in which the track is placed.

A further object is to provide a roadway of simple economical construction and one in which surface water will not collect and over which an automobile can be driven at comparatively high speed in perfect safety.

The invention consists generally in various constructions and combinations, all as hereinafter described and particularly pointed out in the claims.

In the accompanying drawings forming part of this specification, Figure 1 is a plan view of a vehicle roadway embodying my invention. Fig. 2 is a transverse sectional view of the same.

In the drawing, 2 represents the roadway which is preferably raised above the level of the soil on each side of the track to shed the surface water.

3 represents concrete foundations embedded in the gravel on each side of the roadway and made, preferably, of a mixture of broken rock and cement.

4 represents rails of concrete embedded in the foundations 3 and having upper bearing surfaces 5 for the wheel treads, and upwardly extending flanges 6 at their inner edges whose upper edges are flush substantially with the raised roadway 2. These flanges are provided with inclined surfaces 7 which merge into the surfaces 5. The wheels rolling on the surfaces 5 will be guided by the inclined surfaces 7 and prevented from running off the rails. At intervals I prefer to provide holes 8 in the rails through which any surface water collecting thereon, may escape. I also may provide cross or tie rods 9 having upwardly turned ends 10 adapted to enter the holes 8 and retain the rails in parallel relation with one another. These rods may be found particularly useful at curves where the rails would be subjected to extreme lateral strain. On straightway sections of the track the rods may be omitted. This, however, will be entirely at the option of the builder of the roadway.

I have indicated the rails as composed of sections of concrete which may be made at a factory and laid in the concrete foundation during the building of the roadway.

This roadway, while adapted particularly for automobiles is capable of use with other vehicles of all kinds.

I claim as my invention:

1. A vehicle track comprising a roadway and a wheel track laid therein and consisting of concrete rail sections, each section having an upwardly extending flange at its inner edge, the outer faces of said flanges being concave and the tread surfaces of said sections being also concave and merging into the curve of the corresponding surfaces of said flanges and forming therewith wheel treads which correspond substantially to the cross sectional curve of the wheel tires whereby the said tires will bear uniformly on the track and the wear thereon will be evenly distributed.

2. A vehicle track comprising a roadway and a wheel track laid therein and consisting of a series of rail sections placed end to end, said sections having upwardly extending flanges at their inner edges and the roadway being filled in between said flanges with its middle portion above the level of the tops of said flanges, and the outer edges of said sections being below the level of the roadway between said sections and above the roadway on each side of the wheel track, and said sections having concave wheel surfaces, substantially as described.

3. A vehicle track comprising a gravel roadway and a rubble foundation laid therein and a wheel track laid in said rubble foundations, said track being composed of sections placed end to end and having upwardly extending flanges on their inner edges, the roadway being filled in between and having a rounded upper surface projecting above said flanges and the wheel surfaces of said sections being concave and corresponding substantially to the cross sectional curve of the tire tread, substantially as described.

4. A vehicle track comprising a roadway

and a wheel track laid thereon and consisting of concrete rail sections having upwardly extending flanges at their inner edges, said rail sections having holes therein at intervals and tie rods extending across the roadway and having upwardly turned ends fitting within said holes

In witness whereof, I have hereunto set my hand this 29th day of July 1907.

LESLIE S. HACKNEY.

Witnesses:
RICHARD PAUL,
J. B. BYINGTON