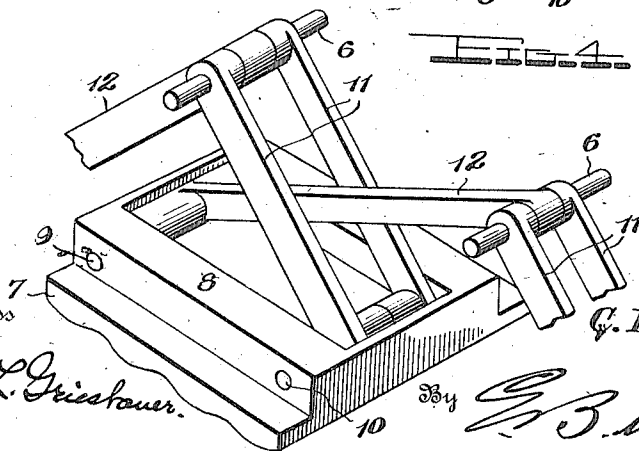
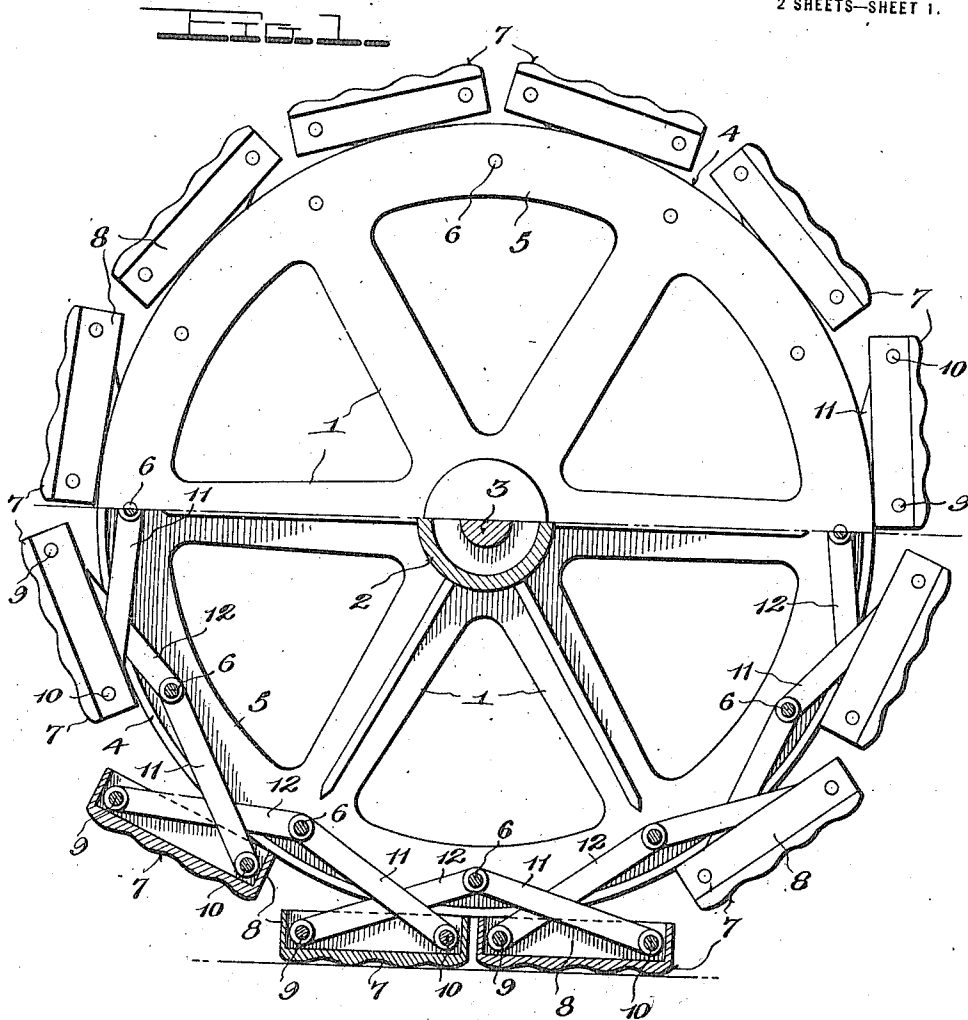


C. E. JOHNSON.
 PORTABLE TRACK WHEEL.
 APPLICATION FILED AUG. 29, 1916.

1,220,852.

Patented Mar. 27, 1917.
 2 SHEETS—SHEET 1.



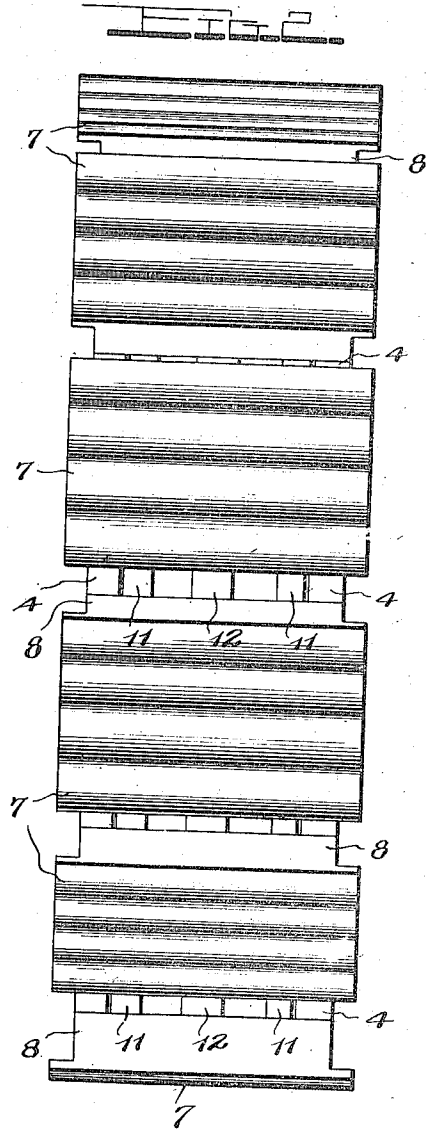
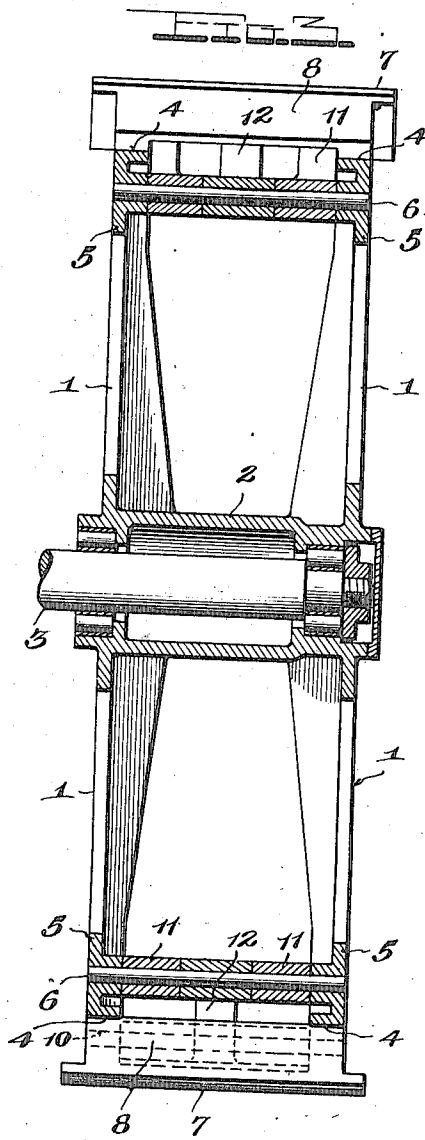
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UNITED STATES PATENT OFFICE.

CARL E. JOHNSON, OF ST. PAUL, MINNESOTA.

PORTABLE-TRACK WHEEL.

1,220,852.

Specification of Letters Patent. Patented Mar. 27, 1917.

Application filed August 29, 1916. Serial No. 117,497.

To all whom it may concern:

Be it known that I, CARL E. JOHNSON, a citizen of the United States, residing at St. Paul, in the county of Ramsey and State of Minnesota, have invented certain new and useful Improvements in Portable-Track Wheels, of which the following is a specification.

This invention relates to a portable track wheel of the traction type, and the object of the invention is to improve upon wheels of this type by so arranging and connecting the blocks that the wheel will preserve a level course passing smoothly from one pad or block to another, without any undulating movement of the axle; in which the links are so connected to the pads and wheel that the pads are at all times in more or less contact with the wheel rim; occupying a position at a tangent to said rim; and, so linked to the wheel that the links will act as fulcrums for the wheel, allowing it to push against the pads, preventing slipping or creeping of the wheel relative to the pads, and insuring positive traction.

With these various objects in view the invention consists in the novel features of construction hereinafter described, pointed out in the claims, and shown in the accompanying drawings, in which:—

Figure 1 is a sectional side elevation of a complete wheel.

Fig. 2 is a front elevation.

Fig. 3 is a vertical section on the line 3—3 of Fig. 1, and

Fig. 4 is a perspective view of a pad and its connecting links.

In constructing my device I employ a double wheel having spokes 1 and hub 2, said wheel being mounted upon an axle 3 with usual roller bearings.

Each wheel comprises two spaced rims 4 having inner flanges 5, and pins 6 are mounted in and connect said flanges.

The pads 7 are corrugated on their outer or ground faces and on their inner faces carry rectangular frames 8 in which are mounted transversely pivot pins 9 and 10.

To the latter are connected double links 11, and to the former single links 12, the links crossing and the links 12 working

through or between the links 11. Each link 12 is pivotally connected to one of the pins 6, and to the same pin are connected the links 11 of an adjacent pad, there being as many of the pins 6 as there are pads or blocks.

In the wheel illustrated I have shown twelve of these pads but do not desire to be limited to any particular number.

The length of the pads and links is such that when a pad is brought into contact with the ground, and two are in engagement with the ground and with each other at the same time, the wheel can roll, in either direction, the full length of the pad without lifting it; and during such movement the links will act as a fulcrum for the wheel, tending to push the pad downward and in a direction opposite to the travel of the wheel. This insures perfect traction and gives pulling power to the wheel, as it is impossible, owing to the manner of connecting the links, for the wheel to slip on any pad. In traveling the wheel passes to a pad, the frame 8 acting as a track, after said pad reaches flat or ground position, travels the entire length of the pad or track portion of the pad, and passes to the next pad before the links exert any lifting strain on the pad first mentioned.

When lifted the pad is still held with its track in engagement with the wheel rims, with the pad at a tangent thereto.

What I claim is:—

1. A device of the kind described comprising a wheel, a series of pads carried thereby, two of said pads being in simultaneous engagement with the ground throughout their entire length, and links connecting said pads to said wheel, a link of one pad having a wheel connection in common with a link of an adjacent pad.

2. The combination with a double rimmed wheel, of pins arranged transversely between the rims, pads overlapping said rims and intersecting links carried by each pad and connected to two of said pins, respectively, each pin being pivotally connected to links of adjacent pads.

3. A device of the kind described comprising a wheel having spaced rims, ground pads corrugated on their outer faces and

carrying a rectangular frame on their inner
faces, the side members of the frame en-
gaging the rims and forming track mem-
bers, pins carried by the wheel and extend-
5 ing from one rim to the other, a double
metal link carried by one end portion of
each pad and pivotally connected to one of

said pins, and a single metal link carried
by the other end portion of the pad and
passing between said double links and be- 10
ing pivotally connected to an adjacent pin,
as and for the purpose set forth.

In testimony whereof I affix my signature.

CARL E. JOHNSON.