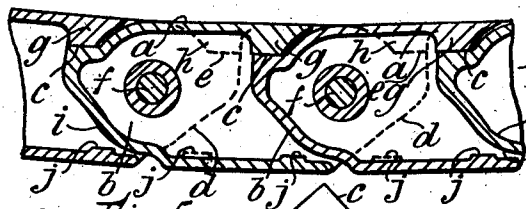
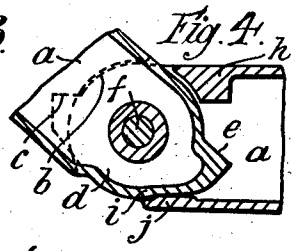
Aug. 24, 1926. 1,597,389

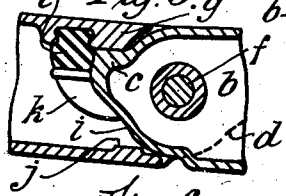
O. S. PENN

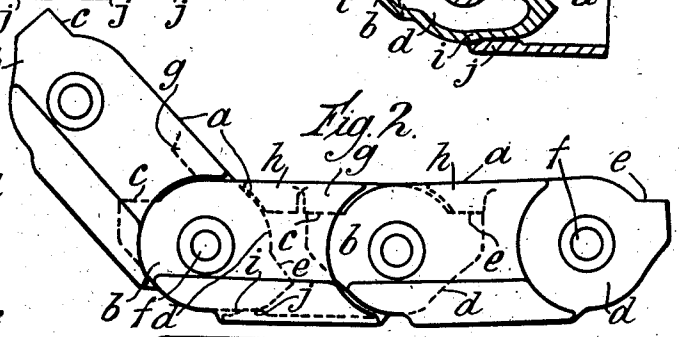
ENDLESS TRACK FOR VEHICLES

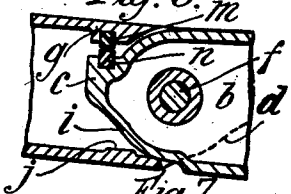
Filed April 23, 1926 2 Sheets-Sheet 1

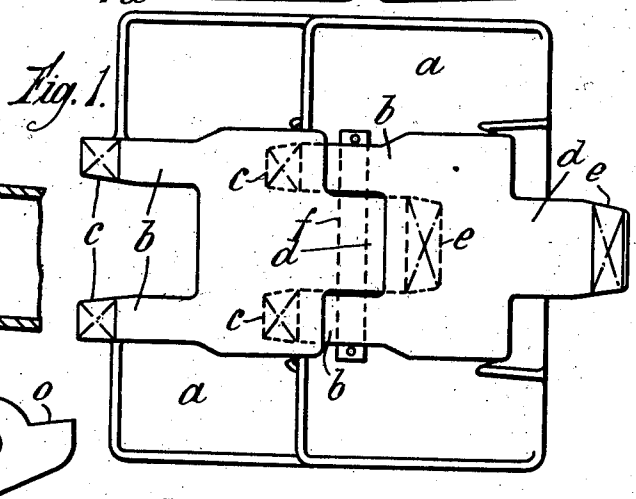


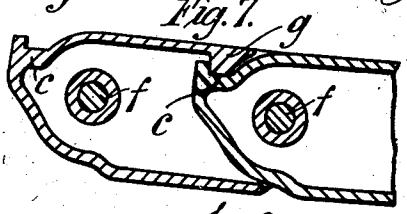


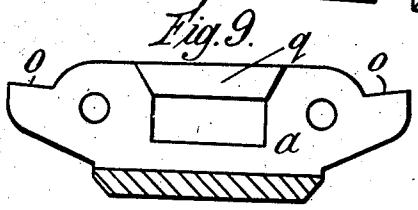


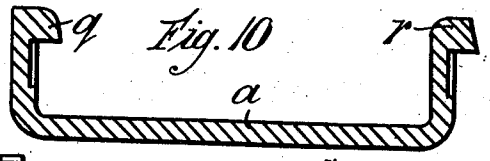


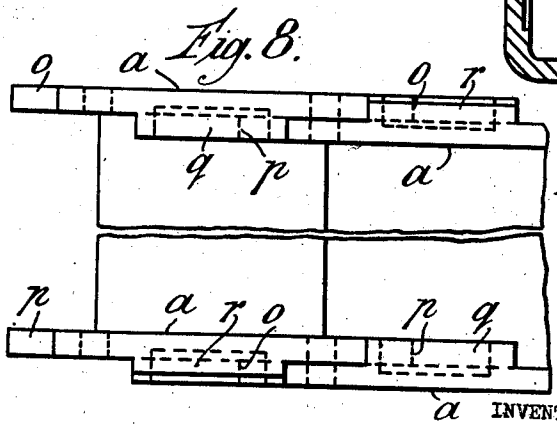


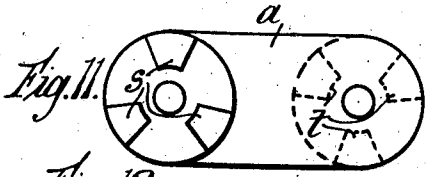


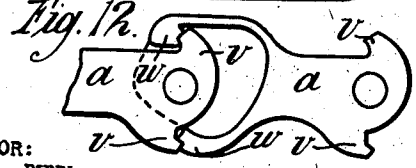












INVENTOR:
O. S. PENN,
By his Attorneys, Prescott Wright

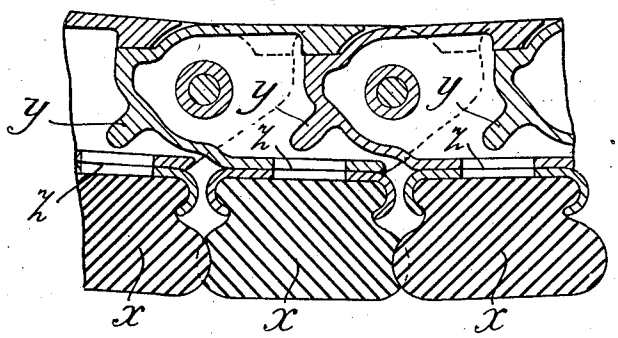
Aug. 24, 1926. 1,597,389

O. S. PENN

ENDLESS TRACK FOR VEHICLES

Filed April 23, 1926 2 Sheets-Sheet 2

Fig. 13.



INVENTOR:
O. S. PENN,
By his Attorneys,
Baldwin & Wright

Patented Aug. 24, 1926. 1,597,389

UNITED STATES PATENT OFFICE.

OSCAR STYLES PENN, OF WANDSWORTH COMMON, LONDON, ENGLAND, ASSIGNOR TO ROADLESS TRACTION, LIMITED, OF MIDDLESEX, ENGLAND.

ENDLESS TRACK FOR VEHICLES.

Application filed April 23, 1926, Serial No. 104,057, and in Great Britain December 11, 1924.

This invention relates to endless tracks for vehicles, and in such tracks, experience has shown it is of importance that the angle of turning of the tracks should be independent of the wear on the pins by which the links are coupled together, and the object of the invention is to ensure correct functioning of the tracks by providing means whereby the hinge pins take no part of the load imposed by the weight of the vehicle when the track is turned to a predetermined radius.

According to this invention endless tracks are provided with means for preventing parts of the track from turning when the track has turned to a predetermined radius so arranged that little strain or stress due to downward pressure is carried by the pins. The track may consist of a number of similar links, each link having an abutment engaging with an abutment on the adjacent link which prevents the links from turning relatively to each other more than a predetermined angle at the point at which the links are at the greatest angle with each other, the abutments being substantially in a horizontal plane when in their operative position.

The accompanying drawings illustrate links made in accordance with this invention. Figure 1 is a bottom plan, Figure 2 a side elevation, Figures 3 and 4 are central longitudinal sections, the links being in different positions, of part of an endless track. Figures 5, 6 and 7 are central longitudinal sections of modifications of the forms of link shown in the preceding figures. Figure 8 is a bottom plan, Figure 9 a central longitudinal section and Figure 10 a transverse section of another form of link. Figures 11 and 12 are side elevations of two other forms of links. Figure 13 is a section through a modified form.

In Figures 1 to 4, each link a has two lugs b b each having on one side of the link an abutment c extending from it and on the other side of the link one lug d having an abutment e extending from it. Adjacent links a are connected together by a pin f passing through holes in the lugs b b and d. The abutment c engages with abutments g on the adjacent link, while the abutment e engages with an abutment h as shown in Figure 3, which prevents the track from turning more than a predetermined angle, and also on the links are other abutments i and j which as is more particularly shown in Figure 4 prevent the links from turning more than a predetermined angle in the other direction.

In Figure 5 a projection k extends beyond the abutment c and engages with a rubber or like cushion l on the adjacent link.

In Figure 6 the abutments c and g each carry cushions m and n.

In Figure 7 the abutments c and g are so formed that the pin f is relieved from end pull.

Referring to Figures 8 to 10, each link has abutments o p at each end which engage with abutments q r on the adjacent link. Figures 11 and 12 show other forms of links with abutments s and t and v and w respectively, whereby the connecting pin may be relieved of the load due to downward pressure.

In Figure 13 each link is provided with a rubber sole piece x which together form a tire for the track. When the track nears the horizontal, the adjacent sides of the sole pieces act as cushions to limit the movement of the links relative to each other in this direction and also to silence the movement. When the links turn about their pivots in the other direction, projections y pass through holes z in the track shoes and contact with the inner sides of the sole pieces x to limit the movement in this direction and cushion the same.

What I claim is:—

1. An endless track for vehicles composed of similar links, pins connecting together adjacent links, and contacting portions on each link one of the contacting portions on each link being a resilient sole piece, which sole pieces form a tire and coact with another contacting portion on each link and with each other to cushion the turning movement of the links in both directions.

2. An endless track for vehicles composed of similar links, pins connecting together adjacent links, a resilient sole piece on each link and a projection on each link adapted to engage the sole piece on an adjacent link when one link is turned through a predetermined angle inwardly.

In testimony that I claim the foregoing as my invention I have signed my name this 1st day of April, 1926.

OSCAR S. PENN.