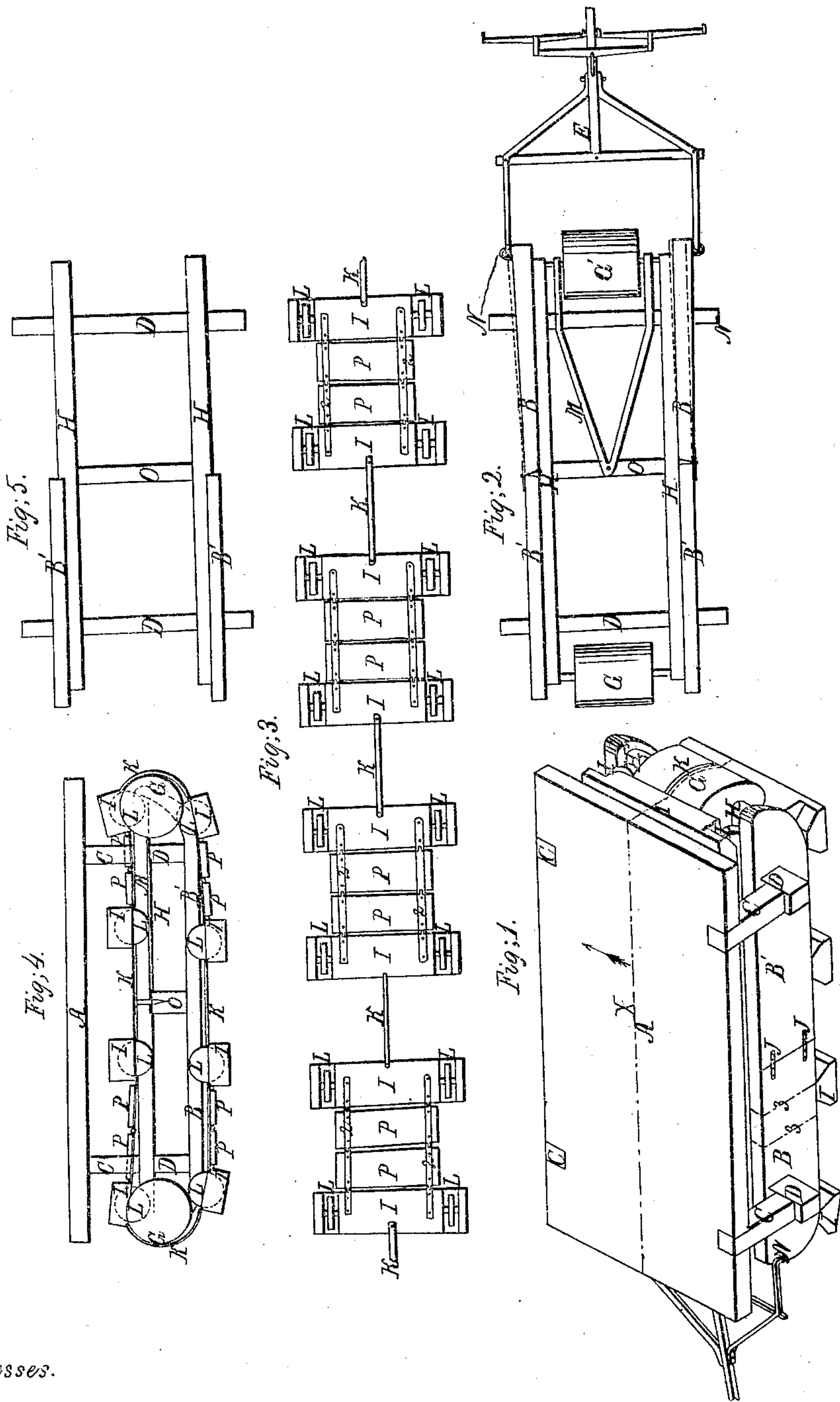


J. S. Lake.

Railroad Track Layer.

N^o 61,344.

Patented Jan. 22, 1867.



Witnesses.

J. S. Lake.
C. A. Stetman.

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United States Patent Office.

JESSE S. LAKE, OF SMITH'S LANDING, NEW JERSEY.

Letters Patent No. 61,344, dated January 22, 1867.

IMPROVED SELF TRACK-LAYING CAR.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, JESSE S. LAKE, of Smith's Landing, in the county of Atlantic, and State of New Jersey, have invented a new and improved Self Track-Laying Car for common roads; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a perspective view of my car.

Figure 2 is a top view of the frame, with the deck A removed.

Figure 3 is a top view of the endless belt of floats, parted and spread out at full length.

Figure 4 is a side view of a section cut through the centre of the car, as shown by red lines, *x x*, in fig. 1.

Figure 5 is a top view of the runners with a part of the flanges removed.

Figure 6 is an end view of a section cut from the flange B' and runner H, as shown in fig. 1 by red lines 3 3.

Similar letters of reference indicate like parts.

The object of my invention is to furnish a car for common roads that will lay its own track, thereby enabling it to carry heavy weights, and be drawn with great ease.

A is the deck, which is supported by any number of standards, C C. The lower ends of said standards rest on cross-pieces, D D, which pass through and are firmly fastened in the runners H H; said cross-pieces also pass through the flanges B B B' B'. The flanges B' B' and the runners H H may be firmly fastened together. That part of flange marked D works loose on the cross-piece D, and is hinged to the flange B' at J, thus allowing said flanges B B to have a vibrating motion, as shown by dotted lines S S in fig. 2. The flanges B B also have a groove on their inner faces, into which the runners H H fit, as shown in fig. 6. The ends of the axles of the cylinders G G' pass through the ends of the runners H H, and their ends fit against the inner sides of the flanges B B B' B', thus keeping said cylinders G G' from having too much end motion. The cylinder G' has its axle also through the ends of the crutch M, and turns therein, thus causing the said cylinder G' to turn at right angles with the flanges B B; said crutch M being pivoted to the cross-piece O on a line with the hinges J J. The braces of the perch E are hooked into staples, N N, in the adjustable flanges B B. The floats are marked I, and may be of any required number. Said floats have wheels suitably fixed in each end, marked L. Said floats are also hinged together in pairs in such a form as to allow them to pass over the cylinders G G', and at the same time the wheels L of each float thus hinged must run in a line with the other. The hinges of said floats are marked Q; said hinges have stay-pieces marked P. The above floats are formed into an endless chain by the chains or straps marked K; said straps K allow the endless chain to curve or turn, as may be required.

Operation: As the car is drawn by the team or other power, the runners H H pass over the wheels L. Said runners H H are prevented from running off of the wheels L by the flanges B B B' B', and as the car advances the wheels L and floats marked I are taken up in the rear of the car and carried ahead on the upper side of the runners H H, somewhat in the form of an endless-chain horse-power. To turn the car out of its course, the team is caused to draw laterally upon the perch E, thus carrying the outer ends of the flanges B B and the cylinder G' a little to one side, making a slight curve in the said flanges B B B' B'; and the cylinder G' being kept at right angles with the flanges B B by the crutch M, the floats I are caused to be laid a little out of a right angle with the course of the car, thus causing the car to move in a curved line. When an engine is used to drive said car, the said flanges may be curved by screw or lever power. When it is desirable to have a car move either end foremost, the cylinder G and flanges B' B' may be arranged the same as the cylinder G' and the flanges B B.

I am aware that cars or vehicles for common roads have hitherto been provided with revolving tracks to facilitate locomotion; hence I disclaim the broad idea of such device.

Having thus described my invention, the following is what I claim as new herein, and desire to secure by Letters Patent:

1. I claim the combination, with a truck, car, or vehicle, of the within-described revolving track, consisting of an endless series of trucks or floats, I P Q L, connected together by flexible chains, cords, or straps, K, and operating in the manner and for the purpose specified.

2. I claim the combination, with the runners or ways H H, cylinder G, and crutch M, of the flanges B B B' B', the latter, B', being hinged or pivoted to admit of lateral adjustment, in order to vary the course of the car or vehicle, substantially as described.

JESSE S. LAKE.

Witnesses:

JOHN DALEY,

HENRY McINTYRE.