

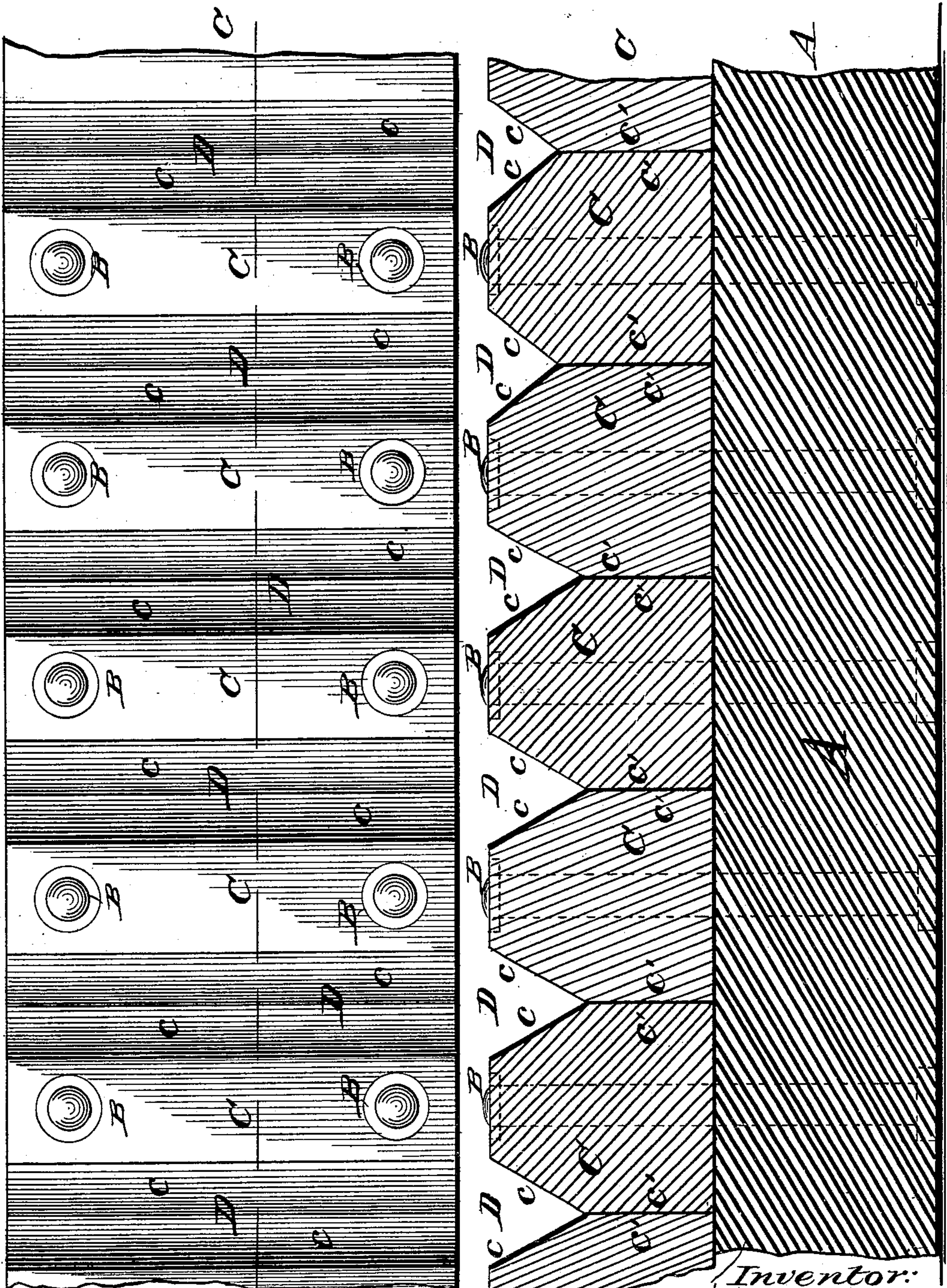
(No Model.)

J. NIXON.

TRACK FOR TRACTION ENGINES.

No. 282,758.

Patented Aug. 7, 1883.



Witnesses:
Phil C. Dittovich
G. B. Harris

Fig. 1.

Fig. 2.

Inventor:

Jacob Nixon,
By J. O. McElaney,
Attorney.

UNITED STATES PATENT OFFICE.

JACOB NIXON, OF WINFIELD, KANSAS.

TRACK FOR TRACTION-ENGINES.

SPECIFICATION forming part of Letters Patent No. 282,758, dated August 7, 1883.

Application filed May 28, 1883. (No model.)

To all whom it may concern:

Be it known that I, JACOB NIXON, of Winfield, in the county of Cowley and State of Kansas, have invented certain new and useful Improvements in Tracks for Traction-Engines; 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 pertains to make and use the same.

My invention relates to an improvement upon the endless track shown and claimed in my Patent No. 263,566, of date August 29, 1882.

My present invention is designed to provide a track adapted to attain the maximum amount of traction force or effective contact with the earth; and the same consists in the combination, hereinafter fully described, of transverse beveled bars with an endless band of elastic material.

In the drawings, Figure 1 represents a plan view of my improved track, and Fig. 2 is a vertical longitudinal section of the same.

A represents a band of rubber or other elastic material, preferably about two inches thick. Upon this band A are secured, by rivets B, a series of traction-bars, C. The longitudinal edges *c c* of each bar are beveled, as clearly shown, so that angular spaces D will be left between the outer edges of the bars, while their inner plane edges, *c' c'*, will be joined snugly. The rivets B are passed through the ends of the bars C and through the band A, thus firmly securing the bars and band together, and providing a durable and economical track. The beveled edges of the bars effectually prevent the adhesion of the track to the ground when the engine upon which the track is used is in operation, thus avoiding the loss of power incident to the use of a flat track. The bars are adapted to act to a limited degree as teeth to sink into the ground, the elastic band serving to effect their withdrawal and overcome any tendency to adhesion.

I prefer to construct the bars C of wood, but I do not limit myself to that material, as the bars may be made of any suitable material. It is also immaterial at what angle the bevels of the bars are made; but I prefer to form the bevels at an angle approximating forty-five degrees.

I am aware that heretofore a track for traction-engines has been made by linking or hinging together triangular sheet-metal teeth or casings filled with wood. Hence I make no claim for such a device. My improvement includes, as an essential element, an endless band, of rubber or equivalent elastic material, serving as a base upon which to secure the beveled bars.

I claim—

1. A track for traction-engines, consisting of the combination, with a band of rubber or equivalent elastic material, of independent transverse bars whose longitudinal outer edges are beveled, substantially as set forth.

2. A track for traction-engines, consisting of the combination, with a rubber or equivalent elastic band, of parallel transverse bars whose longitudinal outer edges are beveled, said bars being riveted to the band, substantially as set forth.

3. A track for traction-engines, consisting of the combination, with an elastic band, of a series of independent transverse bars whose outer edges are beveled, as described, and whose plane sides fit snugly together, and rivets or bolts passing through the bars and band, substantially as set forth.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

JACOB NIXON.

Witnesses:

L. D. ZENOR,
JNO. D. PRYOR.