

(No Model.)

O. DE FOREST.  
WHEEL TRACK.

No. 596,857.

Patented Jan. 4, 1898.

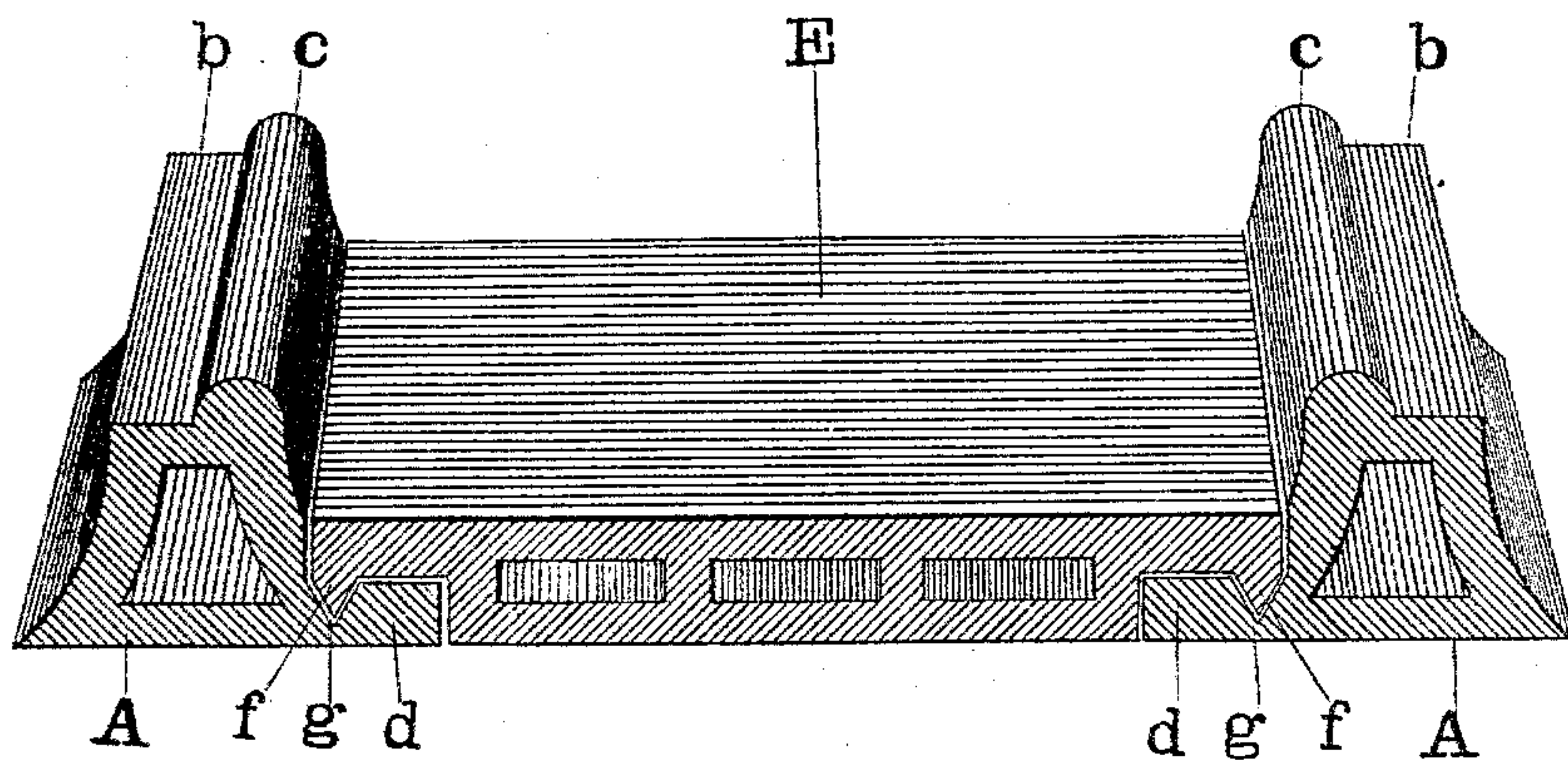


Fig. 1

WITNESSES:

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# UNITED STATES PATENT OFFICE.

OLANSING DE FOREST, OF JANESVILLE, WISCONSIN.

## WHEEL-TRACK.

SPECIFICATION forming part of Letters Patent No. 596,857, dated January 4, 1898.

Application filed May 29, 1897. Serial No. 638,736. (No model.)

*To all whom it may concern:*

Be it known that I, OLANSING DE FOREST, of Janesville, in the county of Rock and State of Wisconsin, have invented new and useful  
5 Improvements in Wheel-Tracks; and I do hereby declare the following to be a full, clear, and exact description of said invention, reference being had to the accompanying drawing, and to the letters of reference  
10 marked thereon, which forms a part of this specification.

My invention relates to an improved wheel-track which is adapted to be used upon streets and highways and all other ways where rolling-stock is used propelled in the ordinary way by either horse or mechanical power.

My invention will be fully understood by reference to the accompanying drawing by means of the reference-letters marked thereon.

20 In said drawing the figure is a perspective view of a short section of track embodying my invention.

My device consists of a wheel-track composed of hollow vitrified-clay blocks A, having upon its upper surface at the outer edge a way *b*, upon which the wheels of the vehicle travel, said way being flanked upon the inside by a flange *c* for the purpose of retaining the wheels upon said way *b*. On the inner side at the base the blocks A are extended into a ballast engaging or receiving flange *d*, which is adapted to receive the ballast or inter-  
25 paving E, and which ballast is preferably of the form shown, consisting of a hollow vitrified-clay block E, the ends of which are rabbeted on the under side to receive said ballast-flange *d*.

For the purpose of securing a more perfect attachment of the ballast E to the blocks A, forming the wheel-track, I form at the inner side of the ballast-flange *d* a groove *f*, and upon the ballast-block is formed a down-  
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wardly-extending tongue *g*, adapted to enter said groove *f*, whereby the respective wheel-tracks are held in position, said ballast E  
45 thereby serving the double purpose of a tie and ballast and forming an excellent pavement whereon horses may travel.

My track is especially designed for country-roads and may be constructed, as shown and  
50 described, at a moderate cost.

The hollow vitrified blocks A, constructed as shown, being the principal part of my invention and capable of being used with crushed stone or other form of ballast or inter-  
55 paving I do not wish to limit myself to the particular form of ballast or inter-paving shown; but the ballast shown being particularly adapted for use with my wheel-track I claim the same in combination with said track  
60 as my invention.

With my device, constructed, as shown, with the vitrified ballast or inter-paving E, a very desirable path is formed between the track for the travel of bicycles, said vehicle having  
65 attained such importance as a means of travel as to deserve most earnest consideration where any manner of road improvement is contemplated.

Having thus described my device, what I  
70 claim as new, and desire to secure by Letters Patent, is—

A wheel-track, consisting of a hollow, vitrified-clay block, having a wheel-retaining flange, a laterally-projecting ballast-flange,  
75 in combination with a ballast-block engaging said ballast-flange, all constructed and arranged substantially as shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

OLANSING DE FOREST.

Witnesses:

E. RAY INMAN,  
A. E. TANBERG.