



COMPLETE SPECIFICATION.

Improvements in or relating to Endless Tracks for Vehicles.

I, ADOLPHE KEGRESSE, a French Citizen, of Suresnes, Seine, France, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

This invention relates to improvements in or modifications of the flexible endless track constituted by flexible detachable pads forming a central and continuous track upon the ground as described in Specification No. 285,047.

According to the invention the endless track is constituted by a number of links carrying central pads or blocks so positioned and arranged as to contact on a vertical line passing approximately through the articulation axis of the links of the track.

Flexible pads have heretofore been proposed on flexible endless tracks, in which the adjacent sides of the flexible pads when nearing the horizontal, acted as cushions, but the ends of said pads were rounded and did not contact on a vertical line.

In the accompanying drawings:

Figure 1 shows in plan a portion of a metal endless track provided with tread pads or blocks constructed according to this invention.

Figure 2 is an elevation of the same endless track.

Figure 3 illustrates a plan view of another modification of the proposed device.

Figure 4 is an elevation of the modification illustrated by Figure 3.

In said Figures, 1 denotes the core of the metal endless track, which core is formed of links articulated to one another at 2. On said metal links is mounted the tread constituted, as in the Specification hereinbefore referred to, by removable pads or blocks 3 (Figures 1 and 2) which may be resilient. Said blocks are secured to the metal links 1 either by a central bolt 4, the head of which is sunk into the block itself or by any other suitable means. The blocks are arranged in such a way that when the endless track rests on

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level ground they will contact or almost contact with one another in order to ensure perfect continuity of the ground track. The blocks may (without, however, this feature being essential) be staggered as shown in plan by Figure 1 and as already pointed out in the Specification hereinbefore referred to.

When resilient blocks are used, said blocks may be made longer than the pitch in order to obtain, on a horizontal plane, a compression of the resilient material on the edges 5 of blocks 3 (Figure 2) so as to avoid any sagging of the endless track when the carrier rollers run over the articulations thereof.

When metal endless tracks are used that offer a long enough pitch, they may be established in a different manner, without departing from the scope of this invention, in view of decreasing the weight and thus the cost price of the blocks.

Figures 3 and 4 show two modified embodiments of the blocks which, as will be readily realised, may be of any shape. As shown on the drawings, blocks 6 (Figures 3 and 4) have in their middle and over their whole width, a recess wherein is housed the assembly device, in the case illustrated a bolt 8. They may also be constituted, on every link of the chain, by two separate blocks 9 between which there may be a transverse clearance, assembled by means of a single washer, as shown at 10 on Figures 3 and 4, or by means of any other known contrivance.

In both these cases, it will be apparent that the blocks appertaining to any two links are always backed up one against the other so as to avoid, as hereinbefore indicated, any sagging of the track under pressure of the rollers running over the articulations thereof.

It will be readily realised that no inconvenience results from a hollow existing between the articulations of the chain links, since said metal link itself is rigid.

As will be noticed the use of tread blocks arranged as described with metal endless tracks will enable the latter to attain some degree of speed on hard ground

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owing to the continuity of the continuous track due to the judicious arrangement of the blocks, and also owing to the provision of a narrow ground track on hard-  
 5 going while keeping, as described in the Specification hereinbefore referred to, the advantage of a broad bearing surface when negotiating soft patches.

10 Having now particularly described and ascertained the nature of my said invention and in what manner the same is to be performed, I declare that what I claim is:—

15 1. An endless track constituted by a series of links carrying central flexible pads so arranged as to contact on a vertical line passing approximately through the articulation axis of the links of the track.

2. A construction of endless track as claimed in Claim 1, said blocks or pads being hollowed out transversely. 20

3. A construction of endless track as claimed in Claim 1, characterised by the mounting of two blocks on each link, the  
 25 said blocks, between which there may be a transverse clearance, being backed against the similar blocks of the next link along a vertical line.

4. The endless tracks for vehicles substantially as described or substantially as  
 30 illustrated in the accompanying drawings.

Dated this 21st day of February, 1928.

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[This Drawing is a reproduction of the Original on a reduced scale.]

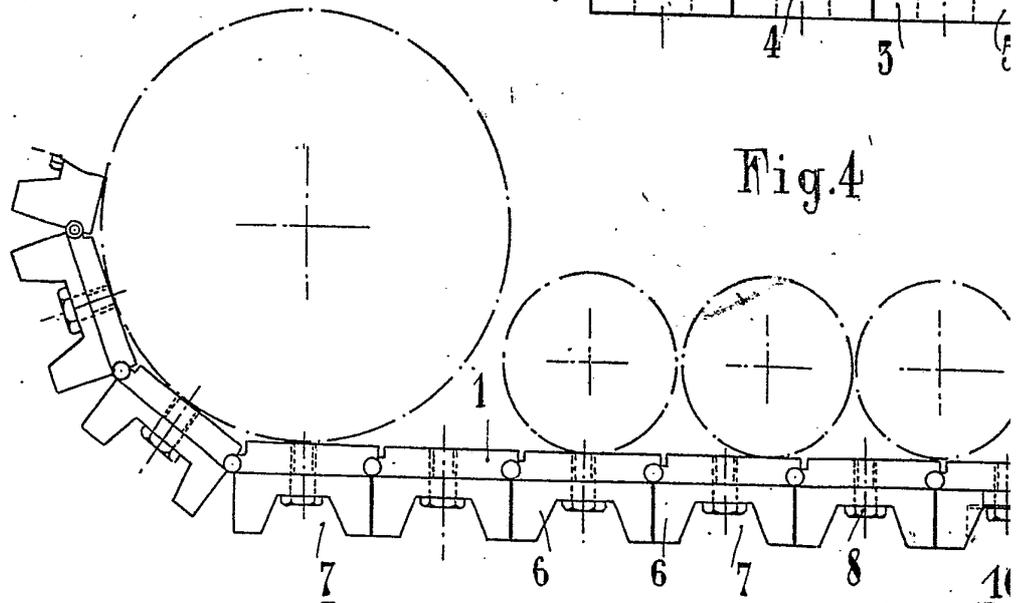
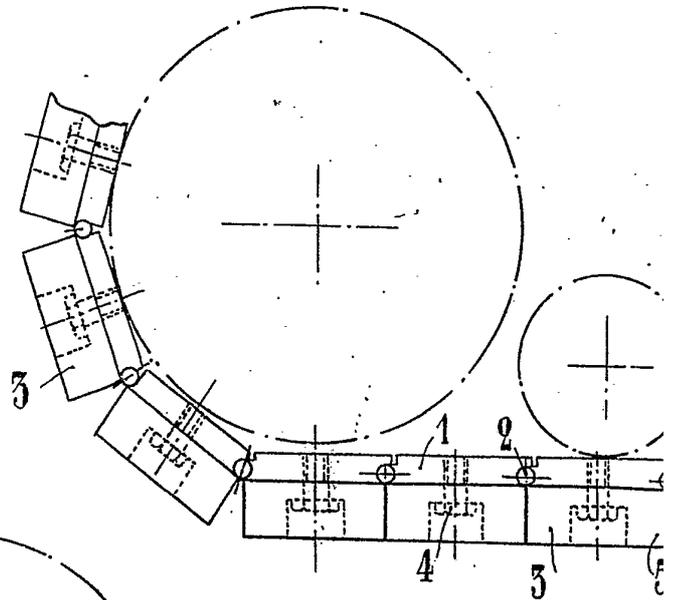
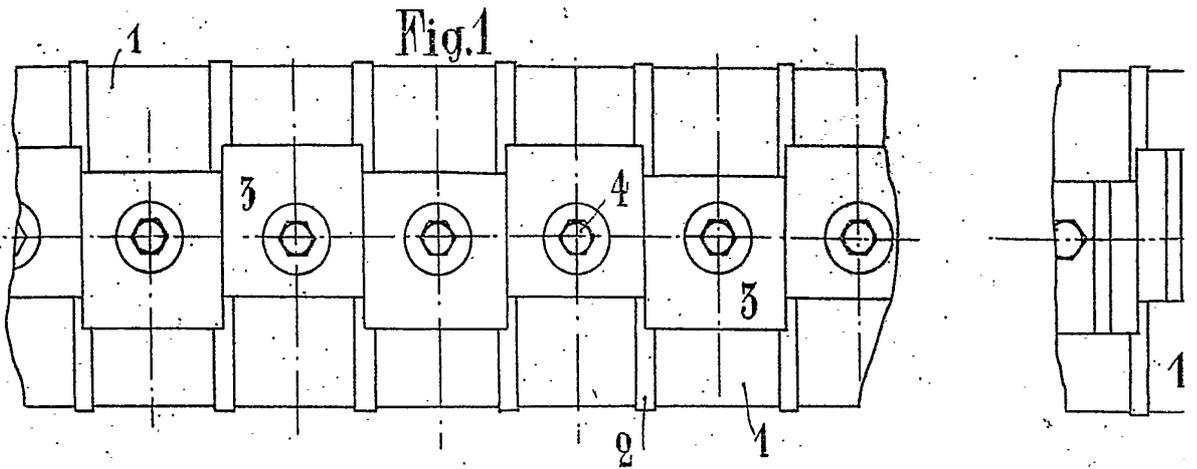


Fig. 3

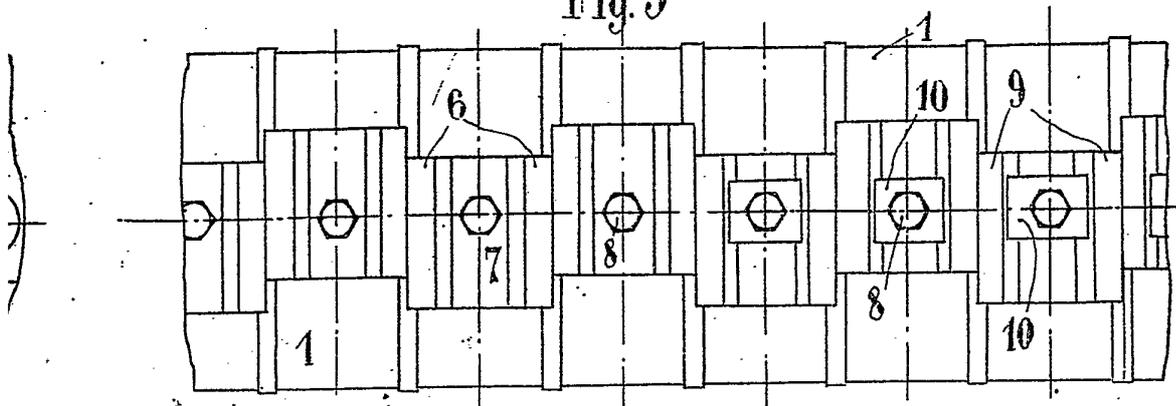


Fig. 2

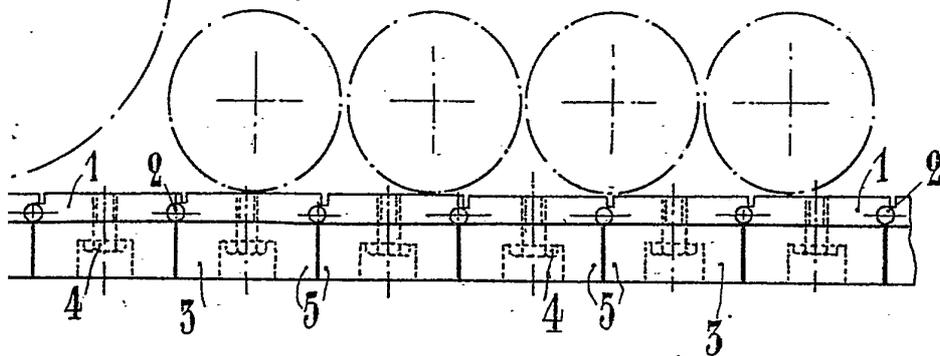
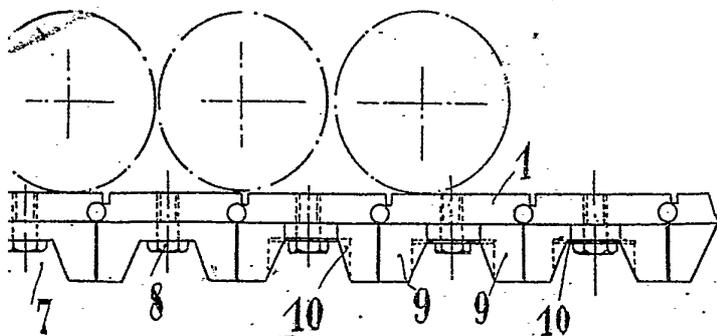


Fig. 4



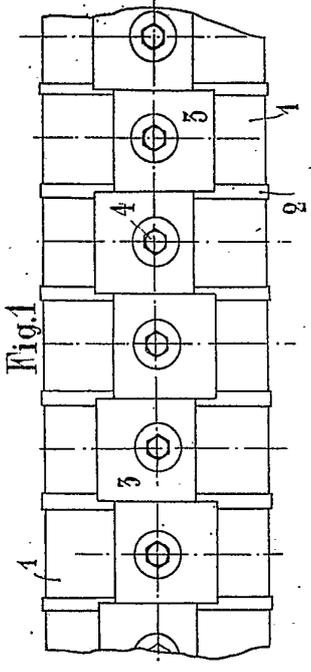


Fig. 1

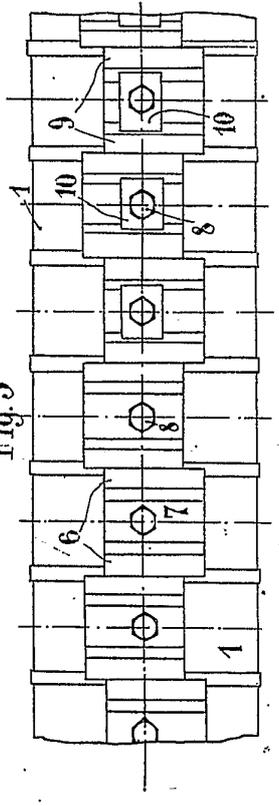


Fig. 5

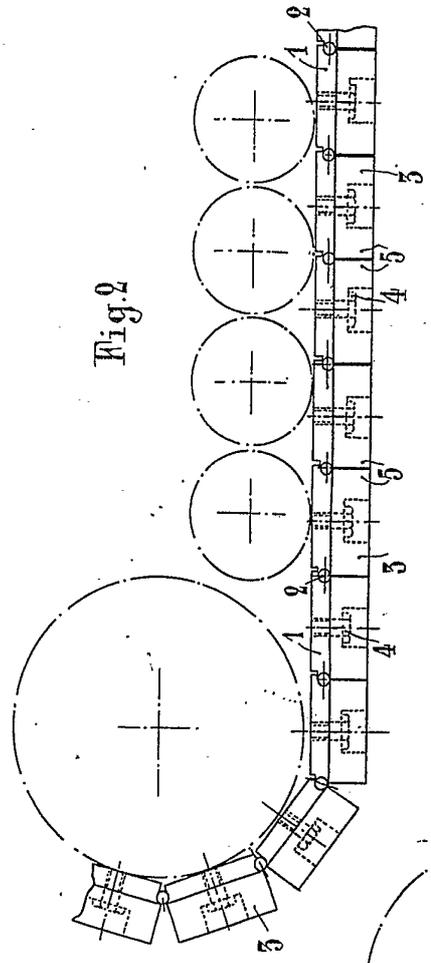


Fig. 2

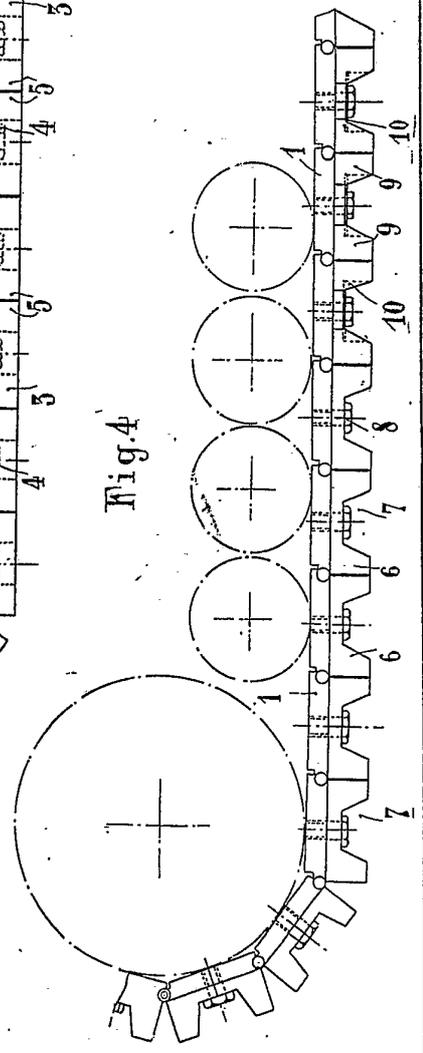


Fig. 4

[This Drawing is a reproduction of the Original on a reduced scale.]