No. 714,057. Patented Nov. 18, 1902.

R. STONE.

TRAMWAY PLATE.

(Application filed Mar. 15, 1902.)

(No Model.)

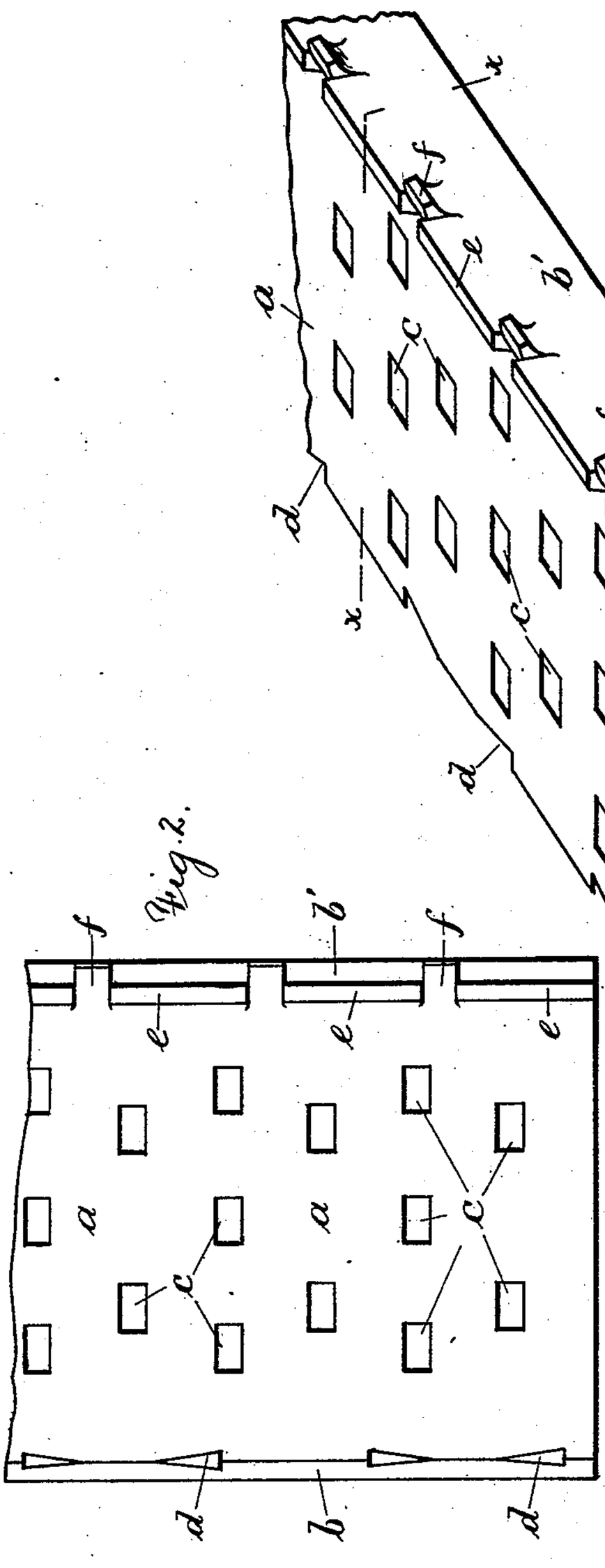

Fig. 1.

Fig. 2.

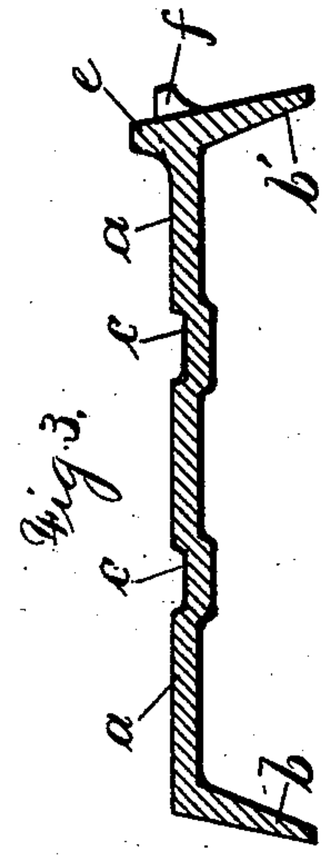

Fig. 3.

Fig. 4.

WITNESSES

A. D. Farrell

Chas. A. Smith

INVENTOR

Roy Stone

PER L. W. Serrell & Son

ATTYS

UNITED STATES PATENT OFFICE.

ROY STONE, OF NEW YORK, N. Y.

TRAMWAY-PLATE.

SPECIFICATION forming part of Letters Patent No. 714,057, dated November 18, 1902.

Application filed March 15, 1902. Serial No. 98,282. (No model.)

To all whom it may concern:

Be it known that I, ROY STONE, a citizen of the United States, residing in the borough of Manhattan, city, county, and State of New York, have invented an Improvement in Tramway-Plates, of which the following is a specification.

My invention relates to tramway-plates used for surface traction upon highways and in towns, and the same comprises a plate of metal having tapering flanges extending downward and outward from the body of the plate, the surface of the body of the plate being provided with suitable recesses to act as footholds for horses. The edge between the face of the plate-body and one of the tapering flanges is suitably notched at equi-spaced intervals. The notched portions along this edge are preferably cut alternately first in one direction and then in the other and the remaining spaces left at the normal angle between the plate-body and the tapering flange. The opposite edge I prefer to provide with a raised flat rib broken at equi-distant intervals by forcing the metal of the rib outward into a series of side lips between which the rib parts form a number of upright projections or rib-sections. The tops of the lips are somewhat below the top of the upright projections and may, if desired, run back to the level of the plate-body.

In the drawings, Figure 1 is a perspective view, broken, of my improved tramway-plate. Fig. 2 is a partial plan of the same; and Fig. 3 is a section on line *x x*, Fig. 1.

a represents the body of a tramway-plate, having tapering side flanges *b b*, extending downward and outward. The face of the plate-body *a* is preferably provided at suitable intervals with depressions or recesses *c*, which provide a foothold for horses and with which the calks of their shoes may engage.

The edge between the face of the plate-body *a* and the flange *b* is provided with notches *d*, preferably cut alternately, first in one direction and then in the other. Every interval between the notches *d* is the normal edge of the plate at the intersection of the face of the plate-body and the flange *b*.

e represents a number of upright projections or rib-sections extending longitudinally along the opposite edge of the tramway-plate. Between the upright projections *e* are a number of lips or lateral projections *f*, extending out over the flange *b'*. The upper surface of the lips *f* is somewhat lower than the top of the projections *e* and is preferably tapered or rounded back to the level of the face of the plate-body *a*.

The object of so constructing both edges of the plate is to give a hold to and aid vehicle-wheels to readily mount the plate when the vehicle crosses at an acute angle from the earthy material of the ordinary highway.

I claim as my invention—

1. A tramway-plate comprising a plate-body, tapering side flanges, and alternating upward and outward projections along one edge, the other edge being provided with alternating notched and straight-edged portions, substantially as set forth.

2. A tramway-plate comprising a plate-body, having slight depressions in the surface thereof, integral tapering side flanges, and alternating upward and outward projections running longitudinally along one edge; substantially as set forth.

3. A tramway-plate comprising a plate-body in the surface of which are slight depressions at regular spaced apart intervals, and integral tapering side flanges extending outward and downward from the plate, the edge between one of said flanges and the surface of said plate being provided with notches alternating in the direction of the cut, and straight edges, substantially as set forth.

4. A tramway-plate comprising a plate-body in the surface of which are slight depressions at regular spaced apart intervals, integral tapering side flanges extending outward and downward from the plate, and alternating upward and outward extending projections running longitudinally along one edge, the opposite edge being provided with notches alternating in the direction of the cut, and straight edges, substantially as set forth.

Signed by me this 10th day of March, 1902.

ROY STONE.

Witnesses:
GEO. T. PINCKNEY,
BERTHA M. ALLEN.