No. 771,365. PATENTED OCT. 4, 1904.

H. C. FREEMAN.

ROAD BED.

APPLICATION FILED MAR. 23, 1903.

NO MODEL.

Fig. 1.

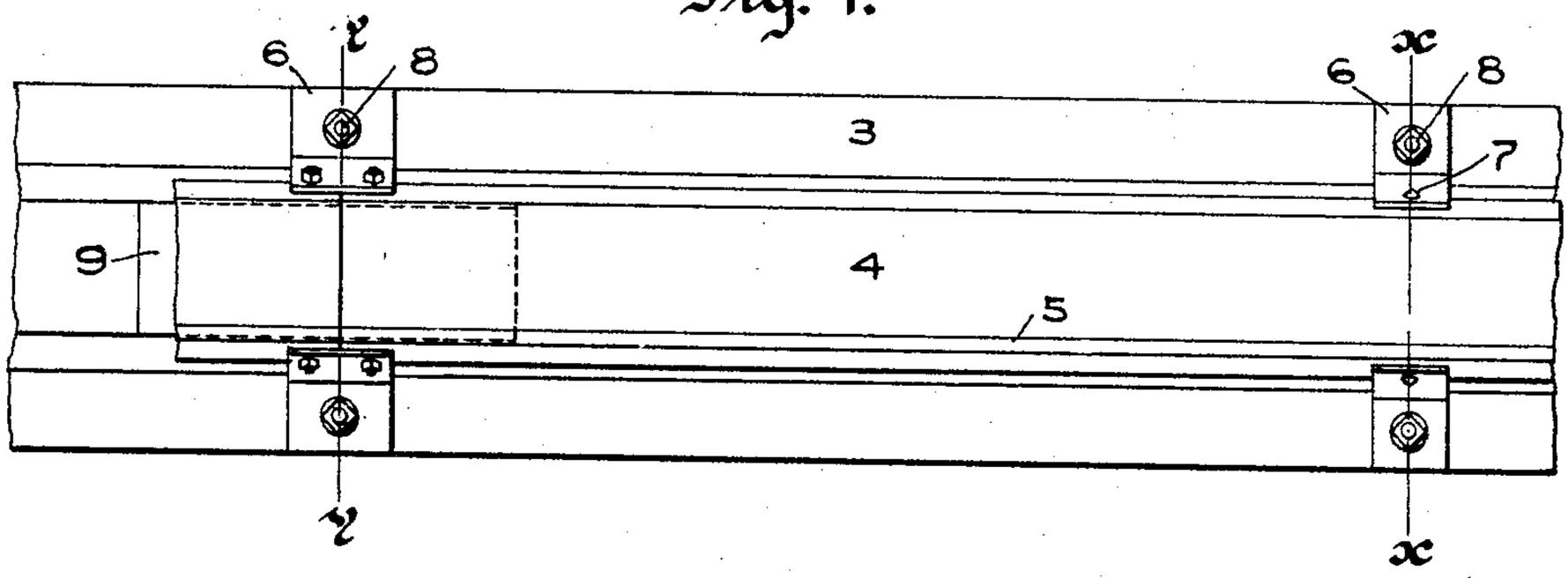


Fig. 2.

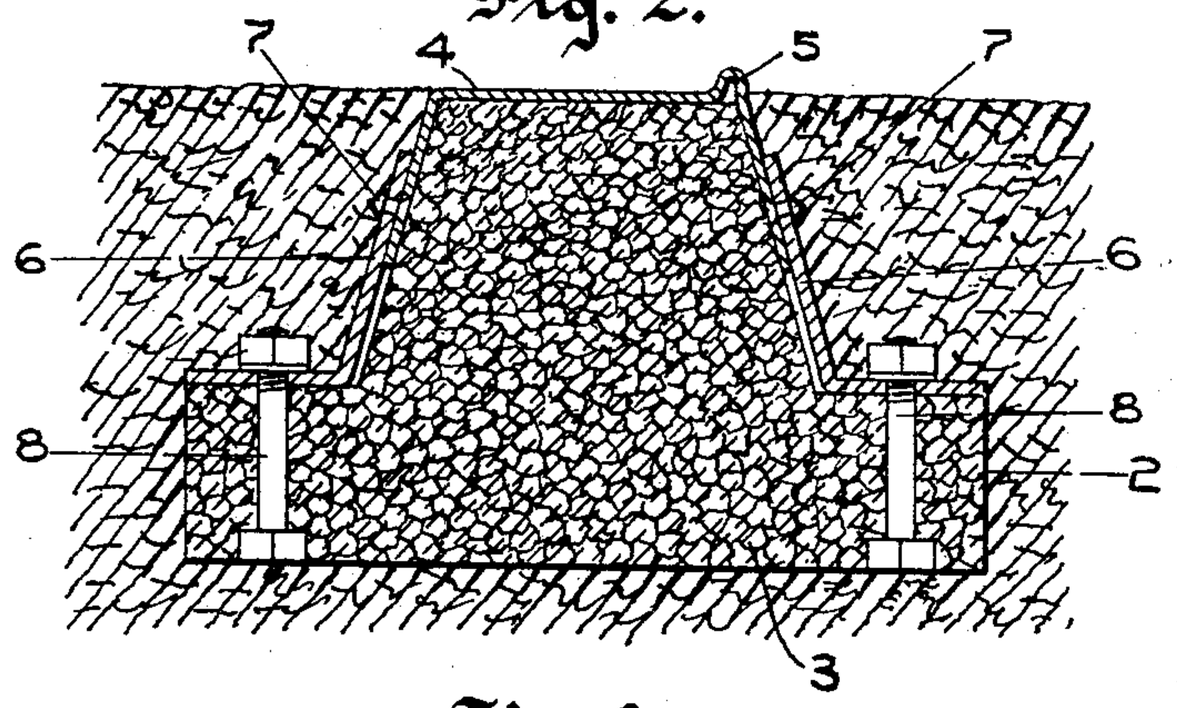
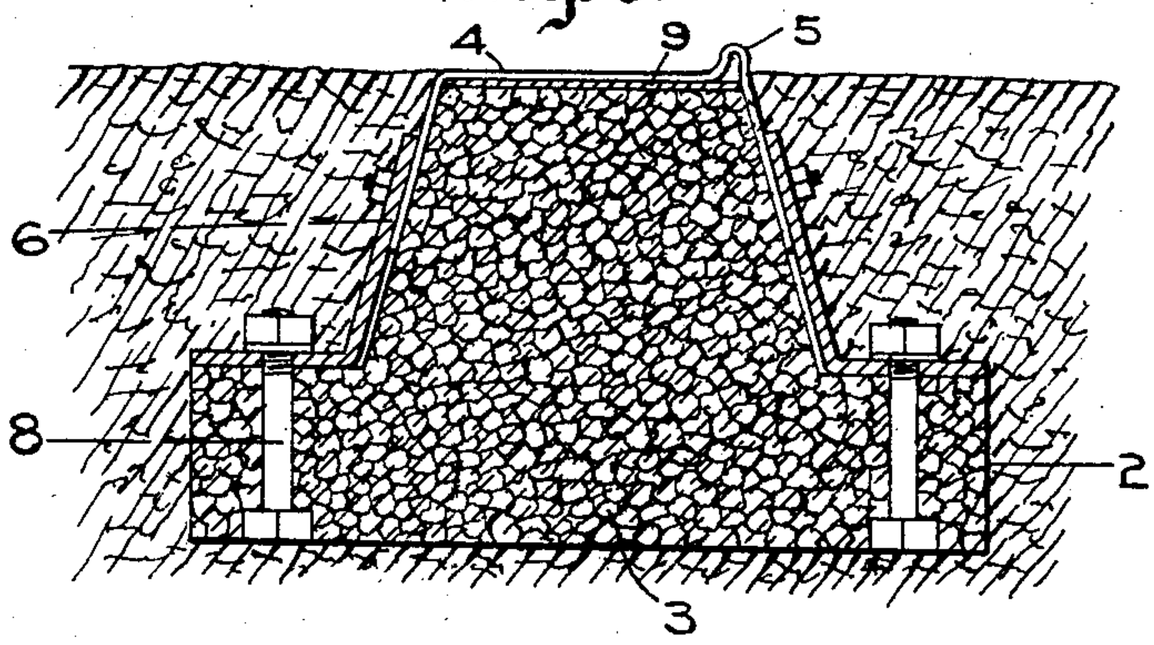


Fig. 3.



Witnesses,
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No. 771,365. Patented October 4, 1904.

UNITED STATES PATENT OFFICE.

HORACE C. FREEMAN, OF WHITEBEAR, MINNESOTA.

ROAD-BED.

SPECIFICATION forming part of Letters Patent No. 771,365, dated October 4, 1904.

Application filed March 23, 1903. Serial No. 149,104. (No model.)

To all whom it may concern:

Be it known that I, HORACE C. FREEMAN, a citizen of the United States, residing at Whitebear, in the county of Ramsey and State of Minnesota, have invented certain new and useful Improvements in Road-Beds, of which the following is a specification.

My invention relates to improvements in road-beds, its object being particularly to provide a metallic tramway for ordinary vehicles, said tramway to form a part of the roadbed.

To this end my invention consists in the features of construction and combination hereinafter particularly described and claimed.

In the accompanying drawings, forming part of this specification, Figure 1 is a plan view of my improved tramway. Fig. 2 is a section on line *x x* of Fig. 1, and Fig. 3 is a section on line *y y* of Fig. 1.

In the drawings, A represents a road-bed of any desired construction. Formed longitudinally of the road-bed and interspaced to correspond with the width between the vehicle-wheels are channels 2, filled with concrete 3 or other suitable filling. Fitted over the top of the concrete filling are the plates 4, which form the tread of the tramway. Each tread-plate is formed at its outer edge with an upward bend 5, constituting a guide for the wheels. At desired intervals the tread-plates 4 are anchored to the concrete filling by the angle-irons 6.

As shown in Fig. 2, the upwardly-extending wings of the angle-irons are secured by rivets 7 to the adjacent downwardly-extending wings of the tread-plate, and the outwardly-extending wings of the angle-irons are anchored by bolts 8, passing through the outwardly-extending sides of the concrete filling.

In Fig. 3 are shown bolts in lieu of the rivets 7.

As shown in Fig. 3, plates 9 are arranged under the tread-plates to cross the joints between adjacent sections of plate.

By the use of my improved tramways an even and solid road-bed for vehicle-wheels will always be obtained regardless of the condition of the main body of the road-bed, and the road-bed will also be kept in much better condition on account of not being cut up by the vehicle-wheels.

Having now described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In combination, with a road-bed formed with a longitudinal channel, a filling for said channel, a tread-plate fitted to the upper portion of said filling, angle-irons secured to the sides of said tread-plate and formed with outwardly-extending flanges, and bolts extending through said flanges and through the filling below the same.

2. In combination, with a road-bed formed with a longitudinal channel, a tread-plate fitted in the upper portion of said channel and carrying at its lower edges outwardly-extending flanges, a filling within said channel, said filling extending outwardly underneath said flanges, and bolts extending through said flanges and through the filling below the same.

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

HORACE C. FREEMAN.

Witnesses:
ARTHUR P. LOTHROP,
EMILY T. OTIS.