

No. 894,732.

PATENTED JULY 28, 1908.

C. E. FULLERTON.
PAVEMENT PROTECTOR.
APPLICATION FILED APR. 24, 1908.

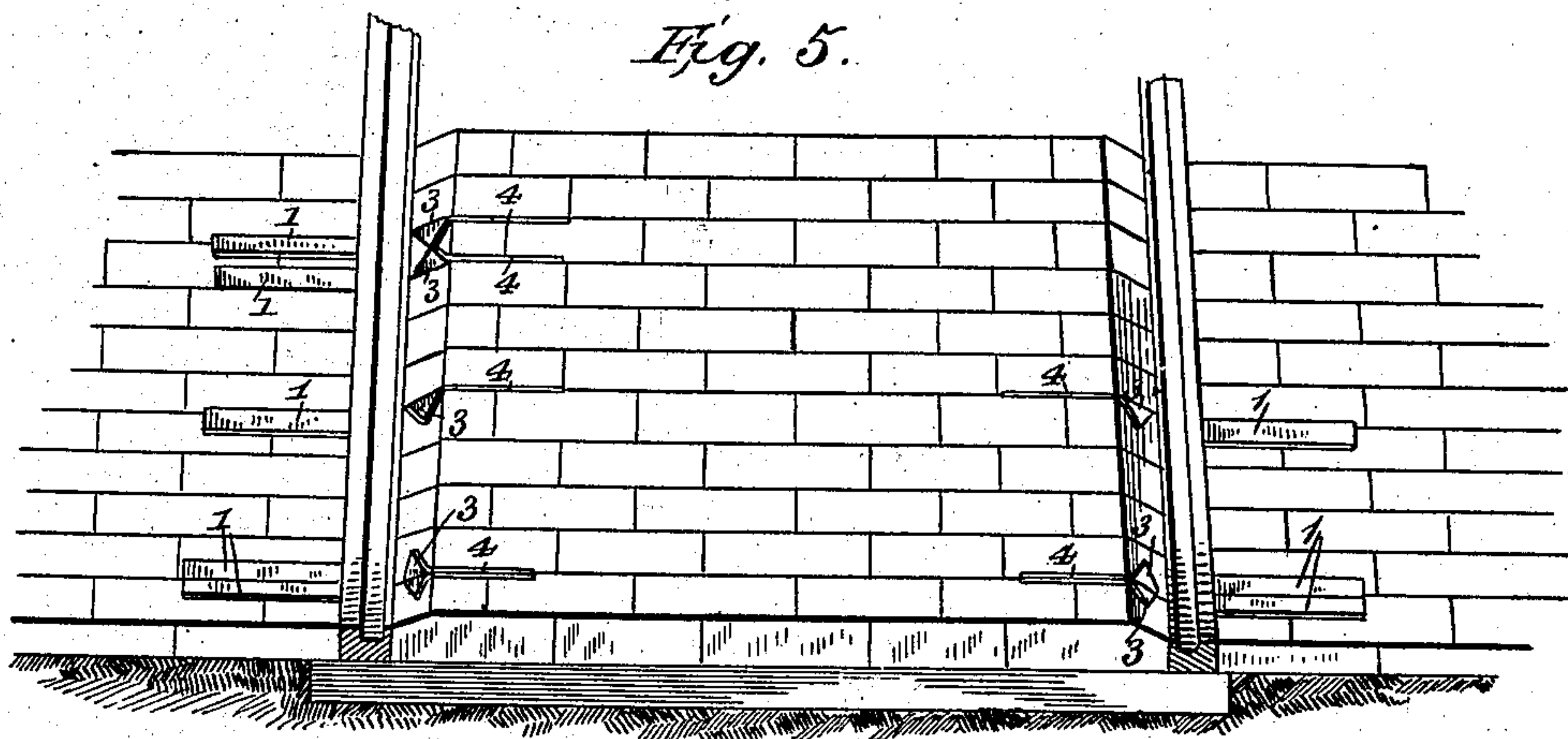


Fig. 2.

A



Fig. 1.

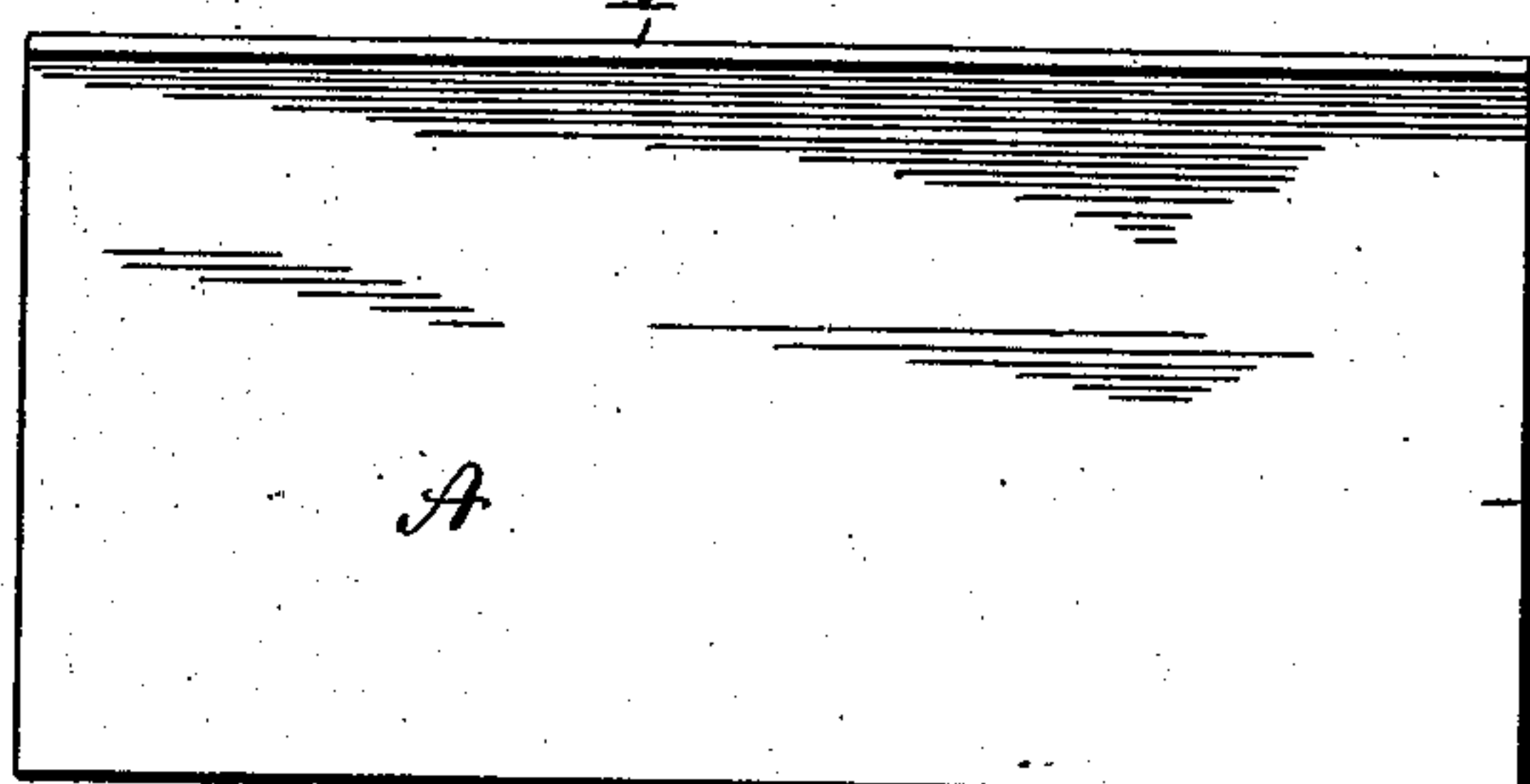


Fig. 4.

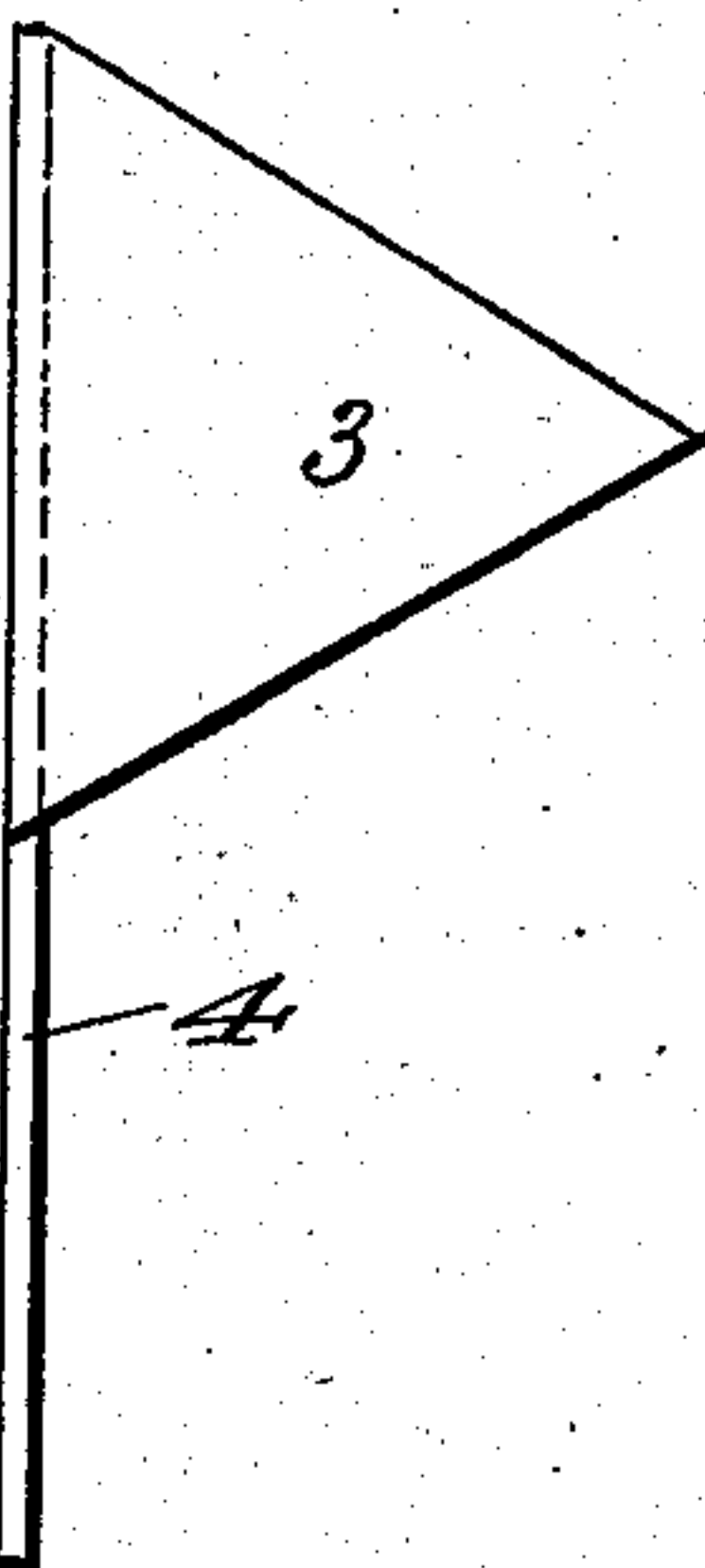
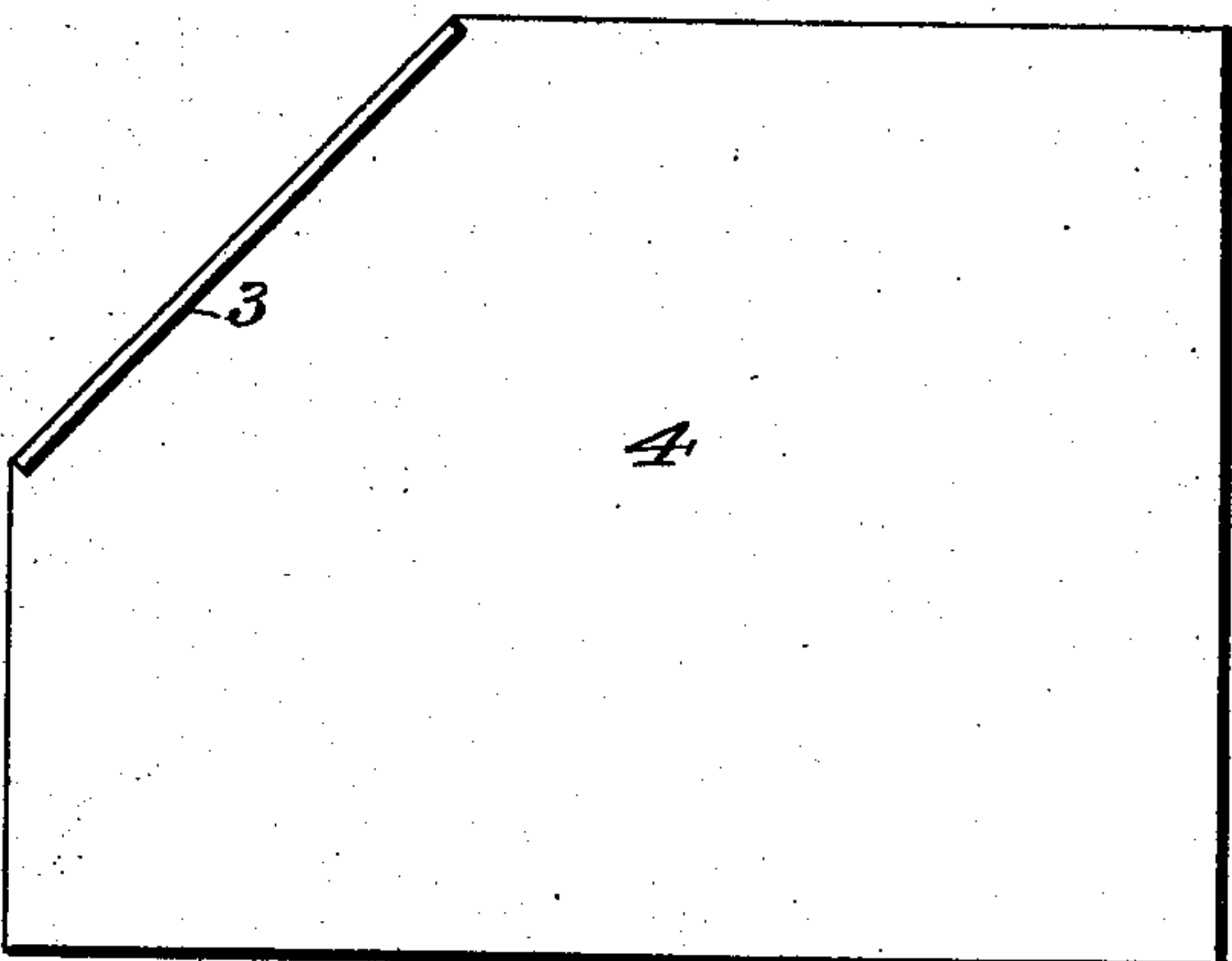


Fig. 3.



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UNITED STATES PATENT OFFICE.

CHARLES E. FULLERTON, OF NEW CASTLE, PENNSYLVANIA.

PAVEMENT-PROTECTOR.

No. 894,732.

Specification of Letters Patent.

Patented July 28, 1908.

Application filed April 24, 1908. Serial No. 428,955.

To all whom it may concern:

Be it known that I, CHARLES E. FULLERTON, a citizen of the United States, residing at New Castle, in the county of Lawrence and State of Pennsylvania, have invented certain new and useful Improvements in Pavement-Protectors, of which the following is a specification.

My invention relates to an improvement in pavement protectors, and the object is to provide preferably metal plates, which are provided with lips, which lips are adapted to bear upon the surface of the pavement and placed next to the street car tracks, whereby vehicles can cross the tracks without the wheels being racked in crossing, or glide into same without riding and wearing pavement on either side the rails.

Another object is to protect the wearing of the pavement which is now produced by the scraping and grinding of the wheels of vehicles in turning into and out of street car tracks, as the wheels tend to slide along the track before a gripping surface is obtained to permit the wagon or vehicle to cross the tracks or glide into the same.

The invention consists of certain novel features of construction and combinations of parts which will be hereinafter described and pointed out in the claims.

In the accompanying drawings; Figure 1 is a plan view of one form; Fig. 2 is an end view thereof; Fig. 3 is a plan view of another form; Fig. 4 is an end view thereof; and Fig. 5 is a view showing the application of the invention.

In the form shown in Figs. 1 and 2, the plate or protector A is preferably made of metal and is provided with a lip or flange 1, which extends the entire length of the plate or protector. The body or main portion 2 of the plate is adapted to be inserted between the bricks or pavement, and the lip or flange 1 adapted to rest upon the pavement. These plates or protectors are inserted in the pavement at right angles to the rails of the car track.

As shown in Fig. 5 two plates can be inserted between the bricks or in the pavement side by side and having the flanges thereof projecting in opposite directions, or on opposite sides of brick with flanges toward one another, thereby giving a surface upon which

the wheels of a vehicle can mount in crossing the tracks without the usual slipping and grinding of the wheels.

In the form shown in Fig. 3 the plate or protector A is provided with a lip or flange 3, which flange or lip is formed by one corner of the plate being bent at right angles thereto. The main or body portion 4 of this plate is adapted to be received between the bricks or pavement and the lip or flange 3 adapted to rest upon the pavement and form the surface upon which the wheels of the vehicle pass in crossing the tracks. These lips or flanges are adapted to be placed alongside of the track and placed at right angles thereto. Two plates can be placed side by side having the lips or flanges extending in opposite directions or on each side of the brick with flanges extending toward one another, and both flanges being placed alongside of the track. This form of protector is preferably placed between the tracks and the large flange of the plate on the outside of the track. Of course either form of plate could be used between the tracks or on the outside.

By this invention I have provided a very simple means for the protection of pavements on the inside and outside of street car rails, thus furnishing street car companies a simple means of prolonging the life of this part of pavement to equal that of the balance of the street, and at the same time affording a means whereby the wheels of vehicles can obtain a gripping surface to permit of the vehicle crossing the tracks without the usual sliding and grinding on the pavements and the racking of the wheels.

It is evident that slight changes might be resorted to in the form and arrangement of the several parts described without departing from the spirit and scope of my invention, and hence I do not wish to limit myself to the exact construction herein set forth, but:—

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

1. A pavement protector, comprising a plate extending outwardly from the rail and a flange formed on the plate adapted to rest on the pavement.

2. A pavement protector, comprising a plate extending at right angles to the rail

and a flange formed on the plate adapted to rest upon the pavement.

3. A pavement protector, comprising a plate extending at right angles to the rail
5 and received in the pavement and a flange formed on the plate adapted to rest upon the pavement.

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

CHARLES E. FULLERTON.

Witnesses:

MONT L. AILEY,
CLYDE V. AILEY.