

E. EINFELDT.  
CLEAT FOR TRACTION WHEELS.

(Application filed Mar. 28, 1902.)

(No Model.)

*Fig. 1.*

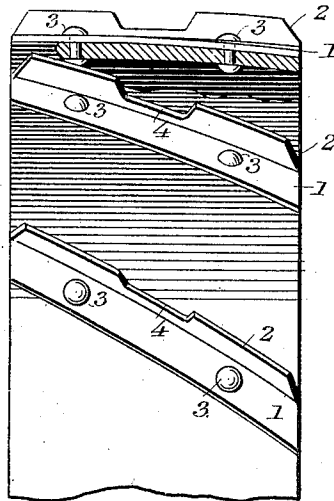


*Fig. 2.*

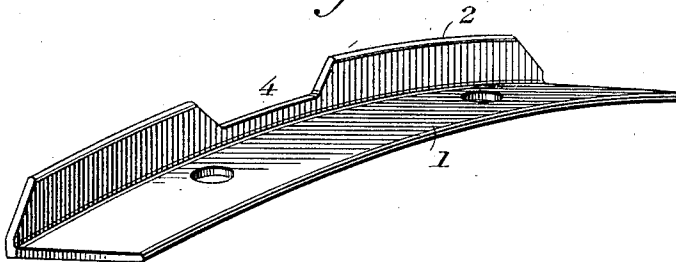


*Fig. 3.*

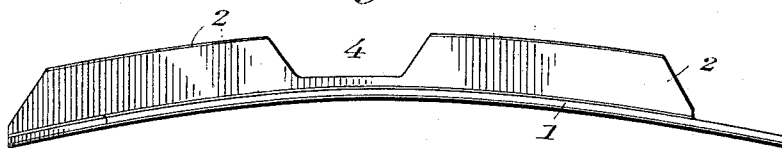
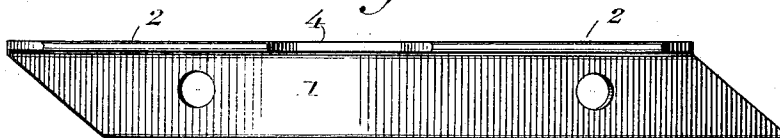


*Fig. 4.*



Witnesses  
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# UNITED STATES PATENT OFFICE.

EMIL EINFELDT, OF DAVENPORT, IOWA, ASSIGNOR TO THE BETTENDORF METAL WHEEL COMPANY, A CORPORATION OF IOWA.

## CLEAT FOR TRACTION-WHEELS.

SPECIFICATION forming part of Letters Patent No. 701,180, dated May 27, 1902.

Application filed March 28, 1902. Serial No. 100,475. (No model.)

*To all whom it may concern:*

Be it known that I, EMIL EINFELDT, of Davenport, county of Scott, and State of Iowa, have invented a new and useful Improvement in Cleats for Traction-Wheels, of which the following is a specification.

This invention relates to traction-wheels of the type in which a series of traction plates or cleats are fastened to the outer face of the rim; and the invention consists in a traction-cleat of improved form and construction, having in view economy of material and effectiveness in operation.

In the accompanying drawings, Figure 1 is a sectional elevation of a portion of a wheel embodying my invention. Fig. 2 is a perspective view of one of the cleats removed from the wheel and on an enlarged scale. Fig. 3 is a side elevation of the same. Fig. 4 is a top plan view of the same.

Referring to the drawings, my improved cleats are adapted to be fastened at intervals around the outer face of the rim, and each embodies a flat body or base-plate 1 and an integral flat flange 2 at one edge, which extends at right angles to the base-plate. The base-plate is adapted to rest flatly on the rim of the wheel, to which it is firmly secured by rivets 3, extending through holes in the plate and through the rim, or the ends of the spokes of the wheel may be extended through the holes in the base-plate and headed down thereon, a practice which is commonly resorted to in securing the traction-cleats to the rims of wheels. The angular flange 2 of the cleat is recessed or cut out between its ends, as at 4, forming an open unobstructed recess at this point and dividing the flange into two projecting portions separated by the recess. It is preferable that the base of the recess terminates a slight distance above the surface of the base-plate of the cleat, so that the flange where it unites with the base-plate will be continuous throughout; which feature of construction will add greatly to the strength of the projecting portions of the flange and will resist any tendency of these portions to bend down or be deflected.

In practice it has been found that by reason of the plurality of projecting portions of

the flange and the intermediate open recess the traction of the wheel is greatly increased, the separate projections entering the ground more readily than would a continuous flange. As a result the height of the flange need not be as great and a considerable saving of material is effected.

Having thus described my invention, what I claim is—

1. A cleat for a traction-wheel adapted to be fastened to the rim of the wheel, and formed at its edge with a discontinuous longitudinally-extending projecting flange.

2. A cleat for a traction-wheel, comprising a flat body portion adapted to be fastened to the wheel-rim, and having at one edge an angular flange formed with alternate elevated and depressed portions.

3. A cleat for a traction-wheel comprising a base-plate adapted to be fastened to the rim of the wheel, and an integral angular flange at the edge of the base-plate cut away between its ends to form a depression.

4. A cleat for a traction-wheel comprising a base-plate adapted to be fastened to the rim of the wheel, and an angular flange at one edge, said flange being continuous at its base where it unites with the plate and having its outer projecting edge discontinuous.

5. A cleat for a traction-wheel comprising a flat body portion adapted to be fastened to the rim of the wheel, and having at one edge an integral projecting flange disposed at an angle to the body portion and formed in its edge with an open unobstructed recess.

6. In a wheel the combination with the rim, of a traction-cleat comprising a flat body portion fastened rigidly to the face of the rim and a flat flange disposed at right angles to the body and extending longitudinally thereof, and formed in its outer edge with an open free recess.

In testimony whereof I hereunto set my hand, this 7th day of March, 1902, in the presence of two attesting witnesses.

EMIL EINFELDT.

Witnesses:

NATH FRENCH,  
MAY L. DODGE.