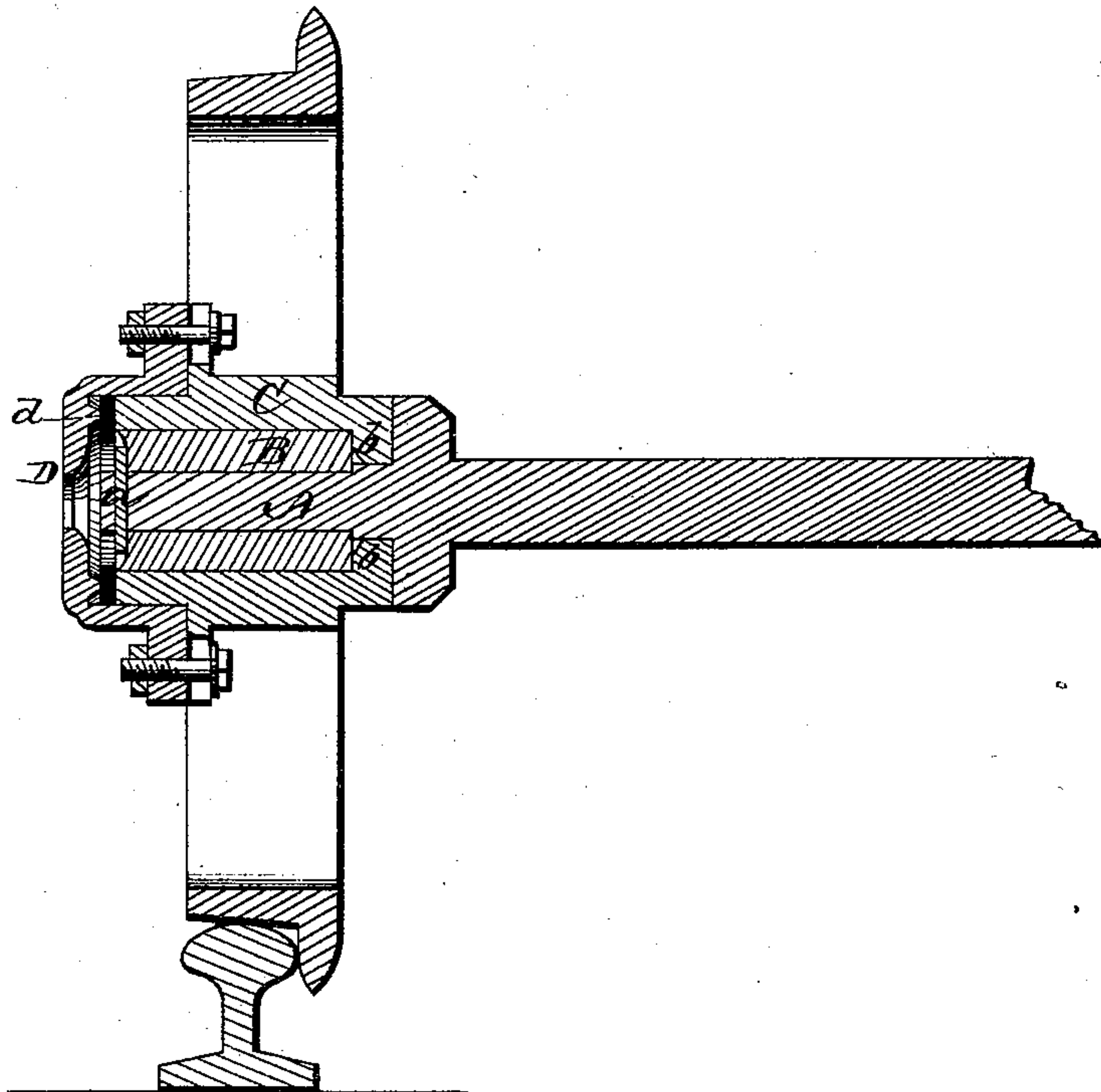


A. SCHROCK.
Car-Wheels.

No. 166,899.

Patented Aug. 17, 1875.



WITNESSES

F. L. Ourand
C. L. Evert.

INVENTOR

Andrew Schrock.

per
Franklin Mason
ATTORNEYS

UNITED STATES PATENT OFFICE.

ANDREW SCHROCK, OF MASSILLON, OHIO, ASSIGNOR OF ONE-HALF HIS
RIGHT TO KILLINGER & CO., OF SAME PLACE.

IMPROVEMENT IN CAR-WHEELS.

Specification forming part of Letters Patent No. **166,899**, dated August 17, 1875; application filed
January 28, 1875.

To all whom it may concern:

Be it known that I, ANDREW SCHROCK, of Massillon, in the county of Stark and in the State of Ohio, have invented certain new and useful Improvements in Car-Wheels; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings and to the letters of reference marked thereon, making a part of this specification.

The nature of my invention relates to an improvement upon Letters Patent No. 156,185, dated October 20, 1874, and granted to F. Stucker, Jr.; and it consists in the construction of parts, as hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, which represents a longitudinal vertical section of the car wheel and axle.

A represents the axle-arm, and B is a sleeve placed upon the same, and secured to it by a pin, *a*, or other suitable device. C represents the hub of the wheel, which forms an oil-chamber in the following manner: The inside surface *b* of the hub is made to come closely or fit neatly on the axle-arm, and acts as the flange or washer to the sleeve, and also forms the inside wall of the oil cup or chamber.

The exterior rim of the hub C has a cap, D, fitted closely and packed oil-tight, which cap forms the outside wall of the oil-chamber.

The hub thus formed is a complete cylinder, having only the hole for the axle-arm and the oil-hole. No dirt or foreign substance can get into the cup or chamber formed as described.

This wheel possesses many advantages over the patented wheel above cited, inasmuch as the cap retains the oil, allows no waste thereof, and prevents the egress of dirt, sand, &c., which latter not only would add friction to the parts, but quickly wear away the metal.

The cap D may be either bolted to the hub in the manner shown in the drawing, or may be fastened by any other suitable device; and on the inside of the cap is suitable packing *d* to make it oil-tight.

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

In combination with the axle A, sleeve B, and flanged hub C, the cap D, secured upon the exterior rim of the hub, as set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 26th day of December, 1874.

ANDREW SCHROCK.

Witnesses:

FRANK STUCKER, Jr.,
S. S. CLARK.