

S. SNEDEN.  
FELLOE-PLATES.

No. 180,163.

Patented July 25, 1876.

Fig 1.

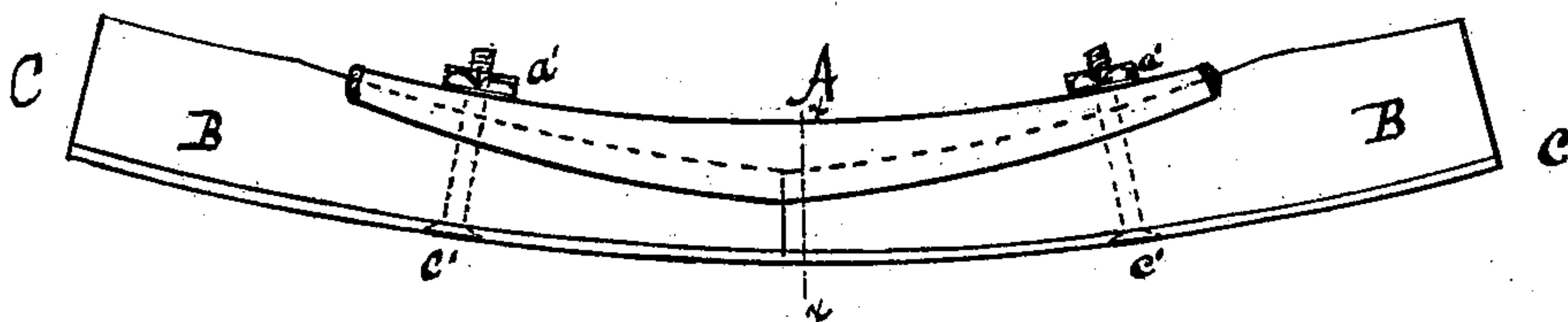


Fig 2.



Witnesses;

*Herman Mottfeldt*

*Isaac Coleman*

Inventor;

*Samuel Sneden*

*Wheeler H. Phillips*  
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# UNITED STATES PATENT OFFICE.

SAMUEL SNEDEN, OF RIDGEWOOD, NEW JERSEY.

## IMPROVEMENT IN FELLY-PLATES.

Specification forming part of Letters Patent No. **180,163**, dated July 25, 1876; application filed March 10, 1875.

*To all whom it may concern:*

Be it known that I, SAMUEL SNEDEN, of Ridgewood, in the county of Bergen and State of New Jersey, have invented certain new Improvements in Felly-Plates; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing, forming part of this specification.

This invention relates to felly-plates for wheeled vehicles; and its object is to overcome certain difficulties that have been met with in the use of the ordinary felly-plate. It has been found in the use of the ordinary felly-plate that after vehicles have been used some little time the fellies will have become laterally displaced, or will have sagged toward the center, necessitating new fellies or a resetting of the tire.

To obviate these difficulties I increase the length of the felly-plates, shave down the ends of the fellies, preferably in a semi-hexagonal shape, and then so shape the felly-plate that it fits upon the fellies and overlaps the semi-hexagonal portion, while it is at the same time flush with the rest of the felly. The bolts are then put in proper place with the necessary nuts and tightened, and the invention is complete, the construction and arrangement being as hereinafter more fully shown and described.

In the drawing, Figure 1 represents an elevation of my invention, and Fig. 2 is a section of Fig. 1 on the line *x x*.

Similar letters of reference indicate corresponding parts.

In the drawing, A is the felly-plate, made of steel, malleable iron, or other suitable substance, and fits upon the fellies B B. C is a section of an ordinary wheel-tire, having bolts *c' c'* passing through it, and also through the felly and felly-plate. The bolts are provided with necessary nuts *a' a'*, for fastening the parts together. The felly-plate is nearly three

times as long as the ordinary felly-plate, and the bolt-holes are placed as far from the center as will prevent the fellies from splitting, and secure a proper resistance when fastened by bolts and nuts to felly and tire. The ends of the fellies are shaved in a semi-hexagonal shape, as that shape allows the ends to be better overlapped by the felly-plate without weakening either. The felly-plate is so shaped that it fits and overlaps the semi-hexagonal portion of the fellies, while its top and sides are flush with the top and sides of the fellies. This is accomplished by the casting or making of the felly-plate so that its greatest thickness is at its center and exactly over the felly-joint, and gradually diminishing this thickness toward the ends, and having its width the same as the width of the felly. This secures great strength at the center of the felly-plate, where the greatest pressure is exerted. The proper resistance is obtained by the placing of the bolts and nuts so far from the felly-joint. The parts being fastened up, sagging of the felly ends toward the center is effectually prevented, and the construction of the felly-plate so that its sides overlap and closely fit the angular sides of the semi-hexagonal-shaped ends effectually prevents lateral displacement when the various parts are fastened together.

What I claim, and desire to secure by Letters Patent, is—

A felly-plate, A, constructed with its central part thick, and with gradually-decreasing thickness toward each edge, combined with the felly B B, the ends whereof are fitted to the inner surface of said felly-plate, and secured thereto by tire-bolts *c' c'*, whereby the felly-joint is made stiff and rigid, and the felly-plate is prevented from moving laterally.

SAMUEL SNEDEN.

Witnesses:

ALBERT BOGERT,  
CASPER VAN DIEN.