

No. 747,764.

PATENTED DEC. 22, 1903.

W. A. PRICE.
TRACTION WHEEL.

APPLICATION FILED APR. 28, 1903.

NO MODEL.

Fig. 1.

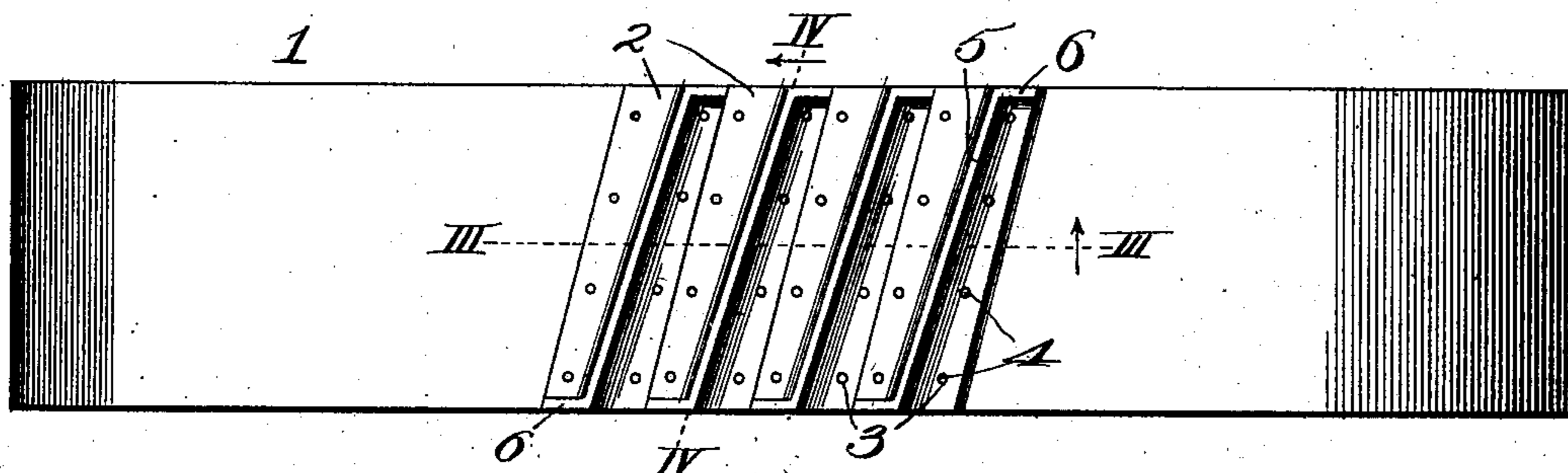


Fig. 2.

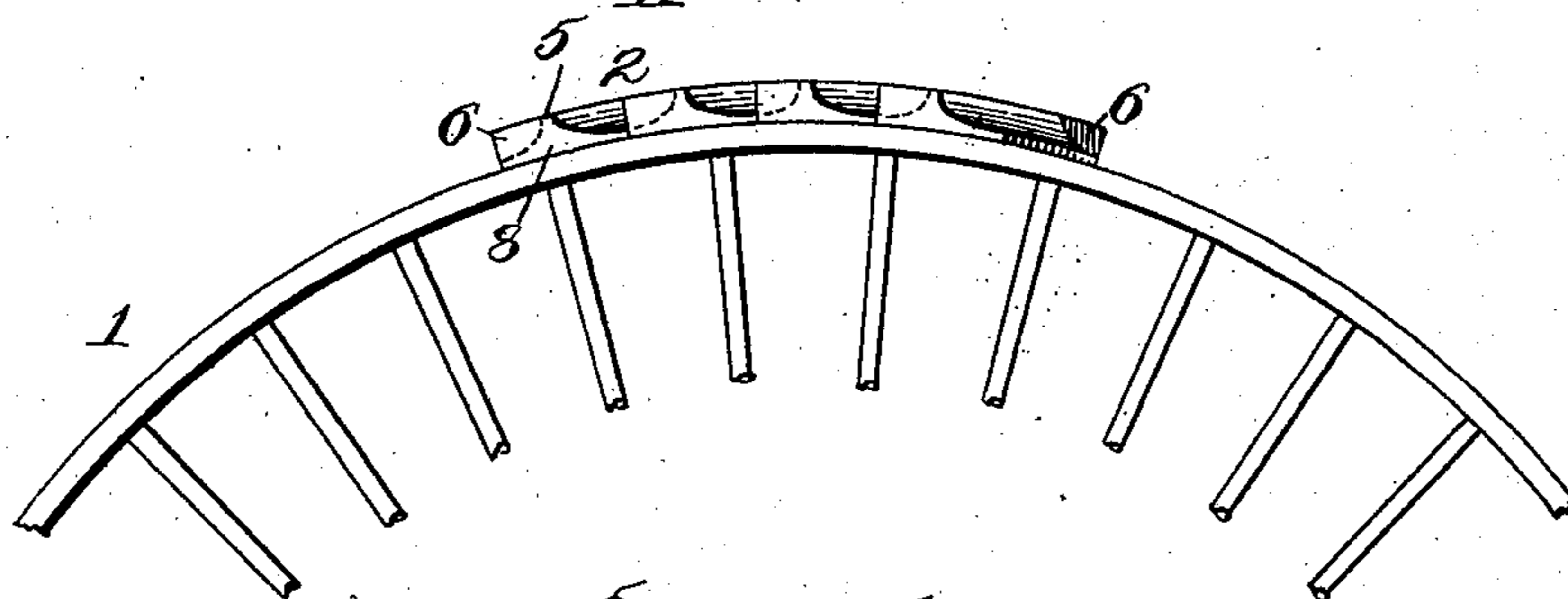


Fig. 3.

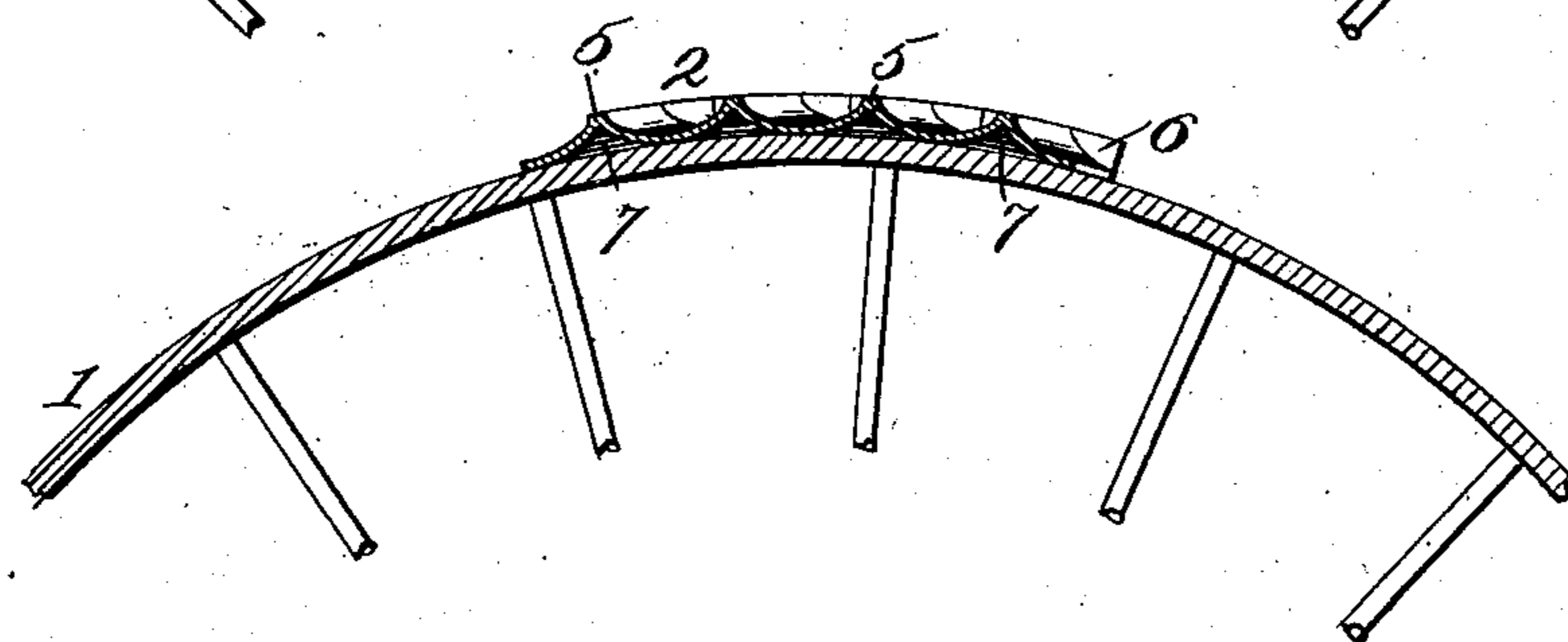


Fig. 4.

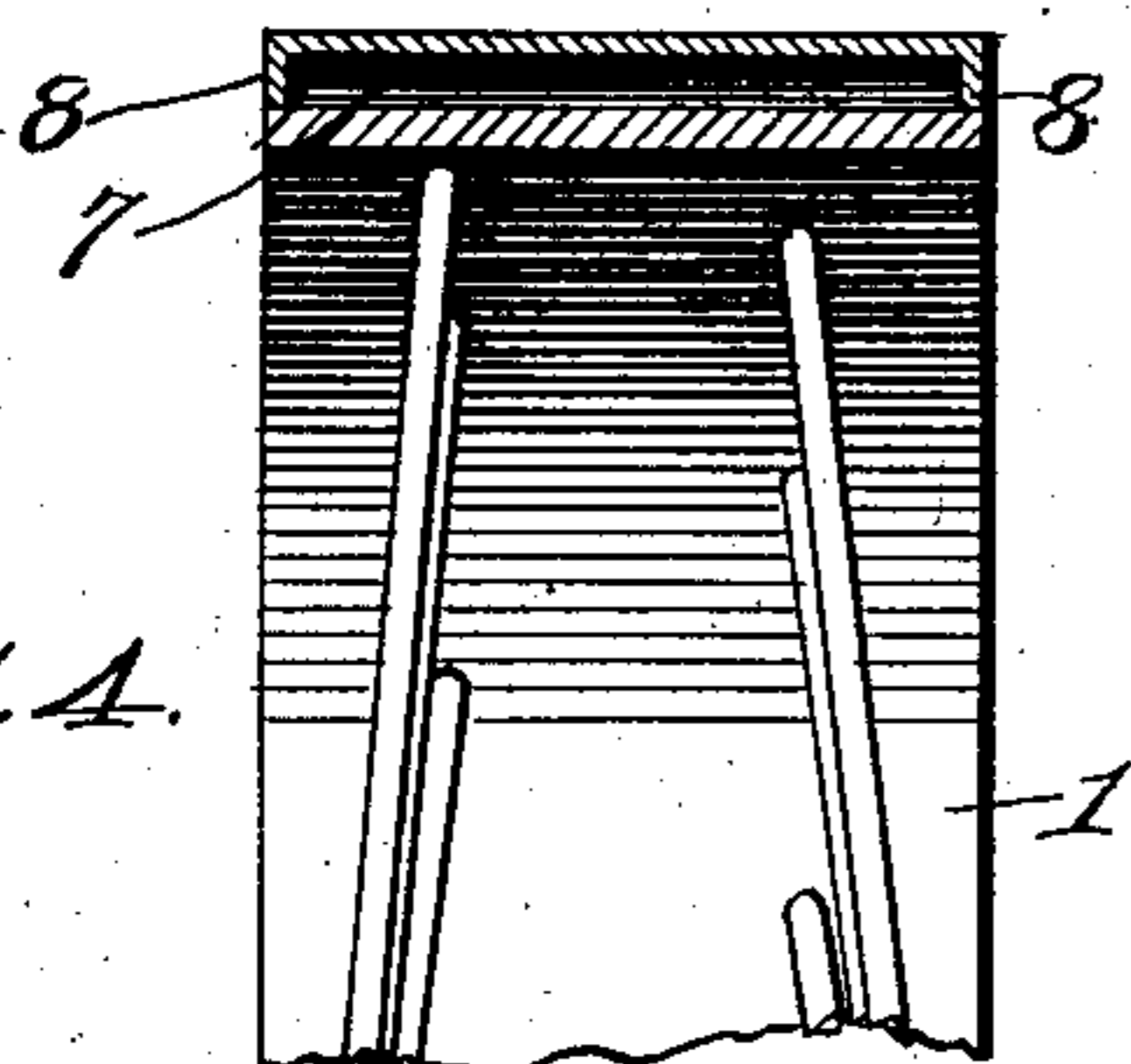
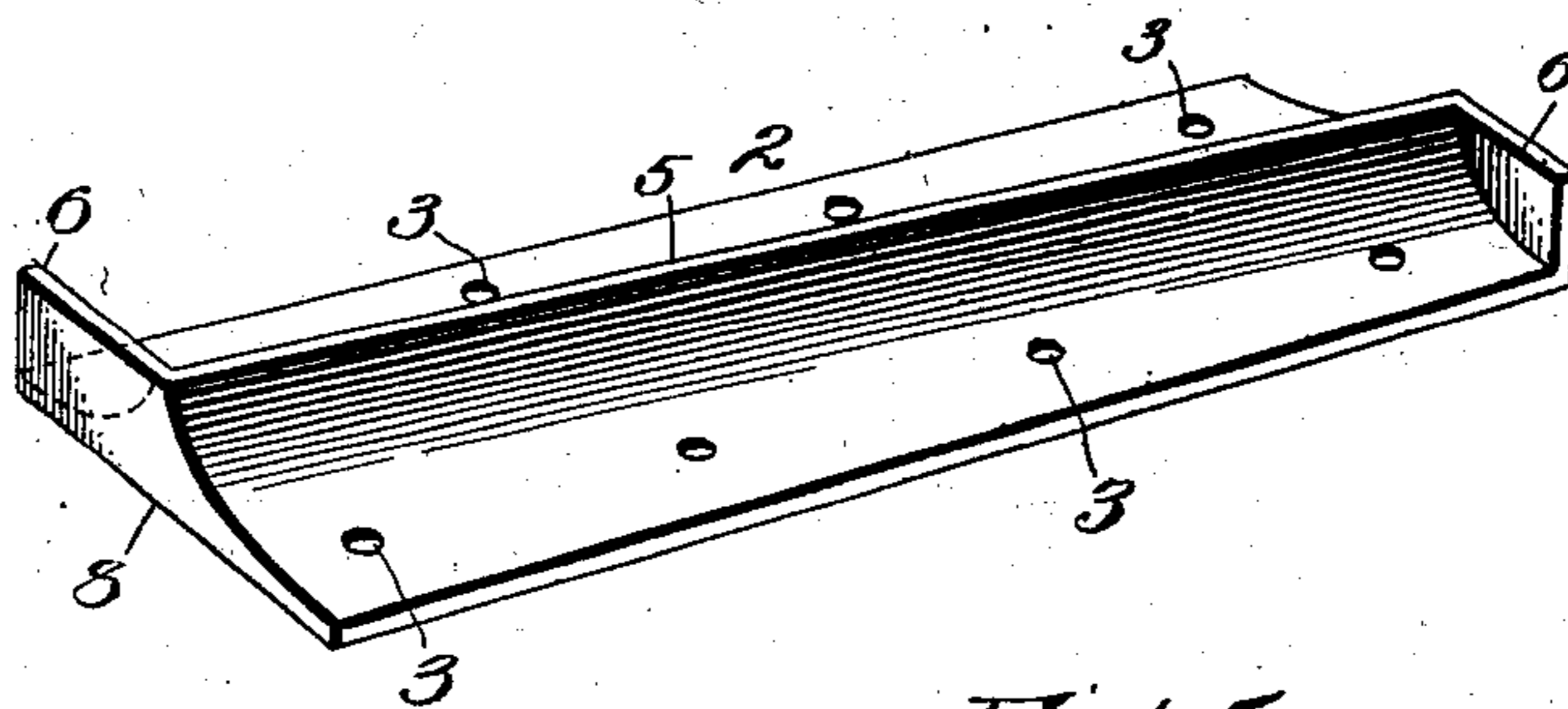


Fig. 5.



Witnesses:

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UNITED STATES PATENT OFFICE.

WILLIAM A. PRICE, OF PEAKESVILLE, MISSOURI.

TRACTION-WHEEL.

SPECIFICATION forming part of Letters Patent No. 747,764, dated December 22, 1903.

Application filed April 28, 1903. Serial No. 154,665. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM A. PRICE, a citizen of the United States, residing at Peakesville, in the county of Clark and State of Missouri, have invented certain new and useful Improvements in Traction-Wheels, of which the following is a specification.

My invention relates to traction-engine drive-wheels, and my object is to produce a drive-wheel cleat which will prevent lateral slippage and eliminate the jar incident to the travel of an ordinary traction-engine on hard roads, bridges, &c.

A further object is to produce a cleat which is practically self-cleaning—that is to say, on which sand, mud, or snow will not accumulate and stick to an appreciable extent.

A still further object is to produce a cleat possessing the advantages above enumerated as desirable, and which is of simple, strong, durable, cheap, and comparatively light construction.

To these ends the invention consists in certain novel and peculiar features of construction and combinations of parts, as hereinafter described and claimed, and in order that it may be fully understood reference is to be had to the accompanying drawings, in which—

Figure 1 is a top plan view of a traction-wheel equipped with a sufficient number of my improved cleats to show their relative position and arrangement. Fig. 2 is a side view of a portion of a wheel equipped with said cleats. Fig. 3 is a section on the line III III of Fig. 1. Fig. 4 is a section on the line IV IV of Fig. 1. Fig. 5 is an enlarged detail perspective view of one of the cleats.

In the said drawings, 1 designates a wheel of the usual or any preferred construction, except the cleats.

2 designates the cleats, which in plan view are parallelogram in form and preferably have their long sides at a slight angle to their ends in order that the latter may lie in the planes of the opposite edges of the wheel, while the long sides extend obliquely of such planes, as shown in Fig. 1, and parallel with the long sides are longitudinal series of holes 3 for the rivets or bolts 4, by which the cleats are secured to the wheel. Each cleat is formed at its outer side with a rib 5, extending from one

end to the other and preferably at an angle to the long sides and terminating at its opposite ends in laterally-projecting flanges or lugs 6, projecting toward and terminating at the adjacent corner of the cleat, so that said end flanges or lugs shall be disposed at opposite sides of the central rib 5, and in order that the cleat shall not be unnecessarily heavy it is formed at its inner side with a recess 7, corresponding in cross-sectional contour to the outer side of the cleat, as shown clearly in Fig. 3, the recess terminating short of the ends of the cleat, so as to leave end flanges 8 to prevent mud, snow, sand, &c., entering the recess, and therefore increasing the work of the engine. As the cleats are arranged it will be seen that the oppositely-projecting flanges at the opposite ends of the proximate cleats overlap, and thus, with the intermediate portions of ribs 5, provide a bearing-surface for the full width of the wheel at all times and entirely eliminate the shock or jar incident to the travel of a wheel on which the cleats do not overlap. It will also be noticed that the end flanges extending in the line of travel more effectually prevent lateral slippage than where the oblique ribs alone are employed, the oblique ribs cooperating with the end flanges in this action and at the same time giving the requisite traction with the ground. It will also be noticed that by reason of the cross-sectional form of the cleat it provides no corners in which sand, mud, or snow can accumulate and cling, and thus impede the progress of the engine.

As shown in Fig. 1, the cleats may be sufficiently wide to be arranged edge to edge upon the wheel or, if desired, may be spaced some distance apart. In the latter case, however, the spacing must be such that oppositely-projecting end flanges of proximate cleats shall overlap in order that a continuous and even bearing-surface may be provided.

From the above description it will be apparent that I have produced a traction-wheel embodying the features of advantage enumerated as desirable in the statement of invention, and while I have illustrated and described the preferred embodiment of the same it is to be understood that I reserve the right to make such changes in the form, propor-

tion, detail construction, and arrangement of the parts as properly fall within the spirit and scope of the invention.

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

1. A traction-wheel, provided with peripheral cleats, having ribs extending obliquely of the wheel and terminating at their opposite ends in oppositely-projecting end flanges; the end flanges at one side overlapping those at the other side of the wheel.

2. A traction-wheel, provided with peripheral cleats having ribs extending diagonally of the wheel, and terminating at their opposite ends in oppositely-projecting end flanges; said cleats being formed with recesses at their

inner sides and with flanges closing said recesses at their ends.

3. A traction-wheel cleat having a rib at its outer side which terminates at its opposite ends in oppositely-projecting flanges; said cleat being approximately V shape in cross-section, externally to avoid the production of corners, and internally to reduce weight, and being furthermore provided with end flanges 8.

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

WILLIAM A. PRICE.

Witnesses:

LUKE D. KING,
ADAM LANG.