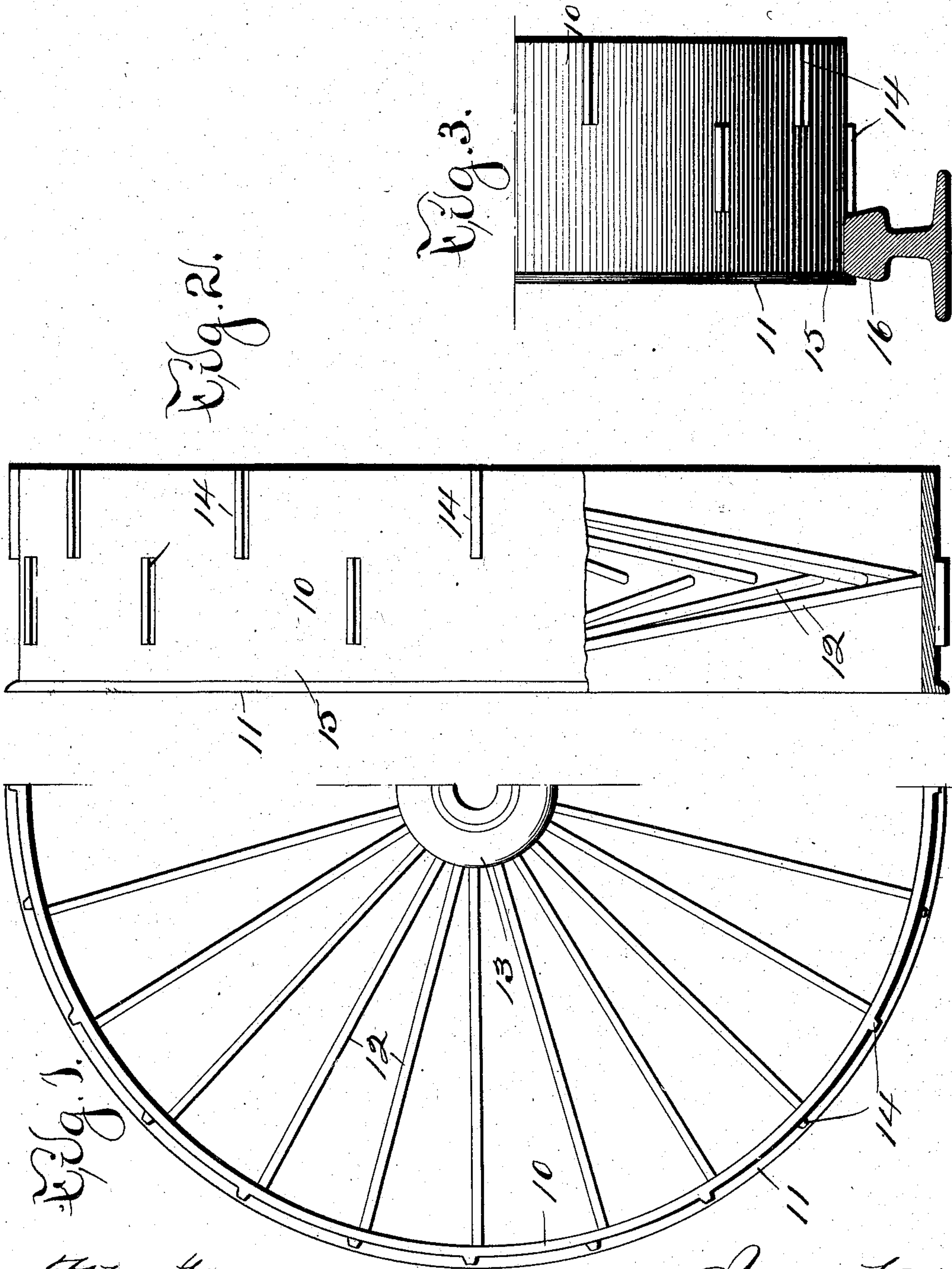


No. 791,626.

PATENTED JUNE 6, 1905.

W. S. KELLEY.  
WHEEL FOR TRACTION MACHINES.  
APPLICATION FILED OCT. 17, 1904.



Attest:  
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# UNITED STATES PATENT OFFICE.

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## WHEEL FOR TRACTION-MACHINES.

SPECIFICATION forming part of Letters Patent No. 791,626, dated June 6, 1905.

Application filed October 17, 1904. Serial No. 228,885.

*To all whom it may concern:*

Be it known that I, WILBUR S. KELLEY, a citizen of the United States of America, and a resident of Newton, Jasper county, Iowa, have  
5 invented a new and useful Wheel for Traction-Machines, of which the following is a specification.

The object of this invention is to provide an improved construction for traction-wheels  
10 whereby the wheel is prevented from slewing or moving laterally, has its traction properties increased, and may be employed when desired on a track-rail.

My invention consists particularly in the  
15 construction of a wheel-rim, as hereinafter set forth, pointed out in my claims, and illustrated by the accompanying drawings, in which—

Figure 1 is a side elevation of a portion of  
20 a wheel embodying my improved construction. Fig. 2 is a rear elevation, partly in section, of a wheel embodying my improved construction. Fig. 3 is a rear elevation of a portion  
25 of a wheel embodying my improved construction and mounted on a track-rail.

In the construction of the device as shown the numeral 10 designates a wheel-rim, preferably formed of metal and relatively broad and thin. The wheel-rim 10 is constructed  
30 with a flange 11 on its inner margin and projecting peripherally therefrom. The wheel-rim 10 may be connected by spokes 12 to a hub 13 of any desired construction, and said hub may be mounted on or have mounted  
35 therein an axle of any desired form. (Not shown.) A plurality of lugs 14 are formed on or fixed to the tread-surface of the wheel-rim 10, and said lugs may be arranged transversely of the wheel-rim, as shown, or in any  
40 conventional or desired manner. A track-face or tread-face 15 is provided on the wheel-rim 10, between the inner ends of the innermost row of lugs 14 and the flange 11, which tread-face is of a width at least as great as  
45 that of the tread-surface of a track-rail 16, as shown in Fig. 3.

Wheels constructed as illustrated in Figs. 1, 2, and 3 may be employed to support traction-engines or other traction-machines and

employ the power of such engine or machine 50 in advancing the same over the surface of the soil, the traction-lugs 14 increasing the frictional engagement between the wheel-rim 10 and the surface of the soil, or the traction-engine or other traction-machine may be mounted 55 with its wheels supported on track-rails 16, the tread-faces 15 of pairs of wheels being gaged or spaced apart coincident with the gage of the track on which the machine is to be driven. In either instance, whether on 60 the soil or on a track, the traction-wheels may be employed to advance the machine by which they are carried, in the one place engaging the soil through the medium of the lugs 14 and in the other place engaging the track- 65 rails through the medium of the tread-spaces 15, provided between the innermost rows of lugs and the adjacent flanges 11.

When the wheel is employed to advance the machine on the ground, the flange 15 engages 70 and cuts into the soil and limits and prevents slewing or lateral movement of the wheel, and when said wheel is employed on a track-rail the flange serves to limit lateral movement of the wheel relative to the rail and 75 maintains the desired relation between them.

I claim as my invention—

1. A traction-wheel, having a rim, said rim formed with a peripheral flange on one margin, lugs rigidly mounted on and transversely 80 of the face of said rim, said lugs spaced apart from said flange to form an annular tread-face on said rim adjacent said flange.

2. A traction-wheel, having a rim, said rim formed with a peripheral flange on one margin 85 and two rows of lugs rigidly mounted on and transversely of the face of said rim, said lugs in one row spaced apart from said flange to form an annular tread-face on said rim adjacent said flange, the lugs in the other row 90 laterally removed from the lugs in the first row and in staggered relations thereto.

Signed by me at Newton, Iowa, this 16th day of March, 1904.

WILBUR S. KELLEY.

Witnesses:

H. REYNOLDS,  
FRANK F. HARTWIG.