

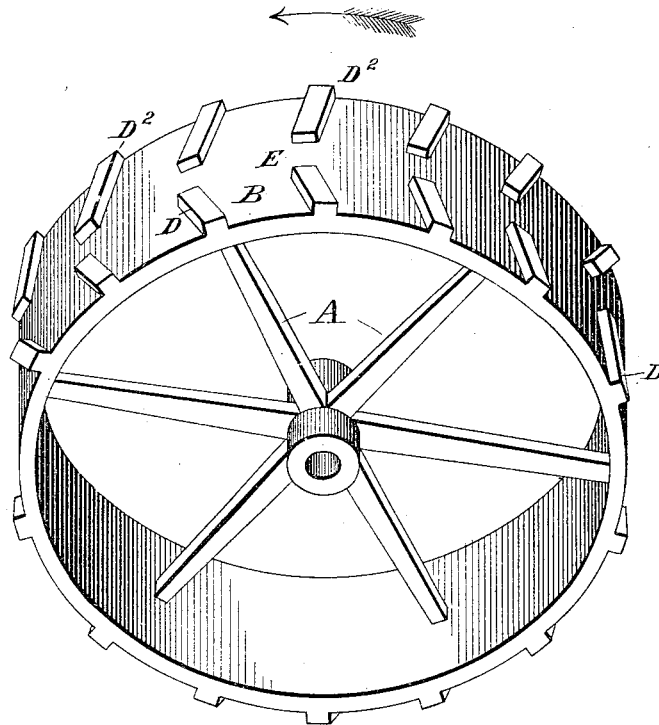
(No Model.)

M. LAVERING & E. H. ANSPAUGH.

TRACTION WHEEL.

No. 344,386.

Patented June 29, 1886.



Witnesses:

Wm. H. Magley

H. A. Hellhake

Inventors,

Morgan Laving

Eli H. Anspaugh

per O. K. Woodward
Attorney.

UNITED STATES PATENT OFFICE.

MORGAN LAVERING AND ELI H. ANSPAUGH, OF COLUMBIA CITY, INDIANA.

TRACTION-WHEEL.

SPECIFICATION forming part of Letters Patent No. 344,386, dated June 29, 1886.

Application filed May 24, 1884. Serial No. 132,703. (No model.)

To all whom it may concern:

Be it known that we, MORGAN LAVERING and ELI H. ANSPAUGH, citizens of the United States, residing at Columbia City, in the county of Whitley and State of Indiana, have invented a new and useful Improvement in Traction-Wheels for Road-Engines, of which the following is a specification.

This invention has relation to improvements in traction-wheels; and it consists in the construction and arrangement of parts, as will be hereinafter described, and particularly pointed out in the claim.

The drawing represents a perspective view of our invention.

A is the side of the wheel, and attached to an axle in the ordinary manner.

The letter B represents the rim of the wheel, provided with a flat bearing-surface, having cast thereon on opposite sides in inclined position a series of spaced rectangular single lugs, D D², the outer edges of which are flush with the edges of the rim, as shown in the drawing. The inner edges of these lugs form with the unobstructed flat portion of the rim a space, E, for the brake, which comes in direct contact with the central portion of the rim of the wheel, which more effectually controls or stops the motion of the wheel than

when applied to one side or to a concave space, which is the case with traction-wheels now in use.

In constructing our lugs in rectangular form and arranging them on the rim of the wheel, as shown in the drawing, the entire surfaces of the lugs take effect on the ground when the wheel is revolved, thereby producing the same effect by such smooth surfaces of the lugs on the ground as would be the case with the rim if no lugs were cast thereon.

We are aware of Patents Nos. 15,049, of 1856, and 231,781, of 1880, and these constructions are not sought to be claimed; but

What we do claim is—

The traction-wheel herein described, the rim thereof having a flat periphery, and provided on opposite sides with a series of spaced rectangular lugs arranged singly thereon, the outer edges of which are flush with the edges of the rim, their inner edges forming with the unobstructed flat portion of the rim a space, E, as shown and described, and for the purpose set forth.

MORGAN LAVERING.
ELI H. ANSPAUGH.

Witnesses:

MICHAEL SICKAFOOS,
JAMES S. COLLINS.