

(No Model.)

C. L. C. BRINK.
TRACTION WHEEL.

No. 581,333.

Patented Apr. 27, 1897.

Fig. 1.

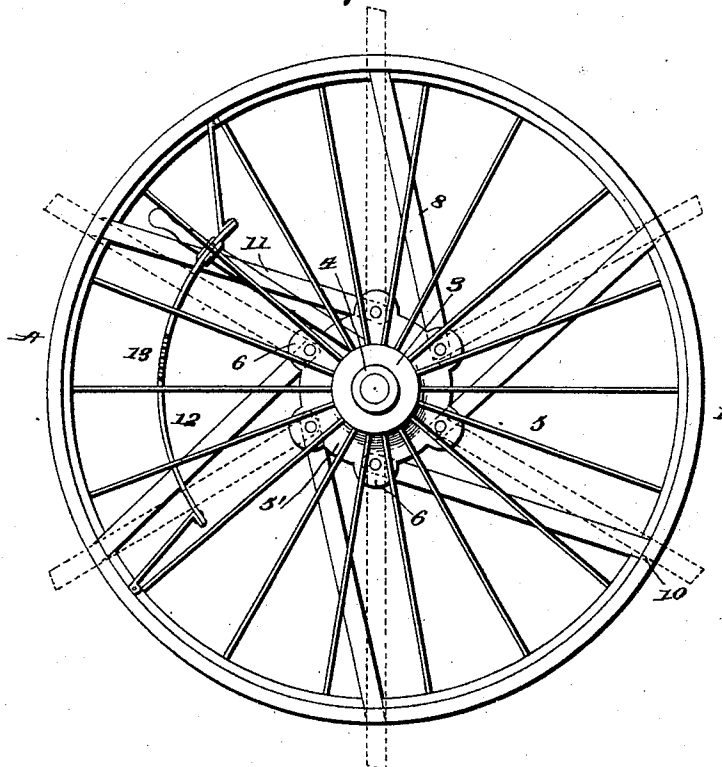


Fig. 2.

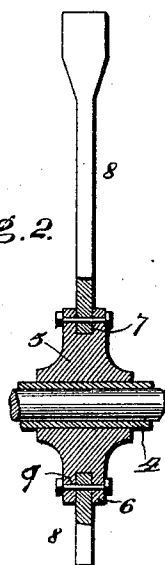
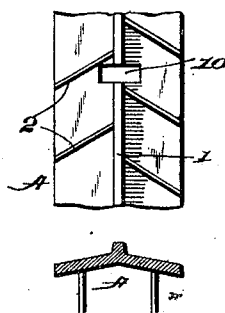


Fig. 3.



Witnesses
Theo. L. Latches.
H. A. Haw.

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UNITED STATES PATENT OFFICE.

CHARLES L. C. BRINK, OF POPP, ILLINOIS.

TRACTION-WHEEL.

SPECIFICATION forming part of Letters Patent No. 581,333, dated April 27, 1897.

Application filed May 16, 1896. Serial No. 591,781. (No model.)

To all whom it may concern:

Be it known that I, CHARLES L. C. BRINK, a citizen of the United States, residing at Popp, in the county of Washington and State of Illinois, have invented certain new and useful Improvements in Traction-Engine Wheels and Mud-Hooks; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to traction-wheels and mud-hooks therefor.

Heretofore considerable difficulty and annoyance has been experienced in the use of traction-engines when traveling over muddy roads, as a suitable purchase or "bite" on the ground has been impossible unless the traction-wheels were provided with "mud-hooks," as they are commonly known in the art to which my invention appertains. These hooks have to be removed when dry ground is reached and replaced when traveling through muddy places.

The object of the present invention is to obviate these drawbacks by providing an improved traction-wheel and mud-hooks which may be simultaneously adjusted, as found desirable.

In the accompanying drawings, Figure 1 is a side elevation of my improved traction-wheel and mud-hooks, dotted lines representing the various positions of the hooks; Fig. 2, a detail view showing the manner in which the rotatable collar is secured on the wheel-hub and the connection between the mud-hooks and said collar, and Fig. 3 a view showing a section of the wheel-felly.

My improved wheel-felly A is substantially convex in form, being provided with a central circumferential rib 1, from the opposite sides of which branch off the transverse parallel oblique ribs 2, whose upper edges lie in the same plane with the upper edge of the central rib, as more clearly seen in Fig. 3. The advantages of such a construction are apparent, for owing to the convexity of the wheel rim or felly any dirt which may adhere to the wheel will work outward from the central rib and prevent clogging. This felly is, as usual, connected to the collars 3 of the hub 4 by spokes 5.

I employ a rotatable collar 5', having a series of semicircular projections 6, which are slotted at 7 down to the periphery of the collar. Mud-hooks or levers 8 have one extremity fitted into the slot 7 and pivoted therein by suitable bolts 9. The free ends of the levers pass loosely through slots 10 in the rim or felly of the wheel. A suitable hand-lever 11 is connected to the rotatable collar and rides on an arc-shaped rack 12, the lever being provided with pawl mechanism 13, so that the lever may be locked in any position.

The normal position of the levers is represented by full lines in Fig. 1, and in this position they are tangentially disposed in relation to the rotatable collar.

When it is necessary to use mud-hooks, the hand-lever is rocked, thereby projecting the free ends of the levers through the wheel-felly, as shown in dotted lines. When fully extended, the mud-hooks come into alinement with diameters of the wheel, but it is obvious that they may be projected a shorter distance, if desirable, according to the exigencies of the occasion. On rocking the lever in the opposite direction the mud-hooks are retracted.

Having thus described the invention, what is claimed as new is—

1. A traction-wheel having a convex rim or felly, a central continuous annular rib, and oblique ribs branching out therefrom, the upper edges of all of said ribs lying in one plane, substantially as described.

2. A traction-wheel having a convex rim or felly, a central, continuous annular rib and oblique ribs leading from the central rib to the outer edge of the rim on opposite sides of said rib, the branch ribs of each side being parallel, and the ribs of one side being alternated in relation to the ribs of the other side, the upper edges of said ribs lying in the same plane.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

CHARLES L. C. BRINK.

Witnesses:

ERNST H. HOFFMANN,
C. F. BRINK.