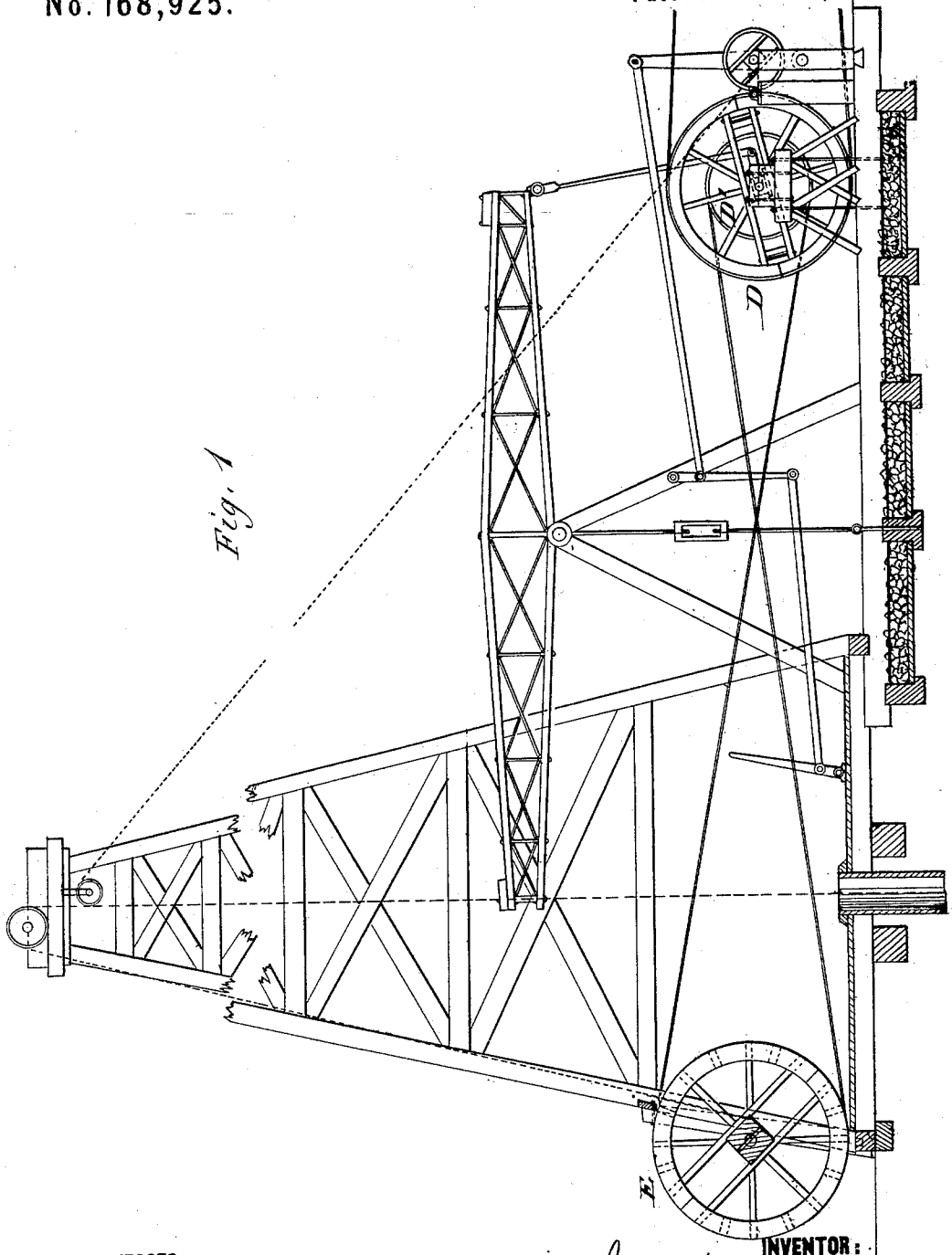
2 Sheets--Sheet 1.

J. SCHELLKOPF.

Bull-Wheels for Oil-Wells.

No. 168,925. Patented Oct. 19, 1875.

Fig. 1



WITNESSES:

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2 Sheets--Sheet 2.

J. SCHELLKOPF.

Bull-Wheels for Oil-Wells.

No. 168,925. Patented Oct. 19, 1875.

Fig. 2.

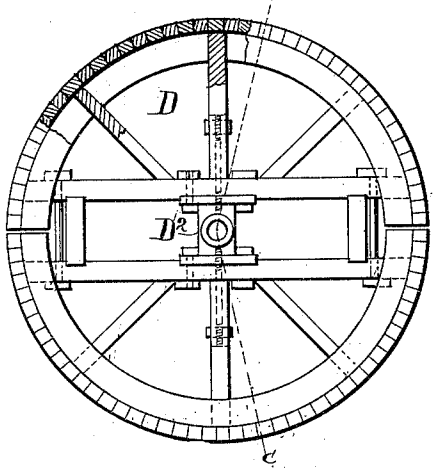
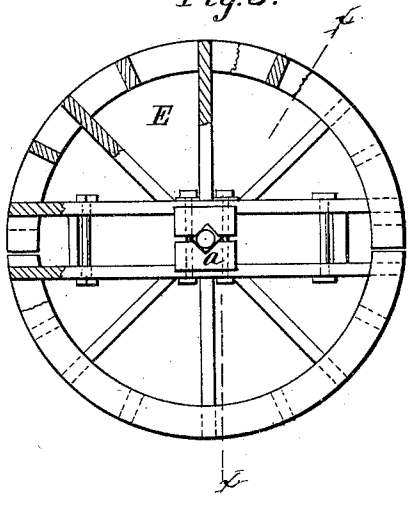


Fig. 3.



Witnesses

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UNITED STATES PATENT OFFICE

JOHN SCHELLKOPF, OF TIDIOUTE, PENNSYLVANIA.

IMPROVEMENT IN BULL-WHEELS FOR OIL-WELLS.

Specification forming part of Letters Patent No. **168,925**, dated October 19, 1875; application filed April 3, 1875.

To all whom it may concern:

Be it known that I, JOHN SCHELLKOPF, of Tidioute, in the county of Warren and State of Pennsylvania, have invented a new and Improved Construction of Wheel for Derrick for Oil-Wells; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings forming a part of this specification.

My invention relates to the construction of the wheel commonly termed the "bull-wheel," used in derricks for oil-wells, and around which passes the rope or chain by which the drill-rod or pump-piston or other implement used in the well is hoisted out of the same.

Figure 1 is a side elevation of a derrick or rig for boring and pumping oil-wells, showing the manner of arranging the bull-wheel and other parts. Figs. 2 and 3 are, respectively, a side view and vertical transverse section of the bull-wheel.

The rim of the bull-wheel E is constructed of light sectional parts of semicircular shape, connected by fastening-bolts. The sections of the wheel may be readily detached by removing such connecting-bolts. The wheel is secured to a shaft, in the end of which a gudgeon or journal, *a*, is inserted, as shown.

The band and tug-wheels D D′, shown in Figs. 2 and 3, are constructed similarly to the bull-wheel; but, instead of being applied to a wooden shaft, they are built up around the cast-metal hub D^2, which remains on the shaft when the wheel-sections are removed.

What I claim is—

The wheel made of sections attachable and detachable from each other and the hub or shaft by means of fastening-bolts, as shown and described.

JOHN SCHELLKOPF.

Witnesses:

JOHN R. KUHN,

SCOTT ALLEN.