(Model.)

T. T. PROSSER.

TRACTION WHEEL.

No. 244,296. Patented July 12, 1881.

Fig. 1.

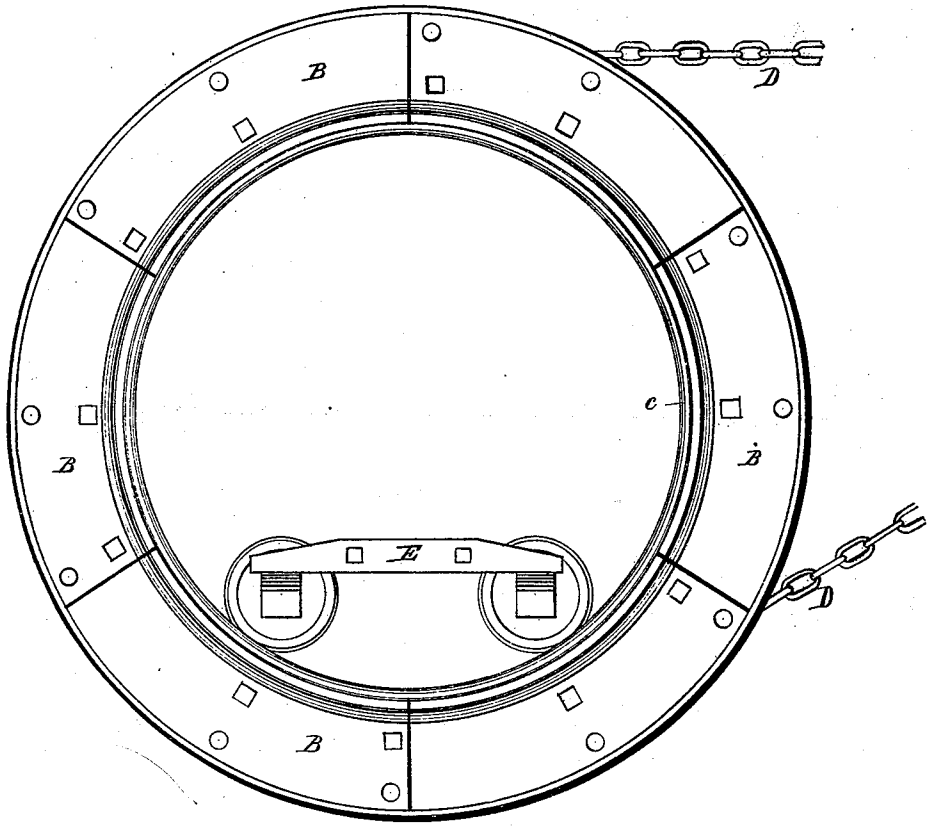
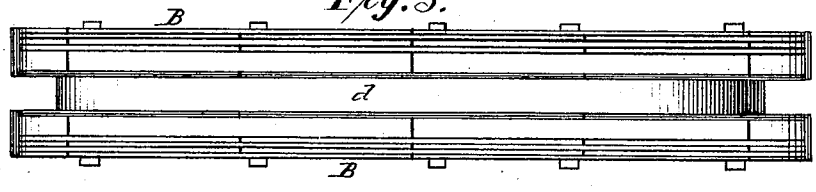


Fig. 2.



Fig. 3.



Witnesses:
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by his attorneys
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N. PETERS. Photo-Lithographer. Washington, D. C.

UNITED STATES PATENT OFFICE.

TREAT T. PROSSER, OF CHICAGO, ILLINOIS.

TRACTION-WHEEL.

SPECIFICATION forming part of Letters Patent No. 244,296, dated July 12, 1881.

Application filed November 29, 1880. (Model.)

To all whom it may concern:

Be it known that I, TREAT T. PROSSER, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a certain new and useful Improvement in Driving Traction-Wheels; 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, reference being had to the accompanying drawings, and to the letters or figures of reference marked thereon, which form a part of this specification.

My invention relates to an improvement in the construction of driving traction-wheels for roads, which are spokeless and provided with inner circular tracks; and it consists of such a wheel formed of two wooden rims attached to both sides of the circular rail, in the manner and for the purpose hereinafter described.

The invention is illustrated by the accompanying drawings, in which Figure 1 is a side elevation of the traction-wheel. Fig. 2 is a horizontal section thereof. Fig. 3 is a plan view.

The same letters refer to similar parts throughout the several views.

The rail A has two flanges, *c d*, *c* forming the tread of the rail, and *d*, which is much deeper, the outer plain surface. An annular recess or seat, *e*, is thus formed in the rail, into which are fitted sections of wood B, which constitute the rims of the wheel. The rims are provided with an inner circumferential groove, into which the outer flange of the rail is seated, and they extend a uniform distance beyond the outer surface of the rail. On the inner edges of the rims, where they meet the track, are formed thin projections *f*, beveled from within, which fit snugly to the inner flange of the rail and form part of the tread.

The sections B are made up of boards or pieces of wood, which are made to fit closely and form a solid mass by overlapping, and they are bolted or riveted to and through the rail, all as shown in Figs. 2 and 3.

The endless chain D is passed around the wheel, over the outer surface of the rail, and between the projecting rims, whose walls form a circular recess and guides for the same. This chain is used to drive the wheel, in connection with suitable gearing or other mechanism from the engine.

E represents a truck resting upon the circular track of the wheel.

The rims may be provided with tires, as shown in Fig. 1.

A traction-wheel thus constructed of two rims, and united to a circular rail in the manner described, affords great advantages in simplicity and strength, and cheapness of construction, and as a track and guide for the driving-chain.

I have in a pending application, filed November 19, 1880, described and claimed a spokeless traction-wheel composed of sections of a T-rail connected by fish-plates, combined with alternate sections of wood, and bound with a tire, &c., and therefore disclaim in this application all features shown, described, or claimed in said former application.

Having thus described my invention, what I claim is—

1. A traction driving-wheel provided with two separate wooden rims, substantially as described.

2. In a traction driving-wheel, the rims B, made up of sections of wood, and adapted to be secured to the circular rail, substantially as described.

3. In a traction driving-wheel, the combination of two wooden rims made in sections, as described, with a circular rail, substantially as before set forth.

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

TREAT T. PROSSER.

Witnesses:
C. A. NEALE,
W. H. DOOLITTLE.