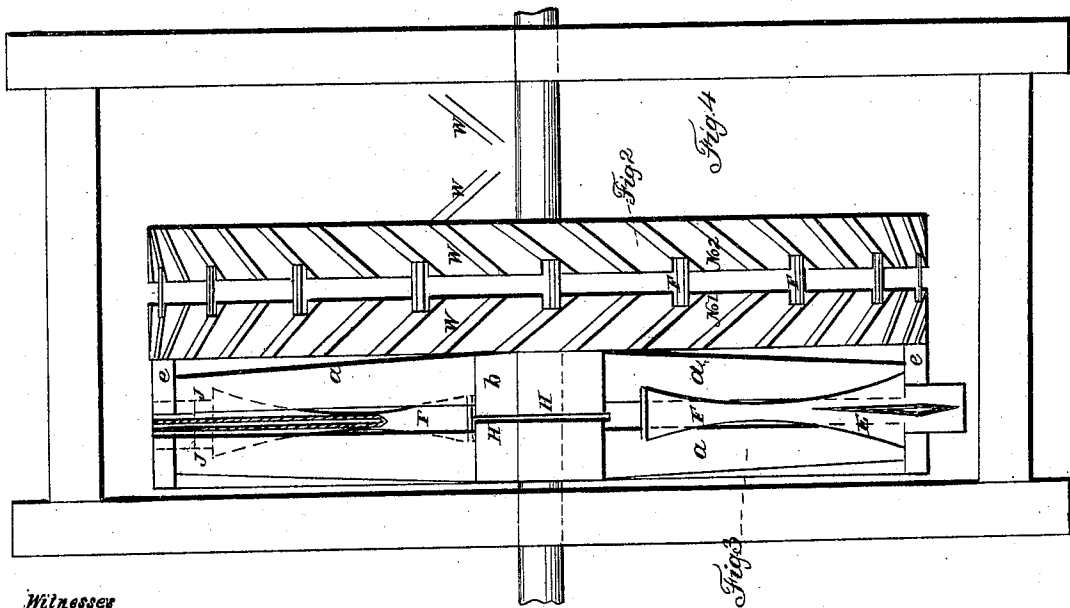
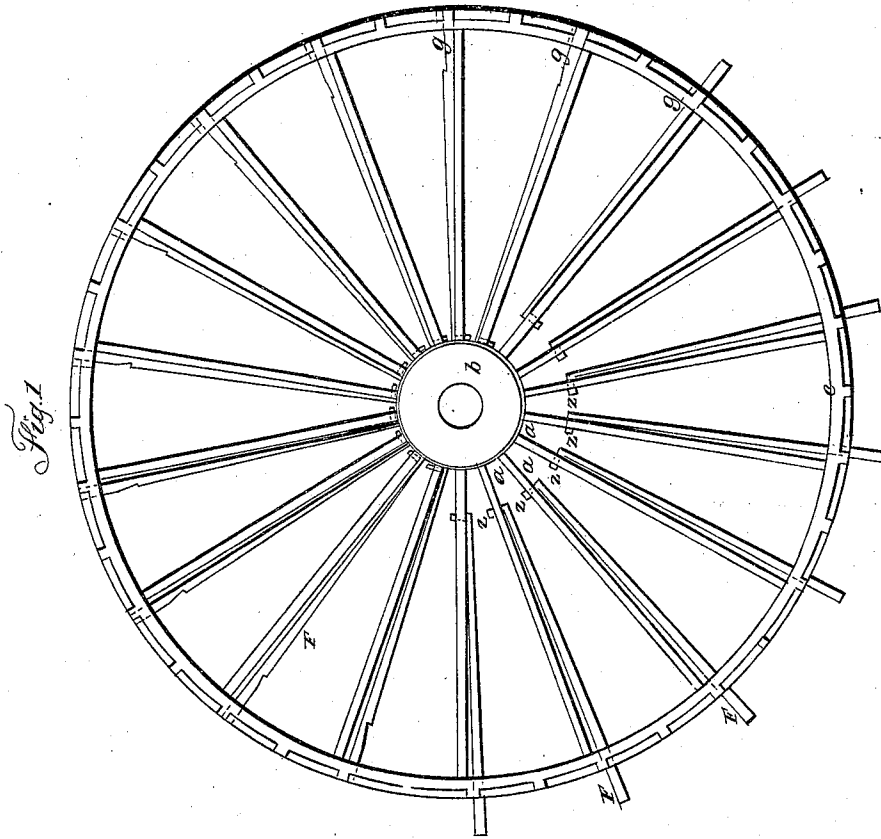


J. T. PRICE.
Car Wheel.

No. 19,947.

Patented Apr. 13, 1858.



Witness
Saml Magill
Saml J. Maxwell

UNITED STATES PATENT OFFICE.

JNO. T. PRICE, OF ROCKVILLE, INDIANA.

GIVING ADHESION TO DRIVING-WHEELS OF STEAM VEHICLES, PLOWS, &c.

Specification of Letters Patent No. 19,947, dated April 13, 1858.

To all whom it may concern:

Be it known that I, JOHN T. PRICE, of Rockville, in the county of Parke and State of Indiana, have invented a new and useful
5 Wheel for Driving Steam Land-Carriages and Steam-Plows; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being given to
10 the annexed drawings, they making a part of this specification, in which—

Figure 1 is a side elevation. Fig. 2 is a vertical view of the wheel. Fig. 3 is a vertical transverse section taken through the
15 center showing the arrangement of the spurs.

The same letters refer to like parts in all the drawings.

a a a shows the arms of the wheel, *b* the center and *e* the corrugated rim all cast
20 solid together.

f f show the spurs so arranged that they give back and have no effect until the wheel slips when the spur is thrown back into the
25 dovetail seat *g* that together with the pressure of the wheel holds it out until it strikes something harder than the earth's surface when it recedes to its former place. The wheel is cast in two parts, No. 1 and No. 2,
30 Fig. 2, and placed together on the shaft and fastened with keys or screws with the spurs between them, each spur being provided with a groove on each side of the angle at the end next the center of wheel to
35 slide on the arms of the wheel as shown at *z* Fig. 1. The outer ends slide in seats made

in the edges of the rims as at *F*, Fig. 2, making a kind of mortise when the wheels are placed together, each one having room
40 enough to cause no friction as the wheel rolls upon the ground.

E shows a rib on the back of spur to strengthen it.

H shows a piece of guttapercha placed between the centers, on the shaft, for spurs
45 to fall onto when they recede from the periphery of the wheel of their own accord.

The wheels are so arranged that 1 (or 1 set with spurs) makes a perfect wheel. If
50 that is not power enough 2 can be applied or even 3 as can be seen by Figs. 2 and 3 of the drawings. When 3 are applied the corrugations run zig zag across the face of
55 a wheel as seen by the letters *W, W, W, W*, running across into space Fig. 4.

Now what I claim and desire to secure by Letters Patent is—

The arrangement of spurs on driving wheel for steam plow or land carriage, so
60 that said spurs do not interfere with the rolling of said wheel, unless it should slip on the ground and then when it slips said spurs aided by the diagonal corrugations
65 tending to force the dirt against them, to take effect and prevent it as herein substantially set forth.

JOHN T. PRICE.

Witnesses:

SAML. MAGILL,

SAMUEL F. MAXWELL.