

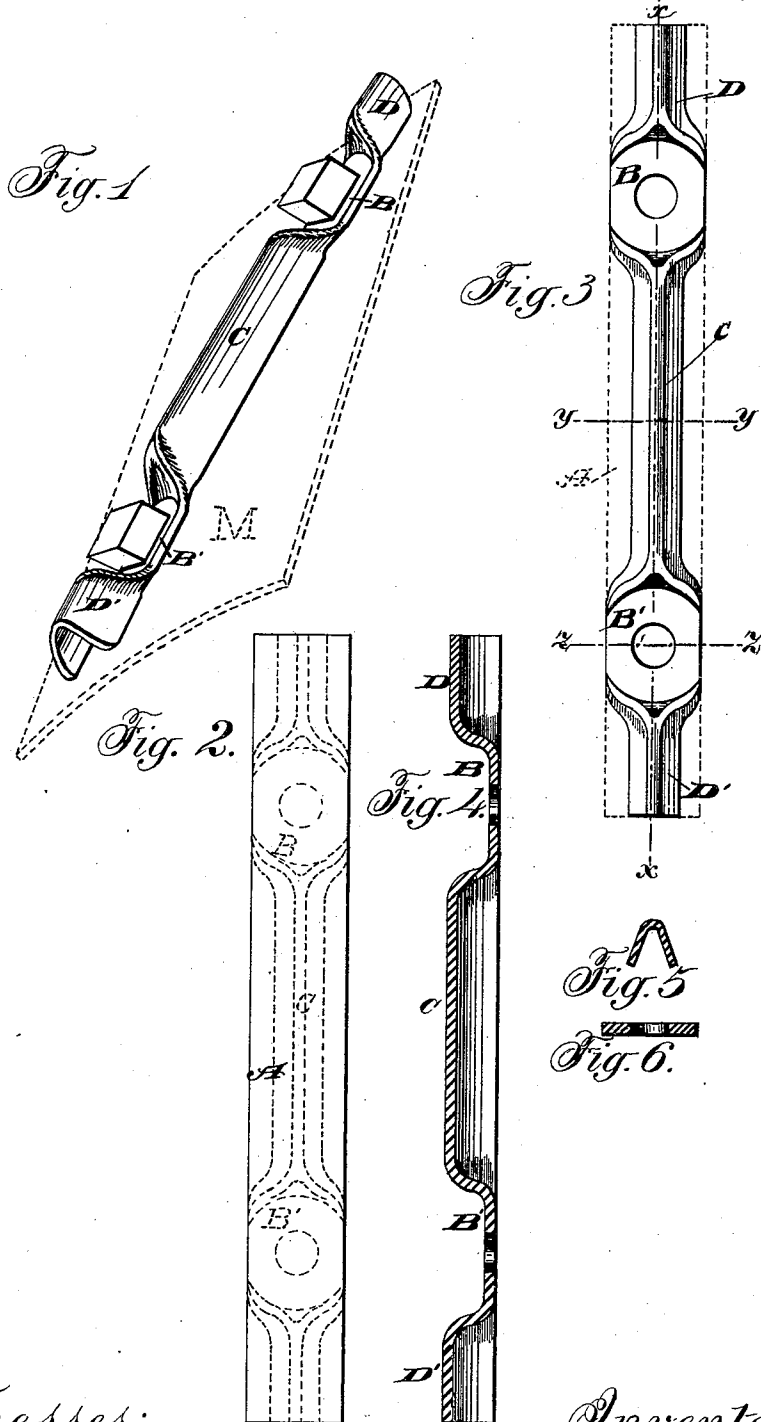
(No Model.)

B. A. KENNEDY & J. F. STEWARD.

LUG FOR TRACTION WHEELS.

No. 342,912.

Patented June 1, 1886.



Witnesses:

*John P. Caspary*  
*W. J. Lukens*

Inventors:

*Burr A. Kennedy*  
*J. F. Steward*

# UNITED STATES PATENT OFFICE.

BURR A. KENNEDY AND JOHN F. STEWARD, OF CHICAGO, ILLINOIS.

## LUG FOR TRACTION-WHEELS.

SPECIFICATION forming part of Letters Patent No. 342,912, dated June 1, 1886.

Application filed July 28, 1885. Serial No. 172,921. (No model.)

*To all whom it may concern:*

Be it known that we, BURR A. KENNEDY and JOHN F. STEWARD, of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Lugs for Rims of Traction-Wheels, of which the following is a full description, reference being had to the accompanying drawings, in which—

Figure 1 is a perspective view of the lug and bolt-heads by which it is secured to the rim of the wheel, a section or part of which is shown in dotted lines. Fig. 2 is a plan view of the plate of metal from which the lug is formed, and showing in dotted lines the form of the lug when completed. Fig. 3 is a plan view of the lug, the original form of the plate being shown in dotted lines. Fig. 4 is a longitudinal section of the lug as if cut on the line *xx* of Fig. 3. Fig. 5 is a cross-section as if cut on the line *yy* of Fig. 3, and Fig. 6 as if cut on the line *zz* of the same figure.

The object of our invention is to produce a lug from sheet metal with the least amount of waste and of form to be the most effective.

In carrying our invention into effect we provide a strip of sheet metal of flat or equivalent form, and, by means of dies or other appliances known in the art, impart to the metal the form of the finished lug, having at suitable points in its lengths one or more flat perforated surfaces to receive bolts or rivets by which it is secured to the rim of the wheel, and having at other points in its length a raised or **A** form.

Our lug is designed for traction-wheels, and should be raised so high above surface of the rim of the wheel as to engage the soil over which it rolls aggressively as possible.

**A** is a strip of sheet metal (preferably steel) of the length required for the completed lug, and of width sufficient to make the lug of the required height. We select metal of such thickness and strength that it will not crush under the weight of the load which the particular wheel is designed to carry.

Referring to Figs. 1, 2, and 3, which represent the finished lug, **B B'** are surfaces (parts of the original plane of the plate of metal) sufficiently large to make room for the rivet-head by which it is secured to the rim **M** of the wheel, or for the bolt-heads to be turned, in case bolts are used. Through these planes holes are provided for the bolts or rivets.

**C** is a rib formed by raising and narrowing the plate between the plane surfaces **B B'**. The rib **C** terminates at each end in what may be termed a "fork," the bifurcations approximating the planes **B B'**. This form of termination is given because so made the transition from the shape of the metal at the plane into that of the rib is accomplished the most easily, and with less and in fact very little strain upon the metal other than that which it sustains in yielding to being bent to shape.

**D** and **D'** are ribs formed in the metal at the extreme ends thereof, terminating abruptly outward, but inwardly bifurcating like the rib **C**.

What we claim is—

1. As a new article of manufacture, a lug for a traction-wheel, formed from sheet metal, and having the flat perforated surfaces to receive the fastening devices and the longitudinal rib.

2. The sheet-metal lug for a traction-wheel, having the flat perforated surfaces **B B'**, the intermediate raised rib, **C**, and the end ribs, **D**.

3. A sheet-metal lug for a traction-wheel, having the flat perforated surfaces **B B'** and the longitudinally raised and narrowed portions forming a rib, said narrowed portions of a forked or divided form at the points where they merge into the flat surfaces.

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Witnesses:

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