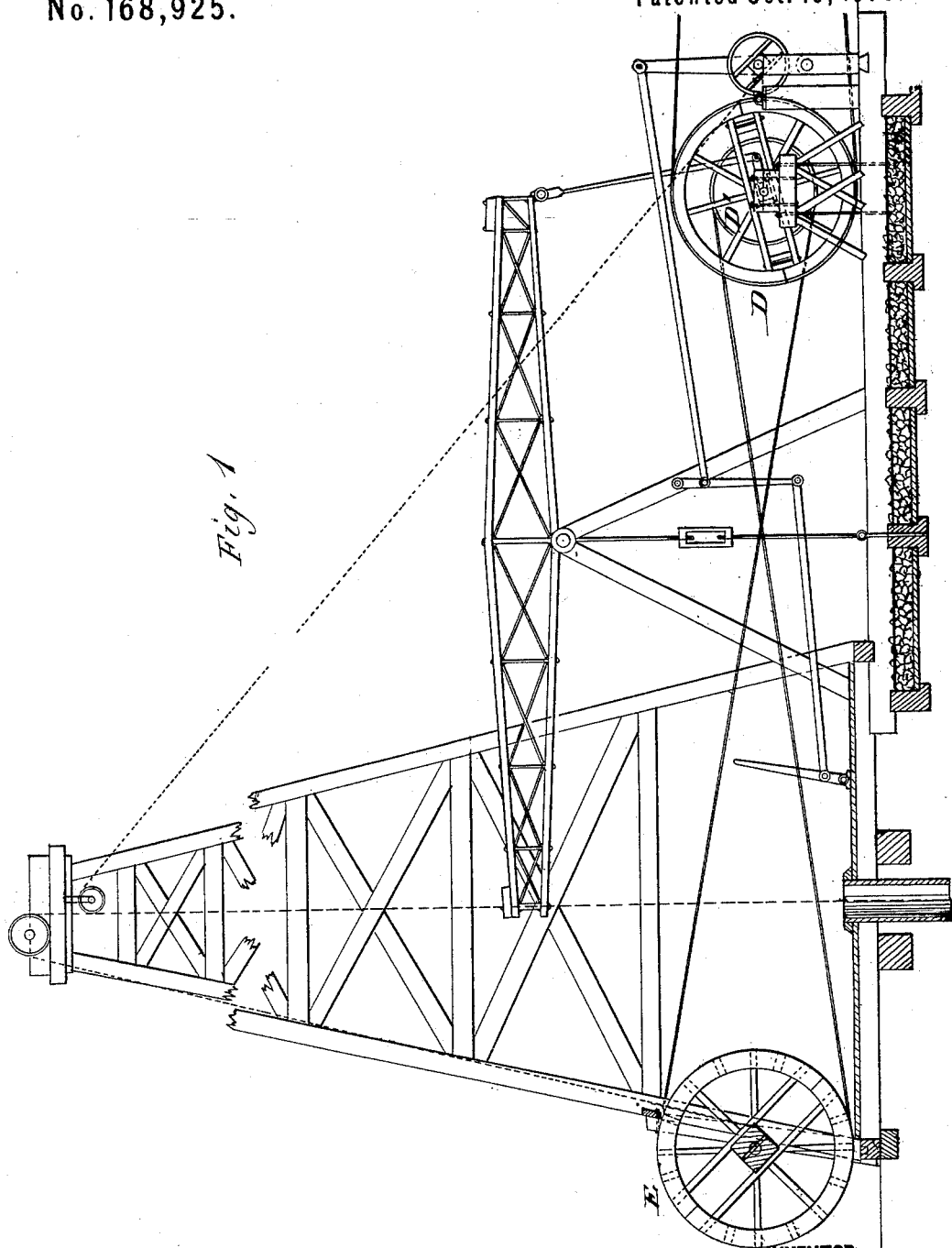


**J. SCHELLKOPF.**  
**Bull-Wheels for Oil- Wells.**

No. 168,925.

Patented Oct. 19, 1875.



*Fig. 1*

**WITNESSES:**

*C. Severus*  
*A. J. Terry*

**INVENTOR:**

*J. Schellkopf*  
**BY** *Mumford*

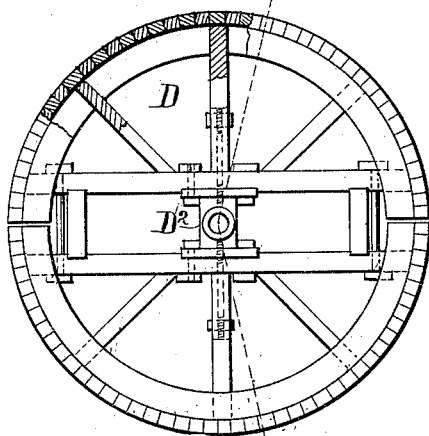
**ATTORNEYS.**

**J. SCHELLKOPF.**  
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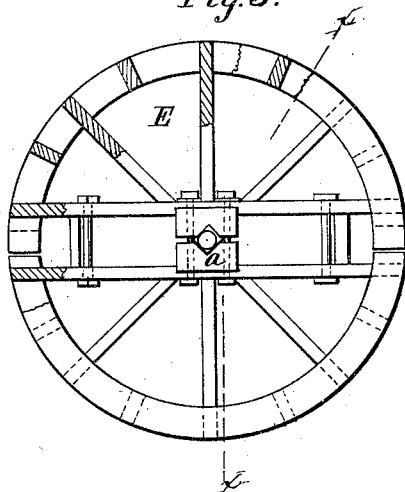
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*Fig. 2. c*



*Fig. 3.*



*Witnesses*

*C. Aereux*  
*A. Terry*

*Inventor:*

*J. Schellkopf*  
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*Attorneys:*

# 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<sup>2</sup>, 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.