

No. 809,048.

PATENTED JAN. 2, 1906.

J. J. FURCHTBAR.
VEHICLE.

APPLICATION FILED AUG. 26, 1905.

Fig. 1.

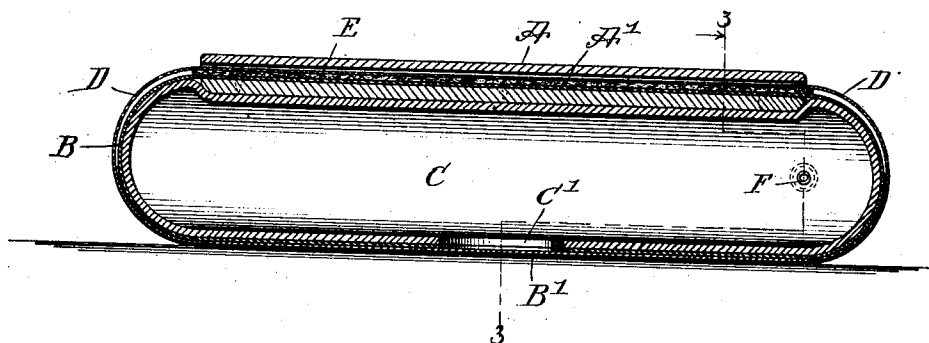


Fig. 2.

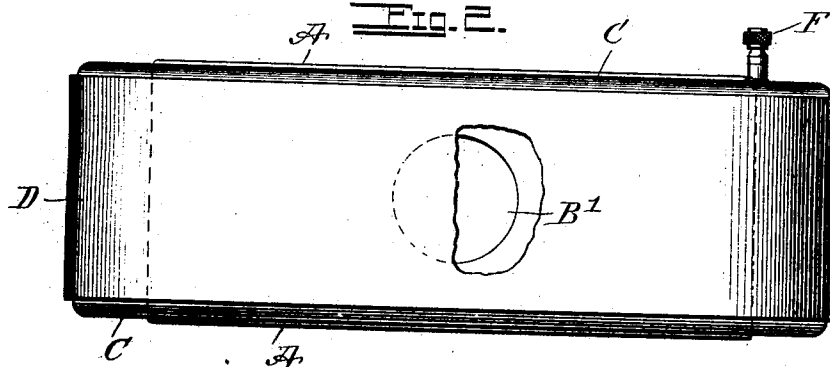
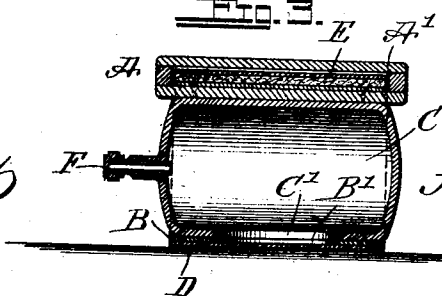


Fig. 3.



WITNESSES:

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JOHN J. FURCHTBAR, OF JOETTA, ILLINOIS.

VEHICLE.

No. 809,048.

Specification of Letters Patent.

Patented Jan. 2, 1903.

Application filed August 26, 1905. Serial No. 275,381.

To all whom it may concern:

Be it known that I, JOHN J. FURCHTBAR, a citizen of the United States, and a resident of Joetta, in the county of Hancock and State of Illinois, have invented a new and Improved Vehicle, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved vehicle arranged to permit easy traveling, especially over rough surfaces, and capable of being used as a sled, skate, and the like.

The invention consists of novel features and parts and combinations of the same, which will be more fully described hereinafter and then pointed out in the claims.

A practical embodiment of the invention is represented in the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a longitudinal sectional side elevation of the improvement. Fig. 2 is an inverted plan view of the same, parts being broken out; and Fig. 3 is a transverse section of the same on the line 3 3 of Fig. 1.

The frame or platform A for supporting the load is provided with a longitudinally-extending guideway A', to the bottom of which is secured the upper run of an endless immovable band B, held yieldingly in an extended position by an air-cushion C, which also supports the frame or platform A. On the immovable or fixed band B is superimposed a traveling band D, which forms the tread of the vehicle and comes in contact with the surface over which the device is to travel. A lubricating-pad E is interposed between the upper runs of the bands B and D, so as to keep the contacting surfaces of the said bands properly oiled or lubricated.

The air-cushion C is provided at one side with a suitable valve F for connection with an air-pump or similar machine employed for inflating the air-cushion C by pumping air into the same. The bottom of the air-cushion C and the lower run of the fixed band B are provided with registering apertures C' and B' to allow some of the air in the cushion C to pass between the lower runs of the bands B and D with a view to reduce the frictional contact of the said bands at the lower runs to a minimum.

When the device is drawn forward by any suitable means whatever, then the outer

band D is caused to travel over the fixed or inner band B, it being understood that the lower run of the said outer or traveling band D comes in contact with the surface over which the device is to be propelled, and hence the frictional contact of the outer band with the said surface causes it to travel. By the arrangement described the air-cushion C holds the fixed band B in an extended position, as described and shown in the drawings, and at the same time the said air-cushion supports the frame or platform A, carrying the load, and when the band D travels over uneven or rough ground it is evident that the air-cushion C allows the bands D and B to yield to conform to the unevenness in the surface.

The device is very simple and durable in construction and allows the carrying of heavy loads with comparatively little power or exertion on the part of the person drawing the sled or similar device forward.

The bands B and D are preferably made of steel or like flexible material, while the cushion C may be made of rubber or the like.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. A vehicle provided with a yieldingly-sustained immovable endless band, and a traveling endless band superimposed on the said immovable endless band and adapted to travel thereon.

2. A vehicle provided with an immovable endless band, a traveling endless band superimposed on the said fixed endless band and adapted to travel on the same, and an air-cushion for sustaining the said immovable band.

3. A vehicle comprising a supporting-frame, an air-cushion for sustaining the said frame, an endless band fixed to the frame, and a traveling band superimposed on the said fixed band and adapted to travel on the same.

4. A vehicle provided with an immovable endless band, a traveling endless band superimposed on the said fixed endless band and adapted to travel on the same, an air-cushion for sustaining the said immovable band, and means for delivering a strata of air between the said bands from the said air-cushion.

5. A vehicle provided with a pneumatically-sustained immovable endless band, and

a traveling endless band superimposed on the said immovable endless band and adapted to travel thereon.

6. A vehicle comprising a supporting-frame, an air-cushion for sustaining the said frame, an endless band fixed to the frame, and a traveling band superimposed on the said fixed band and adapted to travel on the same, the said air-cushion and fixed band having registering openings for permitting air to pass from the said air-cushion between the said bands.

7. A vehicle comprising a supporting-frame, an air-cushion for sustaining the said

frame, an endless band fixed to the frame, 15 a traveling band superimposed on the said fixed band and adapted to travel on the same, and a lubricating-pad between the said bands at the top thereof.

In testimony whereof I have signed my 20 name to this specification in the presence of two subscribing witnesses.

JOHN J. ^{his} X FURCHTBAR.
mark

Witnesses:

OPHE HICKER,
ELNOR JONES.