(No Model.)

T. M. SUGHROUE.

TWO WHEELED VEHICLE.

No. 442,261. Patented Dec. 9, 1890.

Fig 1

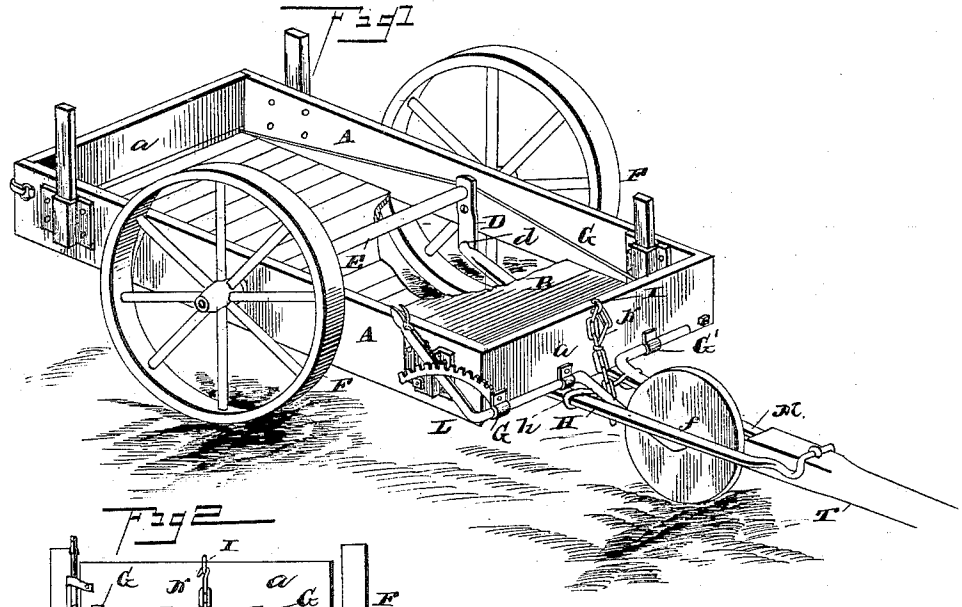


Fig 2

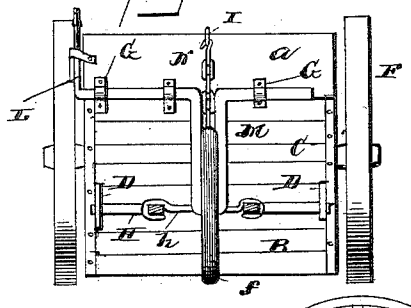


Fig 3

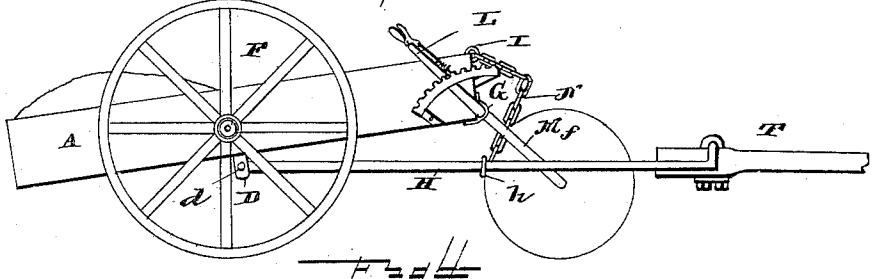
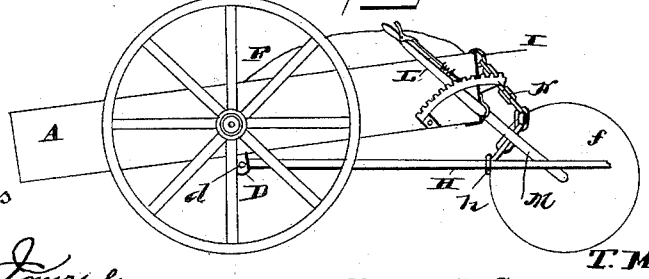


Fig 4



Witnesses

John Tmire.

N. L. Collamer.

Inventor

T. M. Sughroue

By his Attorneys

C. A. Snow & Co.

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

THOMAS MURTY SUGHROUE, OF FAULKTON, SOUTH DAKOTA.

TWO-WHEELED VEHICLE.

SPECIFICATION forming part of Letters Patent No. 442,261, dated December 9, 1890.

Application filed March 27, 1890. Serial No. 345,530. (No model.)

To all whom it may concern:

Be it known that I, THOMAS MURTY SUGHROUE, a citizen of the United States, residing at Faulkton, in the county of Faulk and State of South Dakota, have invented a new and useful Two-Wheeled Vehicle, of which the following is a specification.

This invention relates to wagons, more especially of that class known as "dumping-wagons;" and the object thereof is, broadly, to effect the balancing of the body, as well as to improve the construction of parts. This object I attain by the improved construction of parts described below.

The invention also consists of certain adjunctive and specific details, as well as of several auxiliaries, all as hereinafter more fully set forth, and as are illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of my improved vehicle complete in its preferred form, a portion of the bottom of the body being broken away. Fig. 2 is a front elevation of the wagon-body with the hounds in section. Figs. 3 and 4 are diagrammatic elevations, showing the manner of connecting the draft with the load.

Referring to the said drawings, the body of the wagon consists of side bars A, having end-boards *a*, the rearmost one of which is preferably removable to form an end-gate for the wagon.

The letter B designates the flooring, which is secured to the lower edges of the sills by metallic straps C, bolted or screwed thereto, as shown.

D are uprights bolted to the inner sides of the sides A at about their centers, and E is the axle, passing through the upper ends of said uprights near the upper edges of the sides and carrying the wheels F on its outer ends.

G are tie-braces, preferably of metal rods, connecting the lower corners of the frame at the front and rear end thereof and passing intermediately over the axle.

The lower ends of the uprights D are provided with eyes *d*, and pivoted in these eyes are the rear ends of the hounds H, which extend thence beneath the body to a considerable distance in front thereof and are connected at their forward ends, and T is the tongue connected to said forward ends of the hounds. The latter are also joined at a point about beneath the front end of the body by a brace *h*, and extending upward from this brace is a chain N, preferably having hooks at either end, whereby it is adjustably secured to itself after passing through an eye I, carried by the front end-board, near its upper edge.

Referring now to Figs. 3 and 4, if the load upon the body be mostly in rear of the axle, as shown in the former figure, the whiffletree X is passed through or connected with a link near the upper end of the chain N, and this connection causes the strain of the draft to draw downwardly on the forward end of the body, as well as forwardly on the whole. If, however, the preponderance of load is forward of the axle, as shown in Fig. 4, the whiffletree is connected to the chain N near its lower end and the draft draws forwardly upon the hounds and the lower ends of the uprights, and the tendency is to counterbalance the weight. If the upper end of the chain be entirely detached and the horses be started, a dumping action is given the body.

The letter *f* designates a supplemental wheel which I preferably employ in connection with this improved vehicle. This wheel is journaled between the outer ends of two arms M, the latter extending thence inwardly to and along the front of the body. Bearings G′ are provided for these arms where they lie against the body, and the outer ends of both or of one of them is turned upward in a lever L, as shown. This lever carries the ordinary dog, engaging a toothed segment around its pivot, and has a rod for retracting said dog, the rod moved by the clutching of the handle of the lever, as is well understood. By this construction the front end of the wagon-body may be rigidly and firmly sustained by the supplemental wheel when preferred, and the height at which it is sustained can be adjusted to meet the requirements of the case or suit the convenience of the operator. Upon ordinary roads this supplemental wheel, which has a slightly-rounded felly or tire, can be forcibly slipped over the ground when it is desired to turn the vehicle, but upon very rough roads or if a very sharp turn must be made this wheel must of course be elevated. The advantages of this construction are that

it assists in supporting the body when necessary and takes part of the weight from the axle and main wheels.

What I claim is—

1. In a two-wheeled vehicle, the combination, with the body, the axle connected to the sides thereof near their upper edges and at about their center, the hounds pivotally connected to said sides below said axle, the tongue secured to said hounds, and the brace between them, of an eye on the front of the body, and a chain connecting said brace and eye, to one of the links of which the draft is applied, as and for the purpose set forth.

2. In a two-wheeled vehicle, the combination, with the body mounted upon a transverse axle at about its center, and the hounds connected to said body below the axle, of a supplemental wheel carried by standards attached to the front of the body and passing between the hounds, said wheel and its supports being independent of the hounds, substantially as described.

3. In a two-wheeled vehicle, the combination, with the body mounted upon a transverse axle at about its center, the hounds connected to said body below said axle, and connections between said hounds and the front end of the body, of a supplemental wheel carried by standards attached to the front of the body and passing between the hounds, and means for adjusting the height of said wheel, substantially as described.

4. In a two-wheeled vehicle, the combination, with the body mounted upon a transverse axle at about its center, the hounds connected thereto, and the tongue connected to the hounds, of bearings in the front end of the body, arms journaled therein and carrying a supplemental wheel, one of said arms being turned upwardly into an operating-lever adapted to elevate or depress said supplemental wheel, and means for retaining said lever at any desired angle, substantially as described, and for the purpose hereinbefore set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

THOMAS MURTY SUGHROUE.

Witnesses:
P. H. WILSON,
P. J. MALONEY.