(No Model.)

W. S. DILATUSH & J. R. DRAKE.

THREE WHEELED VEHICLE.

No. 295,154. Patented Mar. 18, 1884.

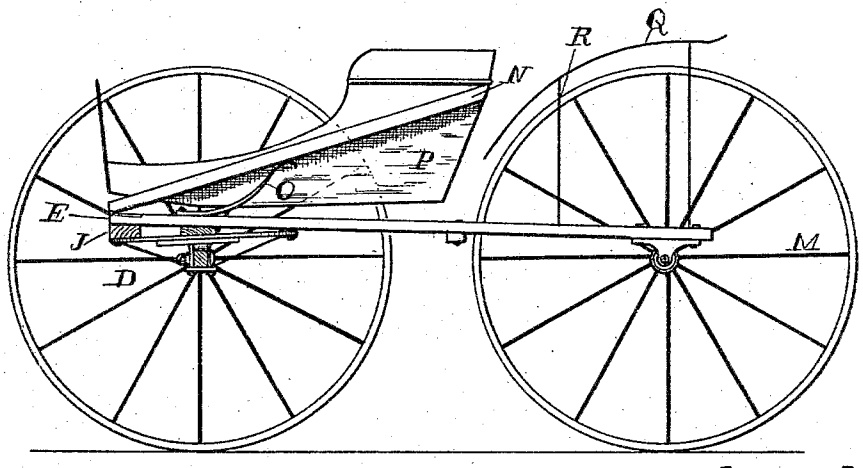


Fig. 1

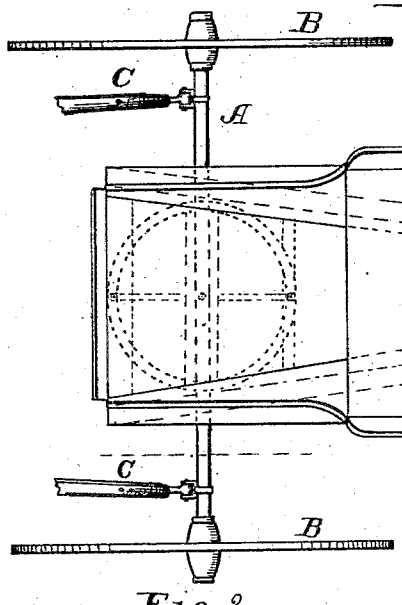


Fig. 2.

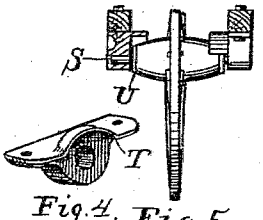


Fig. 4. Fig. 5.

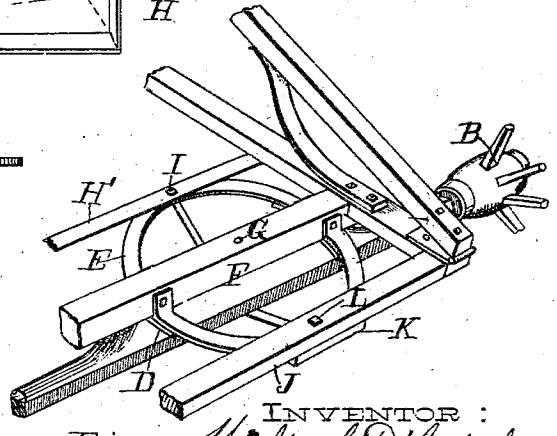


Fig. 3.

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UNITED STATES PATENT OFFICE.

WALTER S. DILATUSH AND JOHN R. DRAKE, OF LEBANON, OHIO.

THREE-WHEELED VEHICLE.

SPECIFICATION forming part of Letters Patent No. 295,154, dated March 18, 1884.

Application filed December 31, 1883. (No model.)

To all whom it may concern:

Be it known that we, WALTER S. DILATUSH and JOHN R. DRAKE, residents of Lebanon, in the county of Warren and State of Ohio, have invented a new and useful Improvement in Animal-Tricycles, which improvement is fully set forth in the following specification and accompanying drawings, in which—

Figure 1 is a side view, partly in section, of our improved three-wheeled vehicle. Fig. 2 is a plan view of the same. Fig. 3 is an enlarged perspective view of fifth-wheel, showing method of applying the same. Fig. 4 is a perspective view of journal of hind wheel, showing lateral plate. Fig. 5 is an end section of reaches and wheel, showing method of applying.

The present invention relates to an improvement in that class of vehicles known as "road-carts" or "animal-tricycles;" and it consists of an ordinary axle and pair of wheels and a pair of shafts, provided with a fifth-wheel arranged in a distinctive manner; and it further consists in a third or hind wheel centrally located, the whole surmounted with either a skeleton seat or bed, all of which will now be set forth in detail.

In the drawings, A is an axle provided with a pair of wheels, B, all of ordinary construction. A pair of shafts, C, are secured, in the usual manner, to the front part of the axle. The usual fifth-wheel segments or full plate, D, of larger size than ordinary, are placed on the axle and secured by means of clips. Over these is placed the usual accompanying upper plate, E, and secured thereto by means of clips is a transverse piece, F, constructed either of wood or metal, and the king-bolt G, placed through this piece and the axle. At the ends of this piece are framed the longitudinal reaches H, of ordinary construction and material, preferably of wood. The reaches, instead of being placed parallel, as usual, extend toward each other at the rear end. At the rear side of the fifth-wheel I is placed a transverse piece, H', to the lower side of which the upper plate of fifth-wheel is placed and secured. A transverse piece, J, is secured to the forward end of the reaches G, at such a distance from the axle as to permit it to rest on the forward side of the fifth-wheel. A block, K, is placed between the transverse piece J and the fifth-wheel, in order to lower the forward side of the fifth-wheel, for the purpose hereinafter to be described, the whole secured together by means of the bolt L. The reaches G extend rearwardly a convenient distance, and are provided with a third wheel, M, placed between them. In journaling the said hind wheel, we either provide a stationary spindle, S, placed within the reaches, upon which the hub revolves, or we provide the hub with lateral journals and the usual boxings. We do not, however, limit ourselves to any special form of journaling the hind wheel.

Fig. 4 shows a form of journal provided with a lateral wing, T, cast integral therewith, for the purpose of protecting the journals of the wheel from sand and gravel, and also to have a bearing on a plate, U, placed against the end of the hub, to prevent the felly of the wheel from vibrating laterally. We make no provision for any special form of wheel to be used with vehicle, as that is without the province of this application.

Hinged to the forward ends of the reaches, and extending upwardly and rearwardly, are a pair of side bars, N. A flat curved spring, O, is secured at the forward end of each of the reaches, and extends up and rearwardly, and connects with lower side of the side bars, N, where it is held in position by means of a keeper or staple, as desired. Between these side bars or springs, N, there is placed a body, P, secured rigidly to the bars; or, if desired, a seat can be placed on the side bars and the bed dispensed with. We do not, however, confine ourselves to any special form of superstructure, as elliptical springs may be adapted to the vehicle, if thought preferable. A fender, Q, is secured in position, by means of braces R, immediately in the rear of the bed and over the hind wheel, for the purpose of protecting the occupants of the vehicle from becoming splashed with mud, the forward part of the fifth-wheel being arranged somewhat lower than the rear side, so that when the shafts and axle are turned to one side the reaches and body are inclined toward that side, and by turning the shafts and axle in the opposite direction the body and hind wheel are turned toward the other side. By this means the hind wheel is braced, which is a special aid in turning corners quickly.

What we claim as new is—

1. In an animal-tricycle or road-cart, the fifth-wheel arranged at an angle, as described, substantially as herein set forth.

2. In an animal-tricycle, the arrangement of a rear trailing or wheel centrally located, in combination with the reaches, arranged as specified, substantially as herein set forth.

3. In an animal-tricycle or road-cart, the combination of the fifth-wheel, arranged at the angle specified, whereby the bed and the hind wheel are inclined at an angle when the axle is turned, with the axle, for the purpose specified, substantially as herein set forth.

4. The combination of the fifth-wheel, arranged as specified, so that the bed and hind wheel may be inclined to one side in turning, with the reaches and hind wheel, substantially as herein set forth.

In testimony that we claim the foregoing we have hereunto set our hands, this 27th day of November, 1883, in the presence of witnesses.

WALTER S. DILATUSH.
JOHN R. DRAKE.

Witnesses:
FRANK A. BONE,
M. A. JAMESON.