

A Planton. Car Wheel.

N^o 218. Patented Jun. 3, 1837.

Fig: 1

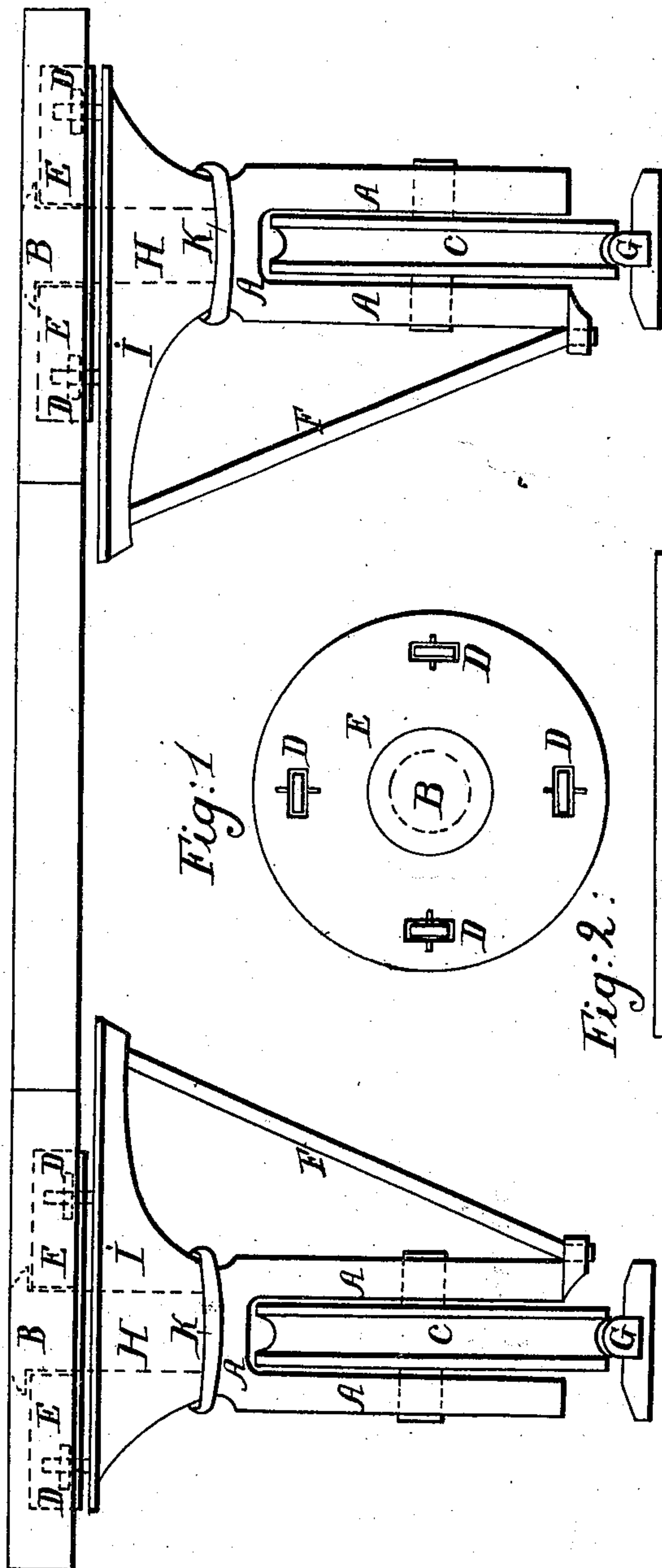


Fig: 1

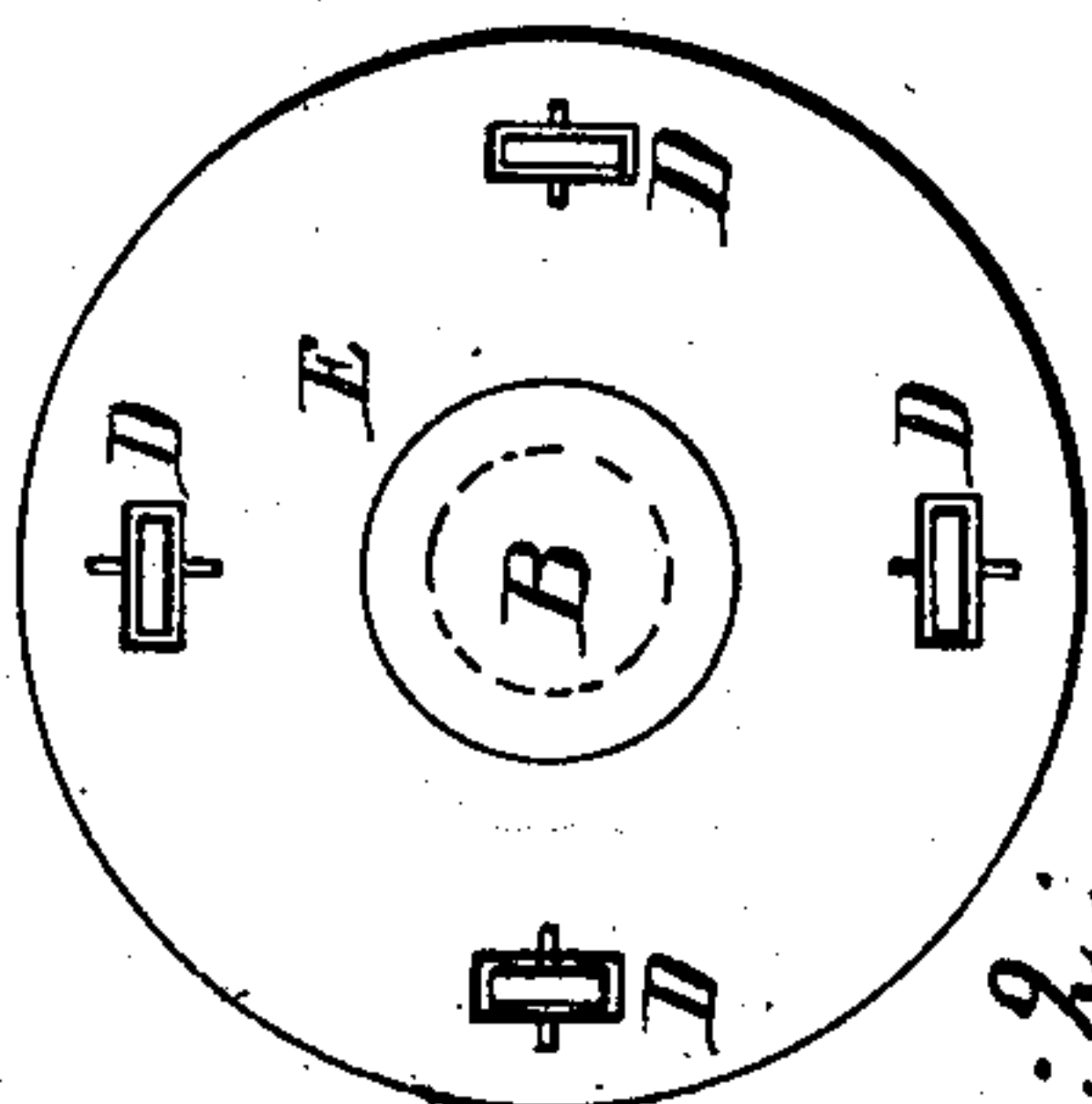
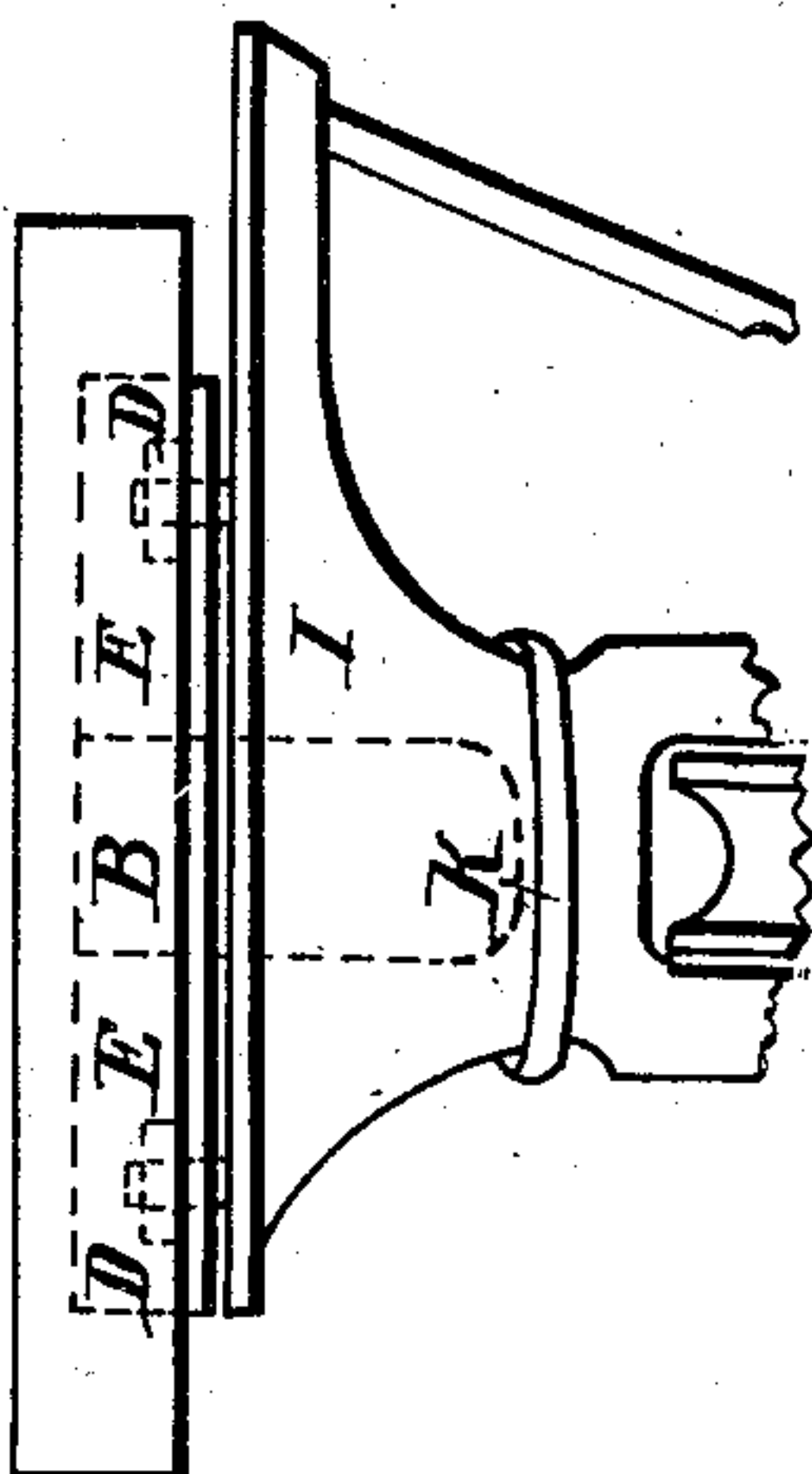


Fig: 2



UNITED STATES PATENT OFFICE.

ANTHONY PLANTON, DECEASED, BY GUSTAVUS PLANTON, ADMINISTRATOR, OF
PHILADELPHIA, PENNSYLVANIA.

CONSTRUCTION OF RAILROAD-CARS.

Specification of Letters Patent No. 218, dated June 3, 1837.

To all whom it may concern:

Be it known that I, GUSTAVUS PLANTON, of Philadelphia, in the State of Pennsylvania, son and administrator of the late ANTHONY PLANTON, a naturalized citizen of the United States, wishing to secure in trust for the heirs-at-law of the said ANTHONY PLANTON the advantages to be derived from the railroad-car invented by him, do hereby declare that the following is the full and exact description of the same.

The nature of the invention consists in constructing the car without the axletrees at present in use, and in giving to each wheel, by means of its standard, the power of a lateral action, enabling thereby the car to be moved in a circle the diameter of which is extremely small, in fact, no greater, or even less, than its own length; for by the rotary power existing in the perpendicular pivot-standard, hereafter to be described, it can be made, not only to travel in a straight line, but to follow the sinuosities of any curved line without altering materially its speed. In this mode of construction, the running off the track, the lateral friction and the dangers arising from the breaking of axletrees, all of which defects of the present plan, are entirely prevented.

To enable others skilled in the art to make and use this invention, I will proceed to describe its construction and operation.

Construct the body of the car after any of the known forms, and adapt to its under surface four strong circular plates of iron, (see Figure 1st in the annexed drawing, E,) in the center of each of which there is a perforation for the admission of a stout pivot, (B) which is named the pivot of the standard, springing from an underplate, named cap of the standard, (I) whose inferior surface is made of a somewhat convex shape, to insure its strength, and upon whose upper face the upper plate (E) rests,

so as to allow between them the performance of a rotary action, with antifriction rollers (D D). The neck of the pivot (B) of the standard is secured by a head in the inside of the car over the upper plate, (E) without interfering with its power of rotation, and the lower extremity of the standard, (A) a short distance from the under surface of its cap, (I) is divided into two forks or legs, (A A) for the insertion of the wheel, the periphery of which has a concavity or any other shape to correspond to the form of the rail.

The figure 2d in the drawing shows another mode of construction on the same principle. In this the upper plate (E) has the pivot fixed into it, so that the rotary action of the latter is transferred into the cap of the standard or under plate (I), which should be, in this case, made of one piece with the rest of the standard (A). By this means the car can be placed on, or lifted off, its standards with perfect ease. In the first mode of construction should it be required to make the pivot-standard of wrought iron, the cap or underplate can be cast separately with a square hole in the center to receive the square part of the pivot (H); see Fig. 1st.

What I claim as my father's invention, and desire to secure by Letters Patent, is—

1. The substitution for the axletrees now in use, of four upright pivot standards, (as above described) which contain the wheels and possess the power of rotation.

2. I also claim their mode of construction, and their application to any form of car or locomotive, that may be used on railroads.

G. PLANTON,
Administrator.

Witnesses:

SIMEON MASON,
WASHINGTON WHILLDIN.