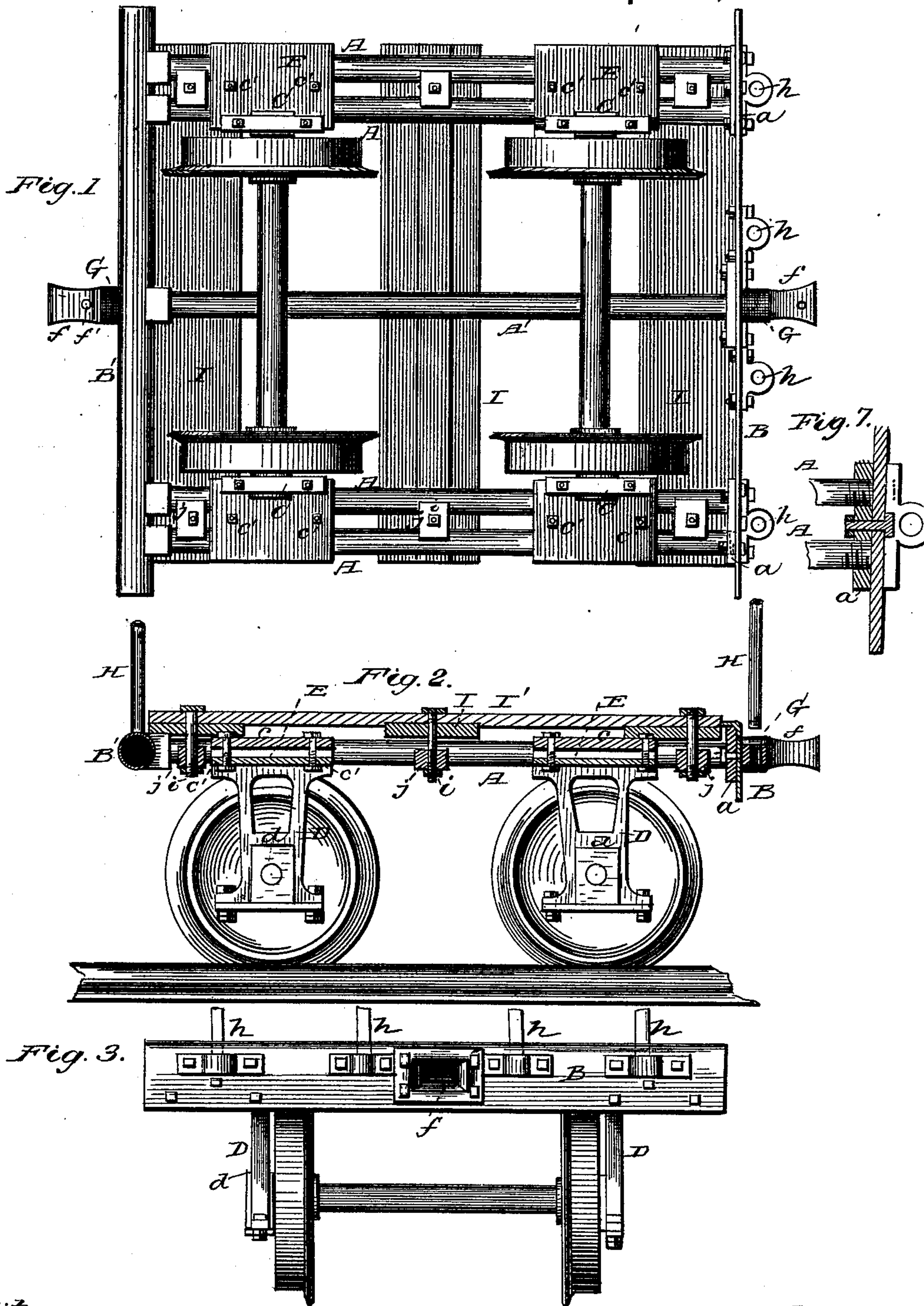


W. W. SNOW.
Car-Truck.

No. 214,059.

Patented April 8, 1879.



Witnesses
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J. Kuller Fowler,

Inventor
Wm W. Snow
 by *De Witt C. Allen*
 attorney—

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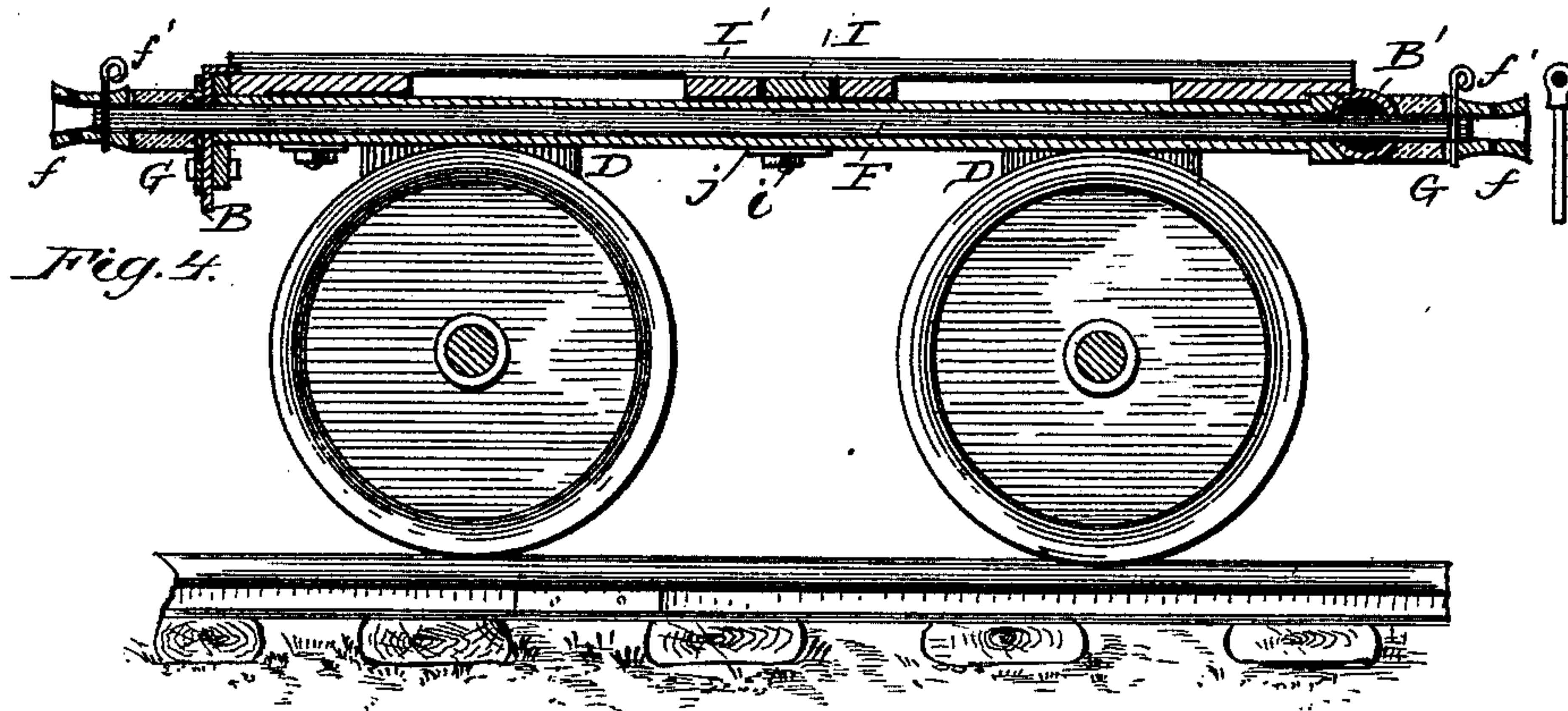


Fig. 5.

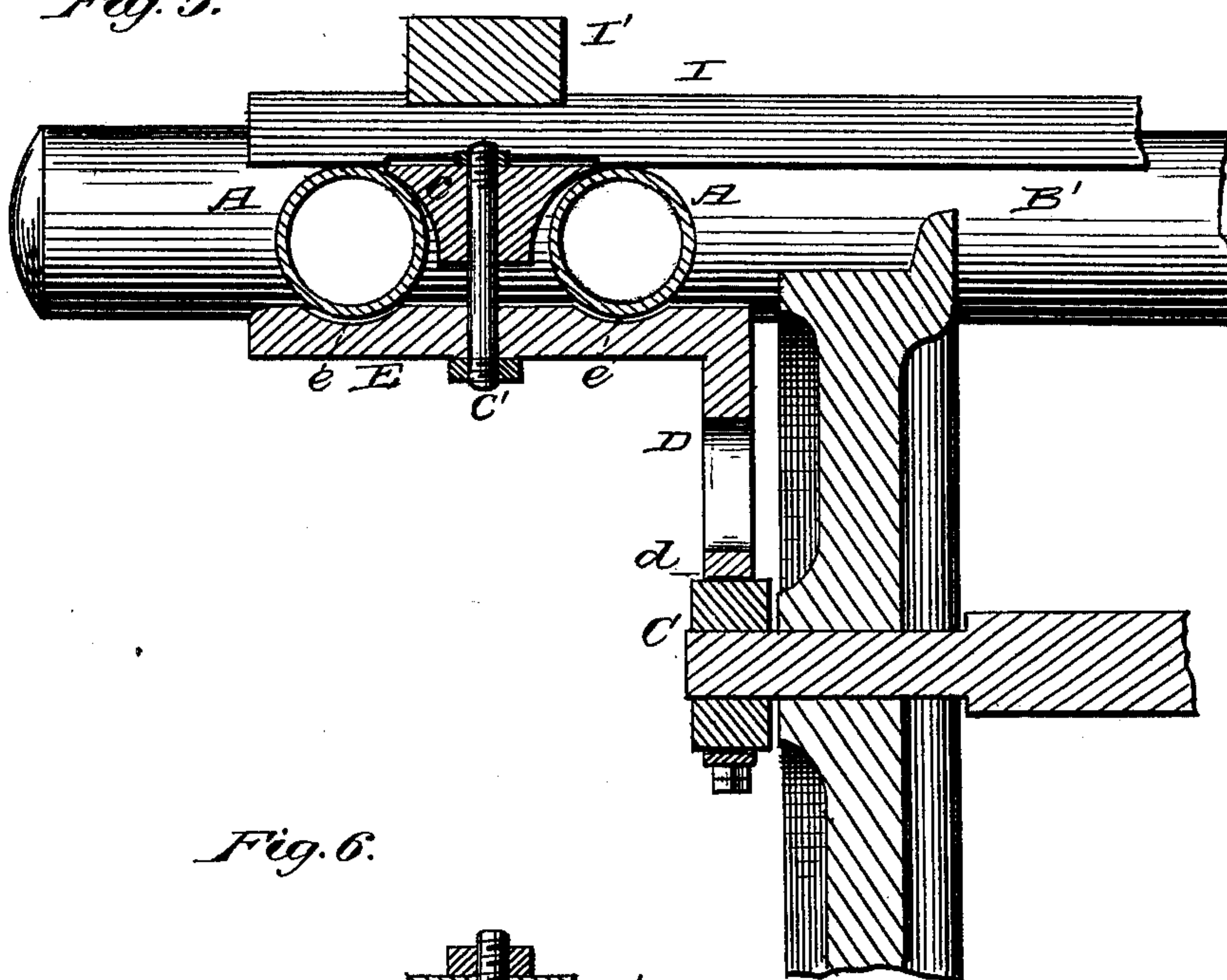
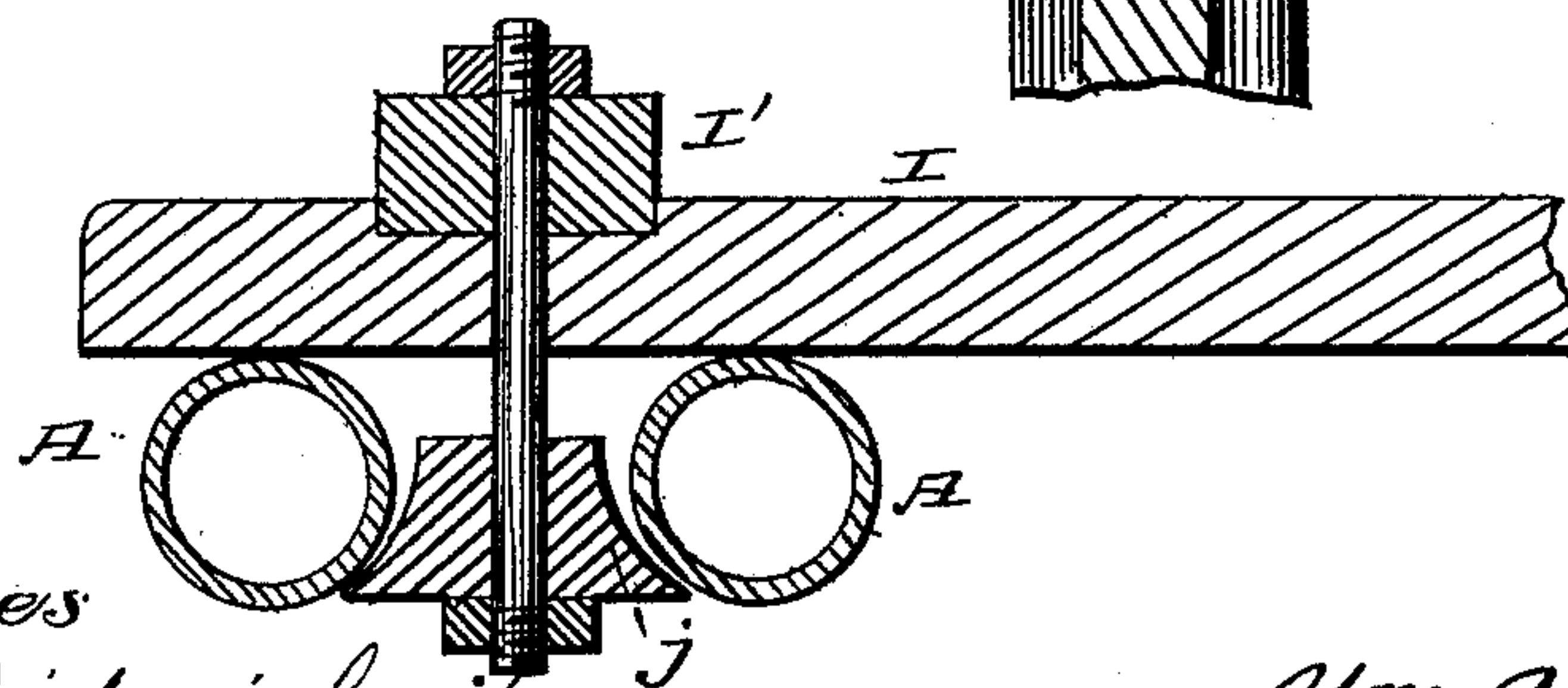


Fig. 6.



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UNITED STATES PATENT OFFICE

WILLIAM W. SNOW, OF RAMAPO, NEW YORK.

IMPROVEMENT IN CAR-TRUCKS.

Specification forming part of Letters Patent No. **214,059**, dated April 8, 1879; application filed March 7, 1879.

To all whom it may concern:

Be it known that I, WILLIAM W. SNOW, of Ramapo, county of Rockland, and State of New York, have invented certain new and useful Improvements in Plantation-Cars for Portable or Fixed Tracks; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being made to the accompanying drawings, forming a part of this specification, and in which—

Figure 1 is a bottom-plan view of my improved car. Fig. 2 is a side view, partly in section. Fig. 3 is an end view. Fig. 4 is a vertical longitudinal section. Figs. 5, 6, and 7 are enlarged detail sectional views.

This invention relates to new and useful improvements in the class of cars designed to be used on plantations in transporting sugar-cane, and on either portable or fixed tracks, and more particularly to the class of tubular metallic frames for trucks; and the invention consists in a novel construction of metallic truck-frame, and also, in connection with said frame, of pendent cast-iron pedestals and horizontal plates connected to the under side of the frame, whereby the cars are adapted to be made much wider than the gage of the road, and these plates also strengthen and support the side sills of the frame.

It also consists in a novel arrangement of draw-bar, heads, and springs, whereby the car receives its shocks on the end sills, where it is best able to stand or resist the same.

It further consists of tubular stakes, in combination with the metallic frame provided with screw or other sockets for the reception of the stakes.

It finally consists in the combination, with a metallic frame, of a novel construction of platform to be connected therewith, all as will be hereinafter fully described.

To enable others skilled in the art to make and use my invention, I will now proceed to describe the exact manner in which it is carried out.

In the drawings, A A represent two longitudinal and parallel metal tubes, arranged close together and on each side, for forming the side sills of the frame, and A' represents a longitudinal metal tube, forming the central

sill of the frame, and B B' represent the end or transverse sills of the frame, the front-end sill, B, being composed of angle-iron, while the rear-end sill, B', is composed of a metal tube.

The longitudinal tubes A and A' are screwed to metallic flanges or plates *a*, which are bolted to the angle-iron forming the end sill of the frame, as clearly shown in Fig. 1; or the metallic flanges or plates might be dispensed with and the longitudinal tubes screwed directly into the angle-irons.

C represents the axle-boxes of the trucks, secured in the recesses *d*, formed for their reception in the pendent cast-iron pedestals D, having their upper ends bolted to the top plates, E. These top plates are provided on their upper faces with longitudinal grooves *e*, in which the parallel tubes A A fit, said plates being secured in position by the longitudinal grooved plates *c*, resting upon and between the tubes A A, and bolts *c'*, passing through the plates E *c*, all as clearly shown in Fig. 5.

By the pendent pedestals and horizontal plates to which they are connected, the cars can be made much wider than the gage of the track, while the pedestals and plates, by their connection with the parallel tubes forming the side sills of the frame, serve as a means of strengthening and supporting said tubes. The parallel tubes or sills, being arranged close together on each side of the frame, add greatly to the strength of the car, and also serve as excellent guards for the pedestals.

F represents a draw-bar extending longitudinally through the tube A' and the end sills, and to the ends of said bar are secured the draw-heads *f f* by keys *f'* or nuts on the ends of the draw-bar.

G G represent springs surrounding the draw-bar, and arranged between the end sills and the draw-heads, all as clearly shown in Fig. 4. The central tube, through which the draw-bar passes, serves to protect the same, and also permits of the draw-springs coming directly against the end sills on the outside thereof, so that the shocks are received by the end sills, which are the best able to stand and resist the same.

H represents wrought-iron tubular stakes, between which the sugar-cane is laid, said

stakes being secured in the screw or other equivalent sockets *h*, bolted or otherwise secured to the side of the end sills.

The platform of my improved car is composed of transverse metal or wooden plates *I* and longitudinal wooden or metal plates *I'*, said longitudinal plates being set into rabbets formed in the transverse plates, said platform being secured to the metallic frame by bolts and nuts *i*, said bolts passing through the plates *I I'* and plates *j*, fitting between and against the lower side of the parallel tubes *A A*, all as clearly shown in Fig. 6.

My improved car has several advantages over the common wooden cars for plantation use, viz: They will not decay like wood, and, if painted once each year after harvest, will never rust or corrode, and will last a lifetime and require no repairs. They also are much lighter and stronger than wood, and especially desirable on portable tracks.

I am aware that metallic tubular truck-frames, and also grooved pendent pedestals secured to single tubular sills by grooved plates passing over said sills and bolted to the pedestals, are old, and such I do not desire to be understood as claiming, broadly, as my invention; but,

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

1. The herein-described metallic truck-frame, consisting of the longitudinal metal tubes *A A*, forming the side sills, and the transverse angle-iron beam *B*, forming the end sill or sills

of the frame, connected to and arranged relatively to each other substantially as and for the purposes herein shown and described.

2. The combination, with the parallel tubes *A A* and pendent pedestals *D*, of the plates *E*, to which said pedestals are connected, provided with the longitudinal grooves *e e*, in which the parallel tubes rest, and the grooved plates *c*, fitting over and between said tubes, and connected together by bolts passing between said tubes, substantially as and for the purpose herein shown and described.

3. The combination, with the longitudinal central tube, *A'*, and end sills of the truck-frame, of the longitudinal draw-bar passing entirely through said central tube and the end sills, and provided with the draw-heads *f f* and springs *G G*, arranged between said draw-heads and the outside of said end sills, substantially as and for the purpose herein shown and described.

4. The combination of the wrought-iron stakes *H* with the metallic end sills of the frame, provided with metallic sockets for the reception of said stakes, substantially as and for the purpose herein shown and described.

5. The herein-described platform of a car, consisting of the longitudinal and transverse plates *I I'*, rabbeted together, as shown, in combination with a metallic truck-frame, substantially as and for the purpose specified.

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Witnesses:

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