

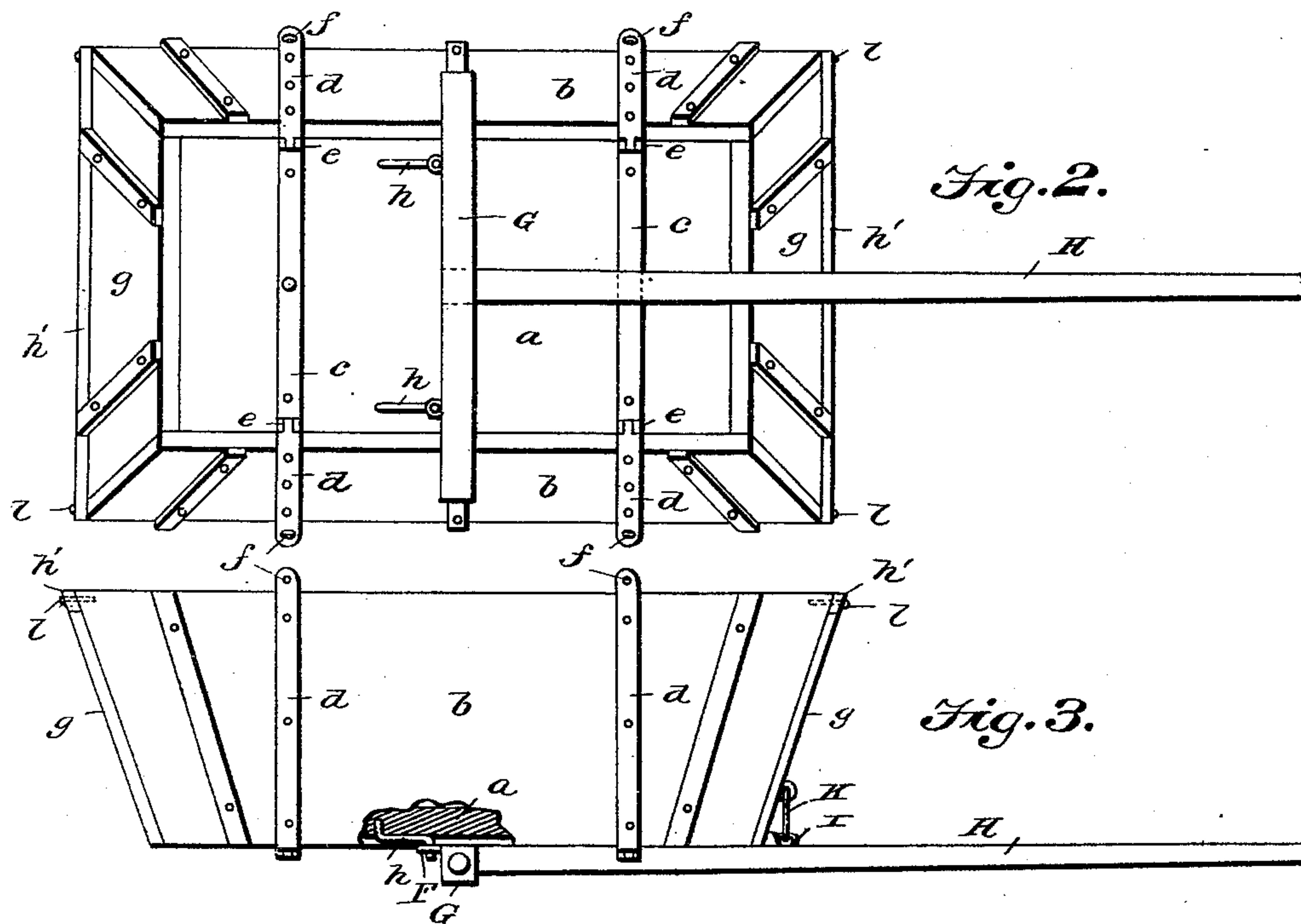
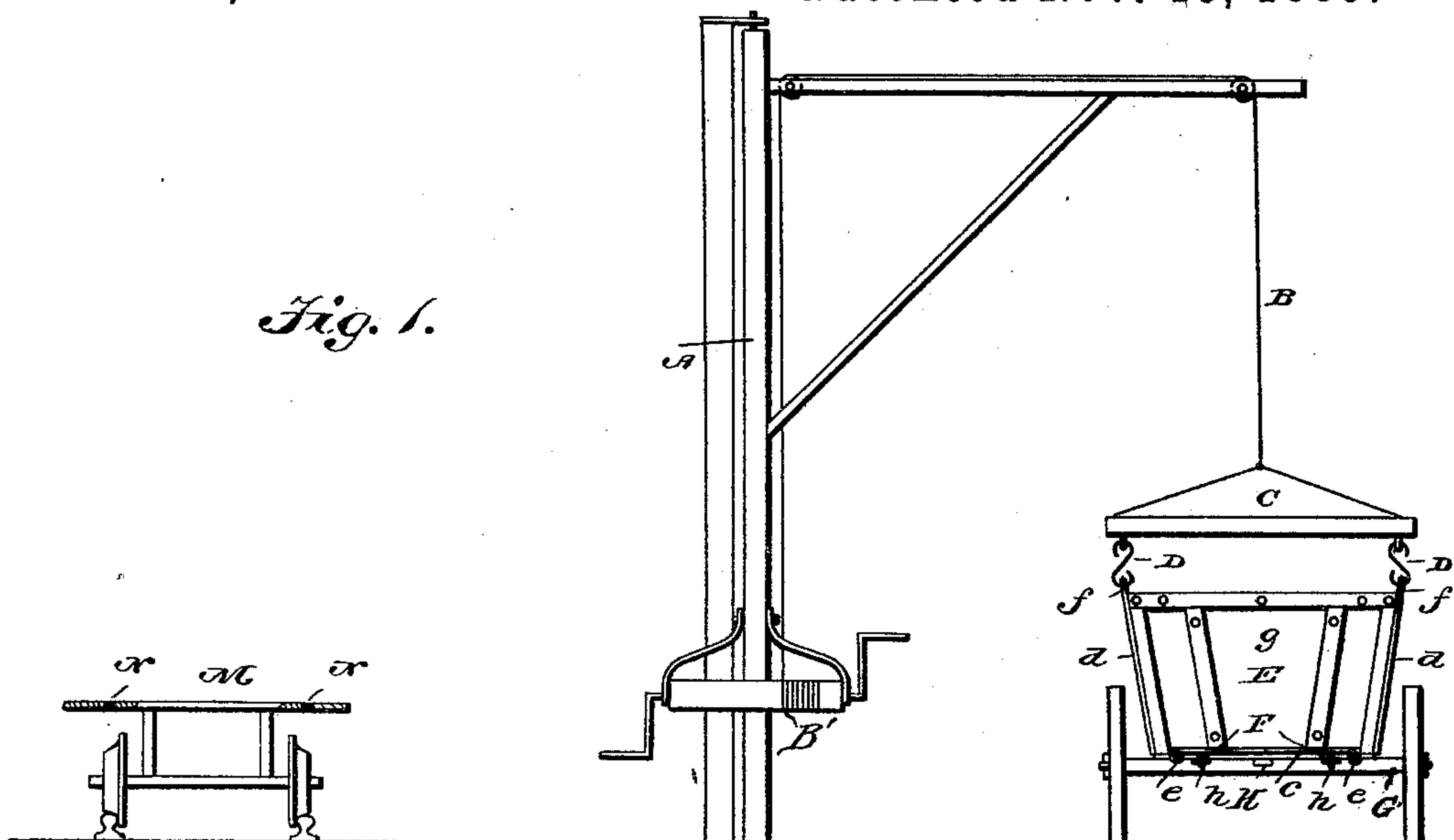
(No Model.)

F. C. MARSH.

MEANS FOR LOADING AND TRANSPORTING CANE.

No. 415,213.

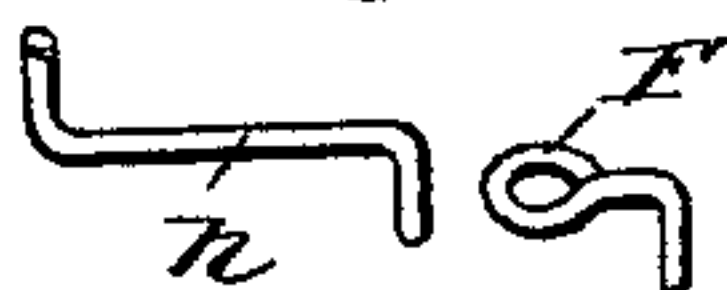
Patented Nov. 19, 1889.



*Witnesses:*

*James Sheehy*

*Fig. 4.*



*Inventor:*

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# UNITED STATES PATENT OFFICE.

FREDRIC C. MARSH, OF FOSTER, LOUISIANA.

## MEANS FOR LOADING AND TRANSPORTING CANE.

SPECIFICATION forming part of Letters Patent No. 415,213, dated November 19, 1889.

Application filed June 15, 1889. Serial No. 314,510. (No model.)

*To all whom it may concern:*

Be it known that I, FREDRIC CADE MARSH, a citizen of the United States, residing at Foster, in the parish of St. Mary and State of Louisiana, have invented certain new and useful Improvements in Means for Loading and Transporting Cane; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention has relation to an improvement in means for loading and transporting cane.

The invention will be fully understood from the following description and claim, when taken in connection with the annexed drawings, in which—

Figure 1 is a side view of a crane, showing in elevation an end of a car-platform mounted on a track, and also my improved cane-cart body ready to be swung from the truck or axle to the platform of a car. Fig. 2 is an inverted plan view of a cart-body with the wheels of the truck removed. Fig. 3 is a side elevation of the cane-cart with the wheels removed and parts broken away to show the manner of connecting the axle with the body, and Fig. 4 is a perspective view of the devices carried by the cart-body and axle to connect the same.

Referring by letter to the said drawings, A indicates a swinging frame, which may be of any ordinary or approved construction. This crane has a rope B leading from its winding-drum B', and it has attached to its opposite end a frame C, which carries depending hooks D, whereby the said frame may be connected with the body of a cart, as will be presently explained.

E indicates my improved cart-body. This body is formed with a bottom *a* and longitudinal side walls *b*. The bottom is provided transversely with fixed straps *c*, and the side walls also carry fixed straps *d*, which are hinged at their lower ends to the opposite ends of the straps *c*, as shown at *e*, whereby the said sides may be thrown down when it is desirable to remove the load or its contents. These side straps *d* have their upper ends extended slightly beyond the upper longitudinal edges of the side walls and termi-

nate in eyes *f* to receive connecting hooks or links D, depending from the frame C. This cart-body has fixed front and rear walls *g*, and the side walls are adapted, when closed, to abut against the ends of said front and rear walls. These front and rear walls have cross-strips *h'* along their upper outer edges, which extend sufficiently to receive within them the ends of the side walls, so that a pin *l*, as shown in Fig. 3, may be employed to lock the said hinged walls to the fixed walls and prevent accidental disengagement of the same. These two cross-strips are not, however, essential, as pins may be employed in the side walls passing into the edge of the end walls, and serve equally as effective.

Arranged in the under side of the bottom of the cart-body and slightly beyond the central portion thereof are studs *h*, which have a vertically-disposed branch adapted to enter eyes F, which extend rearwardly from the axle G and in such a manner that the body may be lifted vertically by the crane from the axle and yet prevented from accidental or casual displacement.

Secured to the axle is a draft-tongue H, which is provided on its upper side at a suitable point with a staple or eye I, and the front wall of the body carries a hook K, adapted to enter the eye in the draft-tongue, so as to prevent any sliding movement of the body on the axle or tongue.

M indicates a car-truck, which is of the type usually employed for this purpose. The platform of this car is provided at certain points and at such points as correspond in distance from each other, as the studs on the under side of the cart-body, with holes N, so that when the cart-body has been swung by the crane from the truck of the cart and placed upon the truck or platform of the car the studs therein will enter the holes in the said car-platform.

It will thus be seen that while I employ a crane which may be of any ordinary construction I adapt a cart-truck and a car-truck to interchangeably receive the body of the cane-cart.

Having described my invention, what I claim is—

An apparatus comprising a rotatable derrick having an adjustable body-lifting frame,



a cart-truck provided with means for remov-  
ably securing thereto a car or cart body, a  
car-truck similarly provided, and a car or cart  
body adapted to be removably secured to  
5 either the cart or car truck, whereby the said  
body may be filled while on the vehicle-truck,  
be carried to a station, and be transferred  
from one truck to the other, substantially as  
described.

In testimony whereof I affix my signature in the  
presence of two witnesses.

FREDRIC C. MARSH.

Witnesses:

THOMAS WAGGONER,  
PERCY D. PARKS.