(No Model.)

2 Sheets—Sheet 1.

A. QUASEBARTH.

SUGAR CANE CAR.

No. 435,319. Patented Aug. 26, 1890.

Fig. 1.

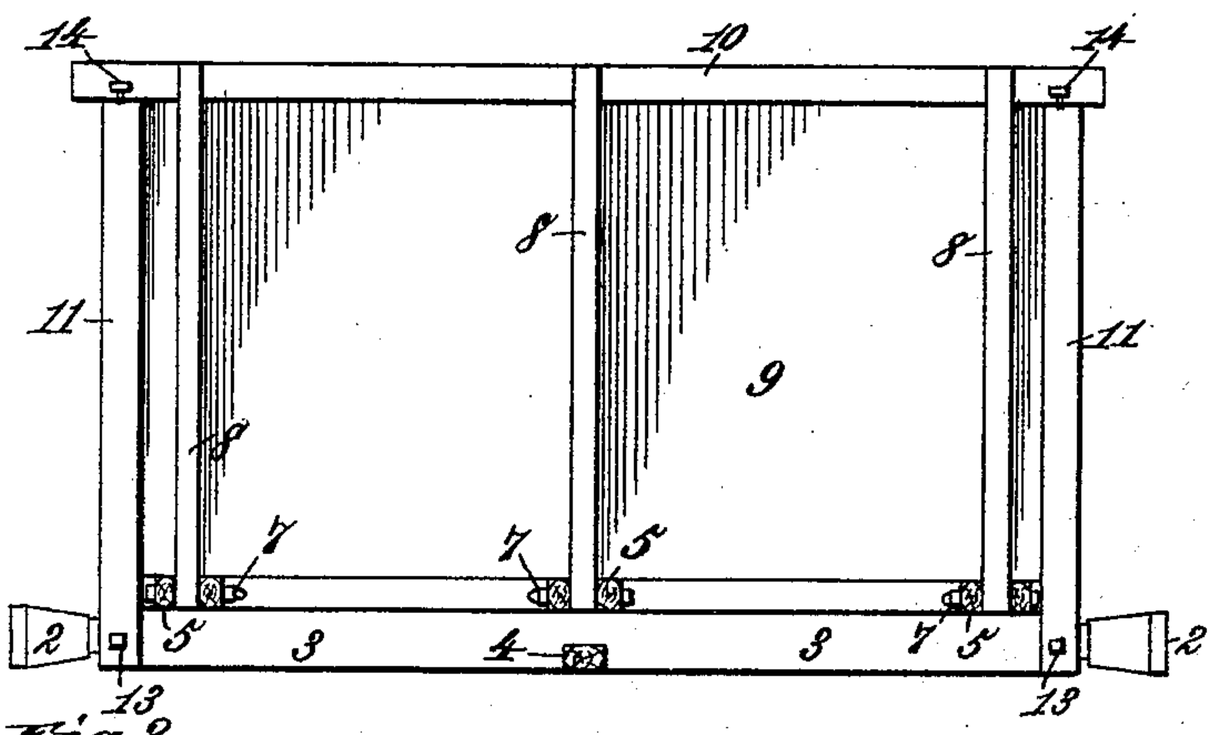


Fig. 2.

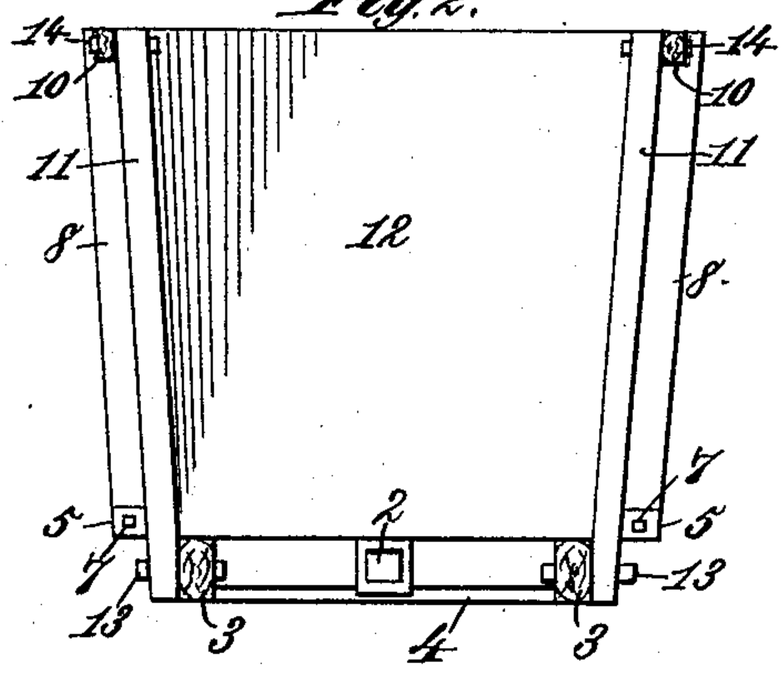
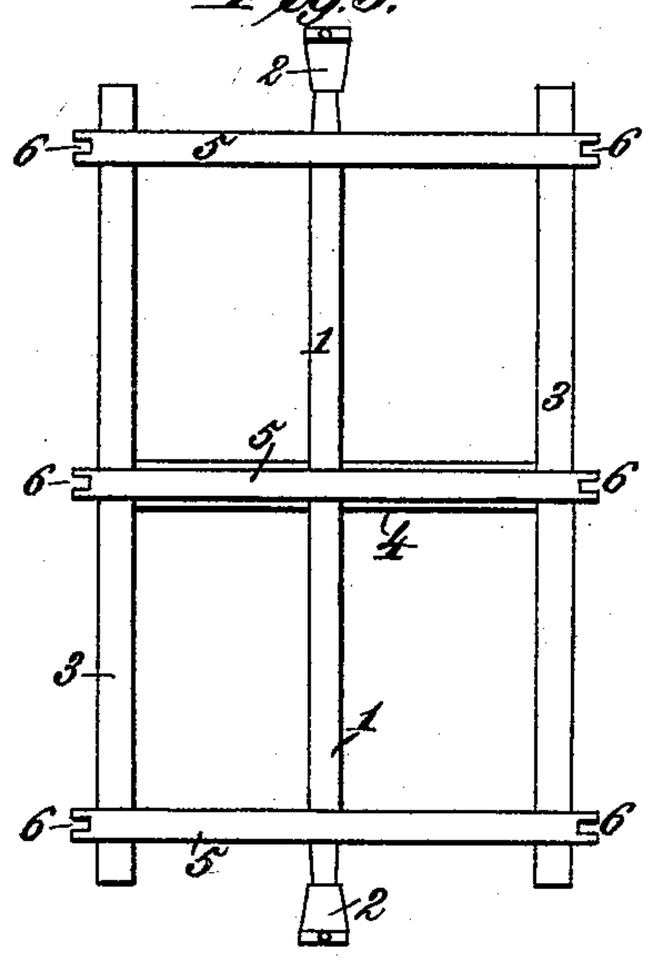


Fig. 3.



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ATTORNEY

(No Model.) 2 Sheets—Sheet 2.

A. QUASEBARTH.

SUGAR CANE CAR.

No. 435,319. Patented Aug. 26, 1890.

Fig. 4.

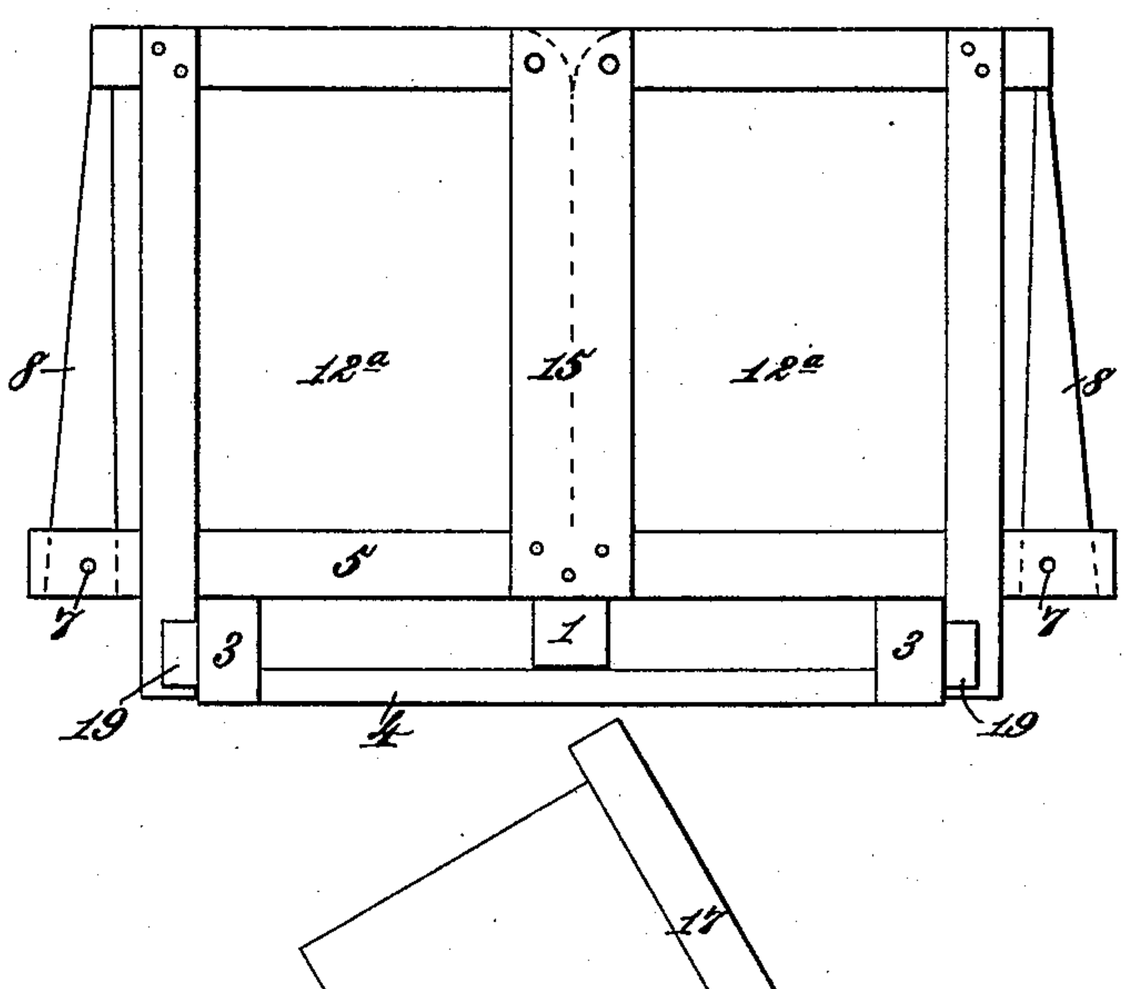
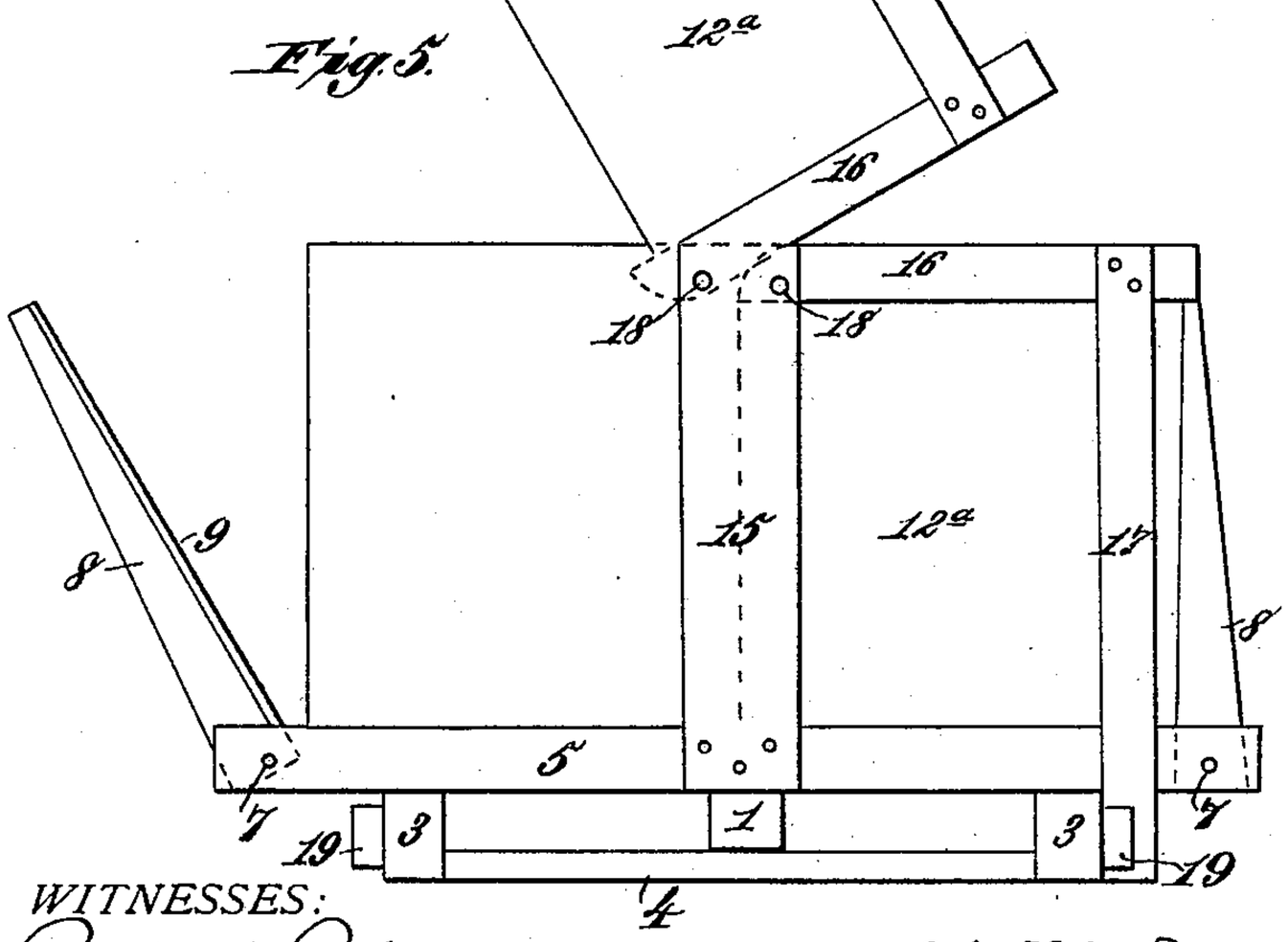


Fig. 5.



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UNITED STATES PATENT OFFICE.

ADOLPH QUASEBARTH, OF WHITE CASTLE, LOUISIANA.

SUGAR-CANE CAR.

SPECIFICATION forming part of Letters Patent No. 435,319, dated August 26, 1890.

Application filed May 29, 1890. Serial No. 353,615. (No model.)

To all whom it may concern:

Be it known that I, ADOLPH QUASEBARTH, a subject of the Emperor of Germany, residing at White Castle, in the parish of Iberville and State of Louisiana, have invented certain new and useful Improvements in Sugar-Cane Cars; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the figures of reference marked thereon.

This invention relates to cars for transporting sugar-cane from the fields to the sugar house or mill, and has for its object the construction of a car from which the sugar-cane can be readily unloaded when the car has reached its destination.

To this end the invention consists in a car having hinged sides, and preferably provided with sectional upwardly-swinging ends so constructed and arranged as to give easy access to the interior of the car for the purpose of unloading; and the invention further consists in the construction and combination of parts in a car, as hereinafter more fully described and claimed.

In the annexed drawings, illustrating the invention, Figure 1 is a side elevation of the body portion of my improved sugar-cane car without the wheel truck or trucks. Fig. 2 is an end view of the car-body having hinged sides to be lowered or dropped down when the car is to be unloaded. Fig. 3 is a plan of the frame-work of the car-bottom. Fig. 4 is an end elevation of a car-body provided with hinged sides and having its ends formed in sections that are pivoted at one corner and adapted to be swung upward. Fig. 5 is a similar view showing one hinged side partly turned outward and one end section swung upward to illustrate the purpose of my invention more clearly.

Referring to the drawings, the numeral 1 designates a central longitudinal beam, which is built into the horizontal frame-work or platform of the car and constitutes a continuous draw-bar that takes the strain of the load in starting or stopping the cars. To the ends of the draw-bar 1 are attached in any suitable manner the draw-heads 2, of any well-known construction, by which the cars are coupled.

Besides the draw-bar 1 the car-platform comprises the longitudinal side beams 3, the lower central cross-beam 4, and the upper cross-beam 5, said cross-beams being securely connected to the longitudinal beams 1 and 3 in any suitable and durable manner. The car-flooring is laid on the upper cross-beams 5 in the usual manner, and any desired number of cross-beams can be employed according to the length of the car. The upper cross-beams 5 project beyond the longitudinal side beams 3, as shown, and are provided with bifurcated ends 6, Figs. 1 and 3, that are laterally perforated to receive the hinge-pins 7, by which the vertical ribs 8 of the hinged sides 9 are connected with said bifurcated cross-beams.

By referring to Fig. 1 it will be seen that the lower ends of the vertical ribs 8 extend sufficiently beyond the lower edges of the sides 9 to be received in the bifurcated ends of the cross-beams 5, to which they are connected by the hinge-pins 7, as before explained, in such manner that the sides of the car can be lowered or let down to facilitate unloading.

As shown in Figs. 1 and 2, the upper edge of each hinged side 9 may be provided with a longitudinal strip or bar 10, to which the upper ends of the vertical ribs 8 are secured. This strip or bar 10 projects at each end sufficiently to abut against the outside of the flaring or nearly-vertical ribs 11 on the car ends 12, which may be stationary, the lower ends of said ribs 11 being attached by means of bolts 13 to the projecting forward and rear ends of the longitudinal side beams 3 of the car-platform. In order to hold the hinged sides 9 in a vertical position, the bars 10 and end ribs 11 may be provided with catches or fastenings 14 of any suitable construction.

In Figs. 4 and 5 I have shown the car-body provided with hinged sides 9, as already explained, and with sectional upwardly-swinging ends 12^a, pivoted to a central standard 15, secured to the end of the car. It will be seen that in this construction each car end 12^a is composed of two equal sections, each of which is provided on its upper edge with a horizontal brace 16, and on its outer side edge with a vertical brace 17. Each end section 12^a is pivoted to the upper end of the standard 15 by means of a pivot-pin 18, passed through

said standard, and also through the inner end of the horizontal brace 16, the outer end of which projects laterally beyond the vertical brace 17 to connect with the hinged side 9 by means of any suitable fastening, while the vertical brace 17 projects below the end section 12^a to engage with a lug 19 on the side beam 3 of the car-platform, the car ends, when lowered into place, being thus securely fastened, and at the same time connected with the closed sides on the car in such a manner as to safely confine the contents of the car while in transit. In order to prepare the car for loading, the end sections 12^a are lowered into engagement with the lugs 19 on the side beams 3, and the hinged sides 9 are turned inward into engagement with the closed end sections. The car can now be loaded through the open top. When arrived at the sugar house or mill, the fastenings can be undone and either or both of the hinged sides 9 let down to permit the ready removal of the cargo, which will be facilitated by raising one or both of the hinged end sections 12^a at either or both ends of the car. If desired, the car may be unloaded from either end without unfastening the opposite end or the sides.

What I claim as my invention is—

1. A sugar-cane car having hinged sides and pivoted end sections, substantially as described.

2. A sugar-cane car having hinged sides and pivoted upwardly-swinging end sections, substantially as described.

3. A sugar-cane car having the end standards 15 and the upwardly-swinging sectional ends 12^a, pivoted to the upper ends of said standards, substantially as described.

4. The combination of the car-platform, the hinged car-sides 9, the end standards 15, the upwardly-swinging end sections 12^a, pivoted to the upper ends of said standards, and fastenings for the hinged sides and pivoted end sections, substantially as described.

5. The combination, with the car-platform, of the hinged sides 9 and the pivoted upwardly-swinging end sections 12^a, substantially as described.

In testimony whereof I have hereunto subscribed my name in the presence of two witnesses.

ADOLPH QUASEBARTH.

Witnesses:
WALTER H. COOK,
ROBERT RIES.