

D. W. MEACHAM.
WAR CAR.
APPLICATION FILED MAY 11, 1908.

908,793.

Patented Jan. 5, 1909

3 SHEETS—SHEET 1.

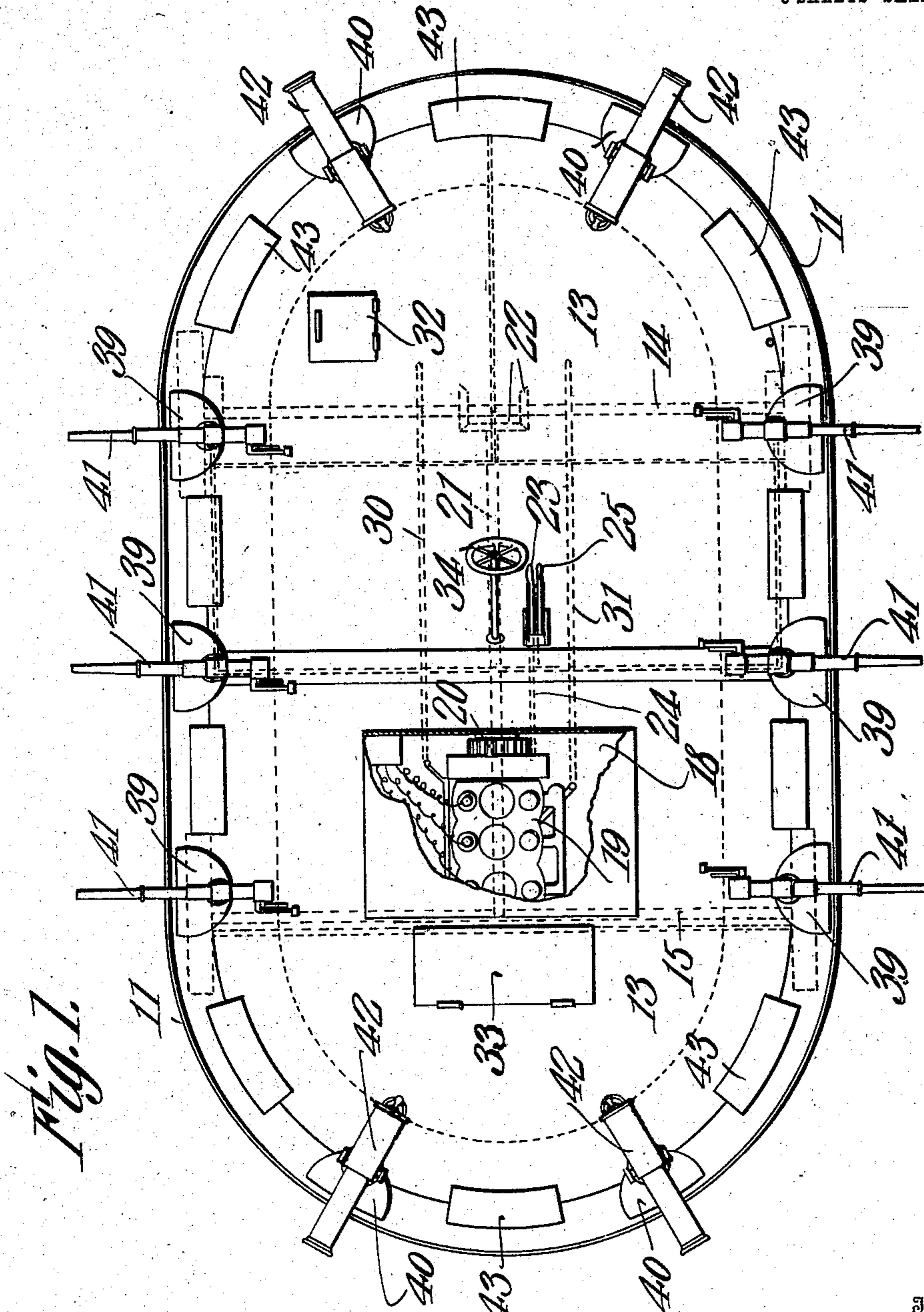


Fig. 1.

Witnesses:
E. J. Hunt
W. H. Miller

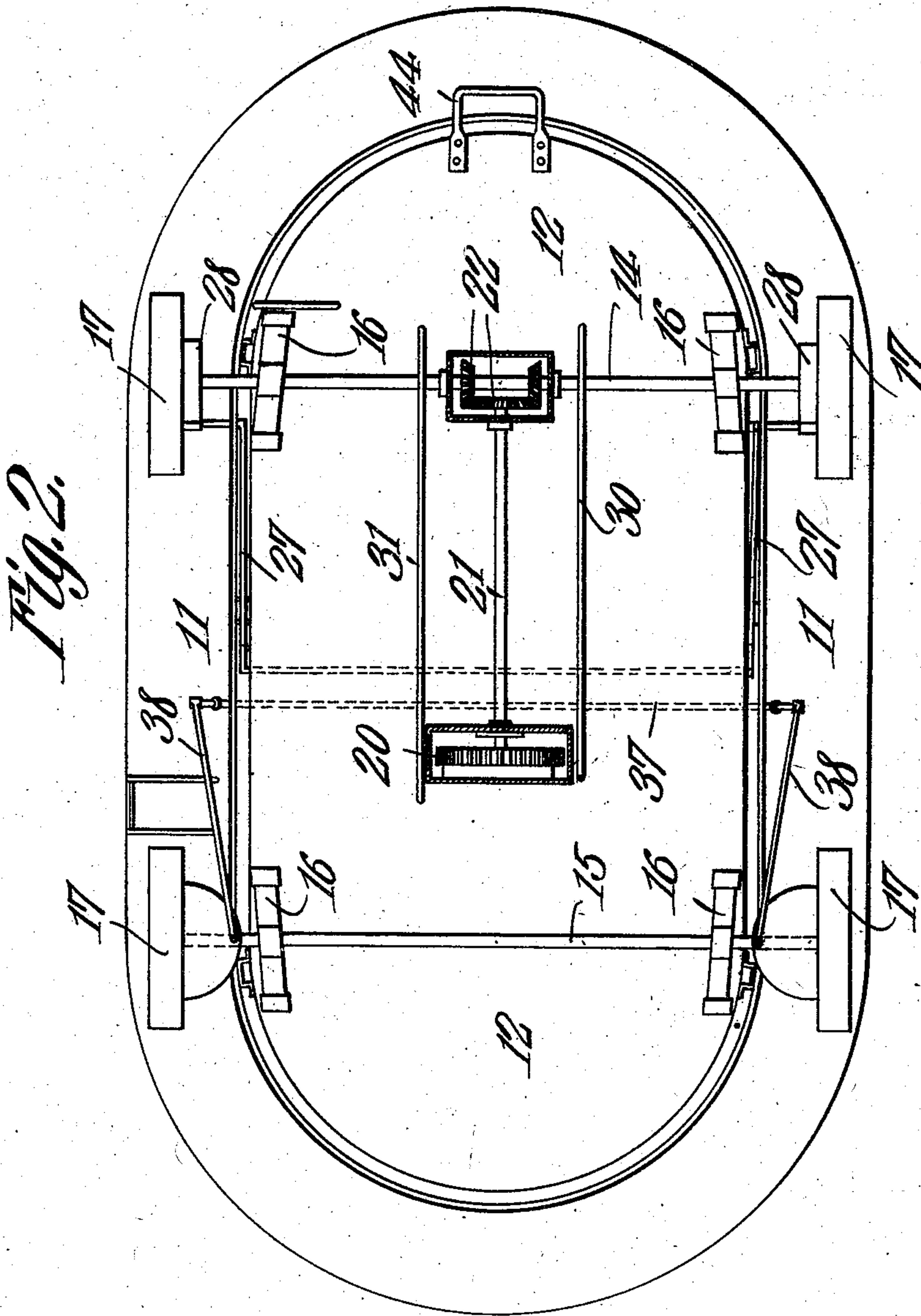
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3 SHEETS—SHEET 2.



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3 SHEETS—SHEET 3.

Fig. 3.

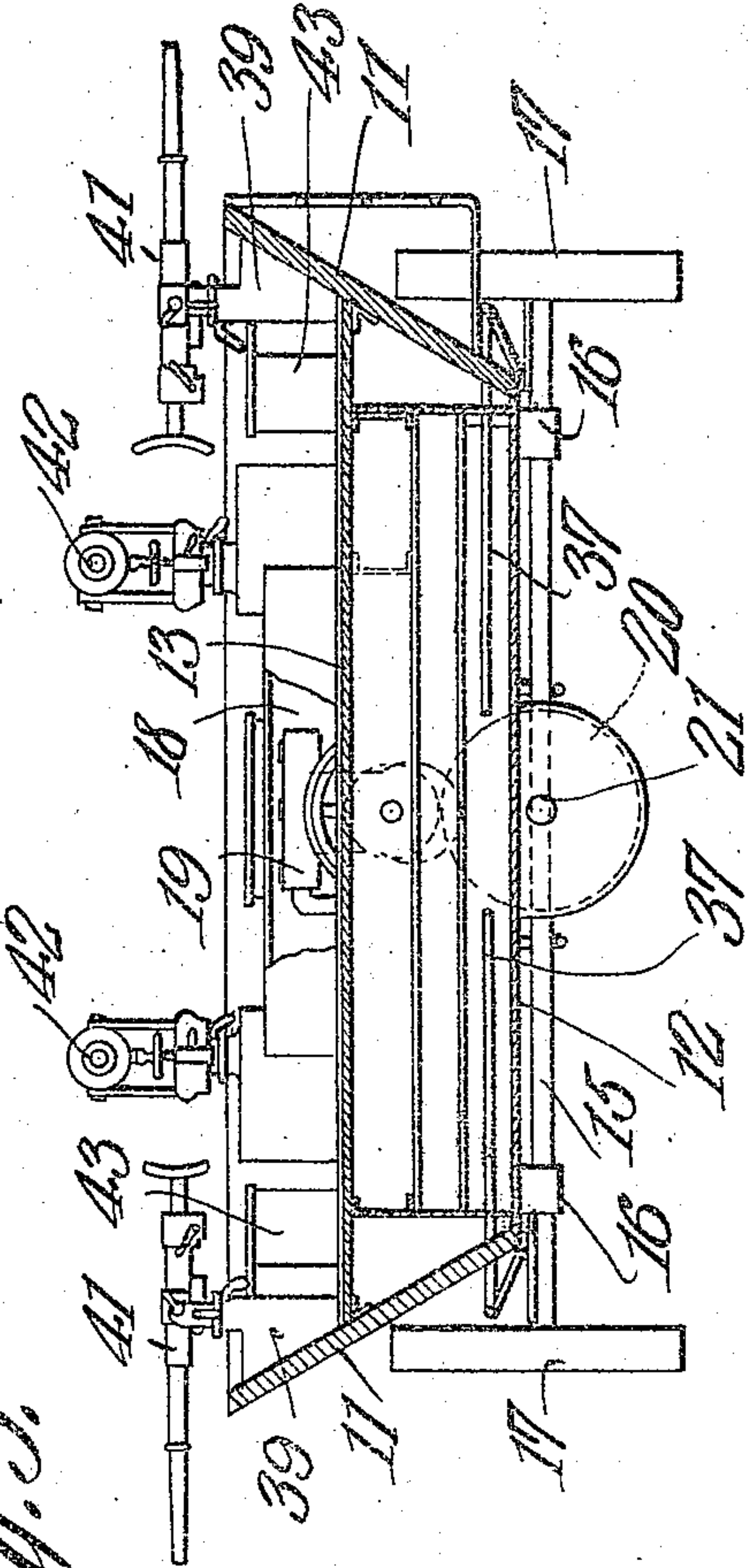
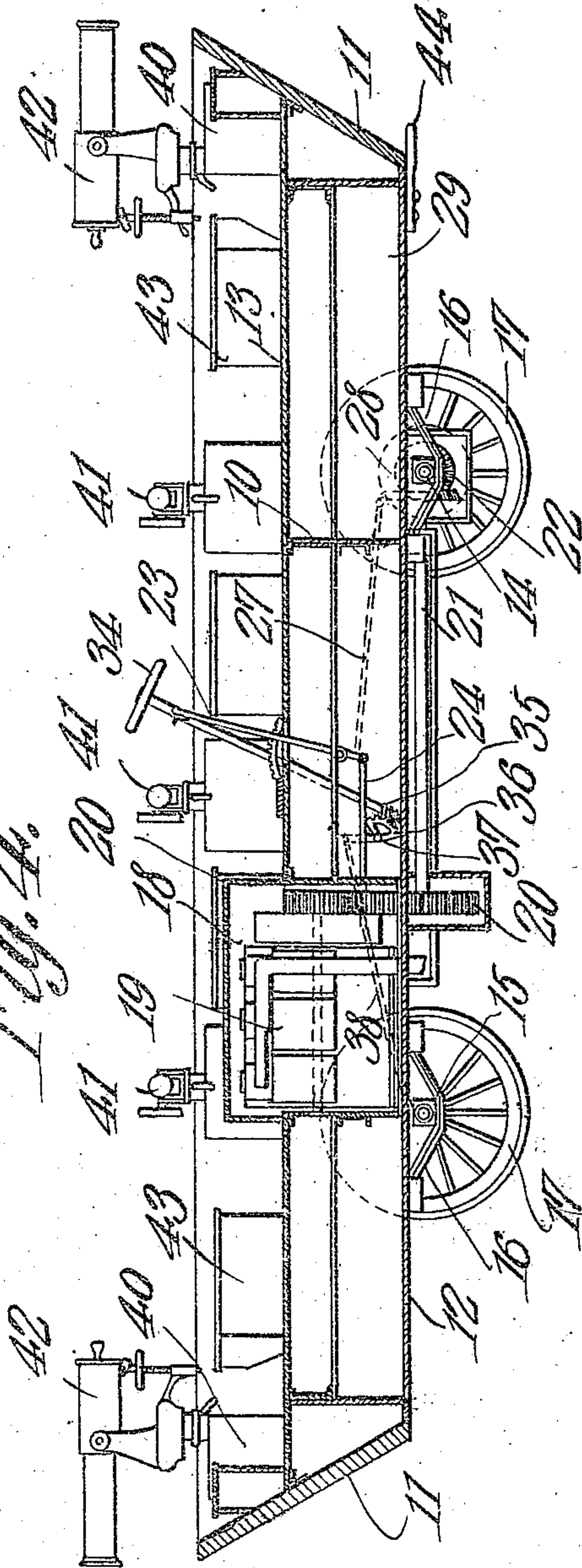


Fig. 4.



Witnesses

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UNITED STATES PATENT OFFICE.

DANIEL WASHINGTON MEACHAM, OF CHARLOTTE, NORTH CAROLINA.

WAR-CAR.

No. 908,793.

Specification of Letters Patent.

Patented Jan. 5, 1909.

Application filed May 11, 1908. Serial No. 432,144.

To all whom it may concern:

Be it known that I, DANIEL WASHINGTON MEACHAM, a citizen of the United States, residing at Charlotte, in the county of Mecklenburg and State of North Carolina, have invented a new and useful War-Car, of which the following is a specification.

This invention relates to motor driven cars for use in warfare and more especially of that type arranged to receive rapid fire and machine guns.

One object of the invention is to provide an improved general construction of such a device.

Another object of the invention is to provide an improved disposition of the armor for such a car.

The invention consists in the general of a car body having outwardly flaring armor sides, mounted on motor driven trucks, and provided with suitable gun emplacements.

The invention further consists in certain novel details of arrangement and combinations of parts hereinafter fully described, illustrated in the accompanying drawings, and specifically set forth in the claims.

In the accompanying drawings like characters of reference indicate like parts in the several views, and Figure 1 is a top plan view of the invention. Fig. 2 is a bottom view thereof. Fig. 3 is a transverse section therethrough. Fig. 4 is a longitudinal section therethrough.

The main frame of the invention is built up of steel shapes as indicated at 10, and is provided with outwardly flaring armor sides 11. A bottom 12 serves to close in the body of the invention and is preferably made of armor of somewhat less thickness than that of the sides to prevent the possibility of glancing shot rising therethrough and injuring the machinery. This bottom is preferably made water tight so that in the event of the car crossing a stream or the like water will not rise and injure machinery and contents of the car. Further by this means there is formed a species of boat which may be floated across streams which are not bridged and which are too deep to ford. In order to render this bottom water tight all parts of the machinery that project therethrough are provided with suitable packings. These packings are not here shown as they may be of any form which is found desirable. Spaced above the bottom 12 is a deck 13. The

car is mounted on suitable axles 14 and 15, these axles being supported on springs 16. Mounted upon the axles 14 and 15 are wheels 17. These wheels may be of any desired width of face that is found best adapted to be used in the various sizes of war cars, and the face may be either plain or corrugated, or may be provided with suitable tractor blades. In the instance here shown the rear axle is indicated by the numeral 14 and the front axle by the numeral 15.

Within the body of the car at 18 is shown an engine room. There is provided an engine 19 in this room and the same may be gasoline, steam, or electrically driven. It is therefore to be understood that the engine here shown is to be taken as merely typical of any engine to be used for this purpose. Connected to this engine by suitable gears 20 is a main drive shaft 21 which is in turn connected to the axle 14 by suitable beveled gears 22. A suitable operating lever 23 extends upward through the deck and is provided at its lower end with a connecting rod 24 which extends into the engine room and is connected to the engine regulating device. A similar lever 25 is attached to a rock shaft 26 which is connected to a rod 27 and actuates the band brakes 28. Between the bottom and the deck of the vehicle there are provided suitable store rooms and tanks as indicated at 29 and in the event of a gasoline motor being used there will be a tank for gasoline and another tank for the cooling water. As this is the preferred form there have been shown pipes 30 and 31 leading respectively from the water and gasoline tanks. Access is had to the various store-rooms and tanks by means of hatch-ways 32 and 33 which are preferably provided with hinged doors as shown. At 34 is indicated a steering-wheel which is provided with the worm shaft and worm 35. The worm gear 36 is fixed to a rock shaft 37 and meshes with the worm 35 before mentioned. The rock shaft 37 is provided with a suitable rock arm and is connected by means of a link 38 with the steering knuckle of the front wheels.

Around the peripheral portion of the armor sides are provided gun emplacements 39 for rapid fire guns and similar emplacements for Gatling or other revolving cannon. Upon the emplacements 39 are mounted rapid fire guns 41 and upon the emplacements 40 are mounted Gatling or other revolving cannon.

as indicated by 42. Between the gun emplacements there are provided magazines 43, there being one for each one of the guns.

This device is not only adapted to carry 5 guns as herein described, but is provided with a U bar 44 at the rear end thereof to which may be attached the trail of heavy artillery. The device thus forms a traction engine for the heavy artillery as well as carry 10 its own light guns.

It is intended that this device shall carry a number of spare parts such as wheels and the like, so that in the event of injury to any of the parts while in use the same may be 15 readily replaced.

The ends of the device are preferably made circular in plan so that there is obtained a broadside effect of all the guns mounted on the sides and at least half of the guns mounted 20 at the ends. In this instance there would be at least five guns adapted for broadside fire and at least four for fire from the ends.

It is desired especially to call attention to the fact that by the outwardly flaring arrangement of the armor, any bullet that may strike the same will be deflected downward and buried in the ground thus preventing danger to troops that might be positioned on either side of, or in the rear of the machine 30 by the glancing of the bullet from the armor were the same vertical or inwardly inclined. It is further desired to call attention to the fact that this device does away with horses and thus there is no necessity of loading or 35 unloading the arms and equipments as is the

case where it is desired to transport guns of this description on railroad cars or the like.

Having thus described the invention what is claimed is:—

1. In a war car, a main frame, outwardly 40 flaring armored sides formed thereon, a water-tight armored bottom carried thereon, in combination with a steering truck, and a motor-driven truck.

2. In a war-car, a main frame, outwardly 45 flaring armored sides supported on said frame, a water-tight armored bottom, in combination with a steering truck, and a motor driven truck supporting said frame, gun emplacements spaced around the upper 50 periphery of said body and magazines engines and store-rooms formed in said body.

3. In a war car, a main frame, outwardly flaring armored sides supported on said main frame, a water-tight bottom arranged to 55 complete the body of said car in connection with the sides, a motor driven truck, a steering truck, springs connecting said truck to the frame, gun emplacements spaced around the upper part of said body, magazines be- 60 tween said gun emplacements, and centrally disposed engines and store-rooms in said body.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature 65 in the presence of two witnesses.

DANIEL WASHINGTON MEACHAM.

Witnesses:

P. J. GRIBBLE,
SPEIGHT BEAM.