

R. C. PARVIN.

D

Improvement in Land Carriages.

No. 122,850.

Patented Jan. 16, 1872.

Fig. 2.

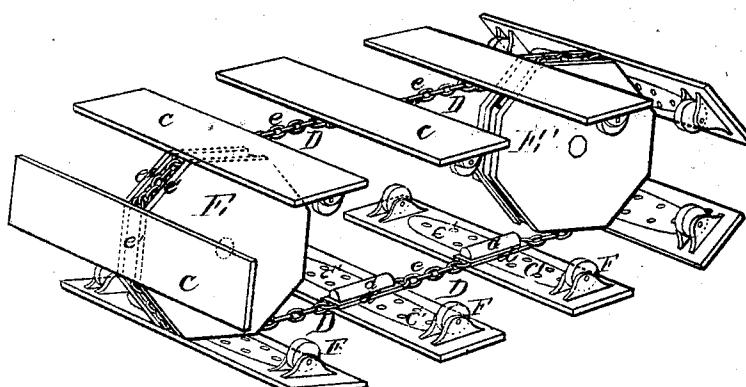
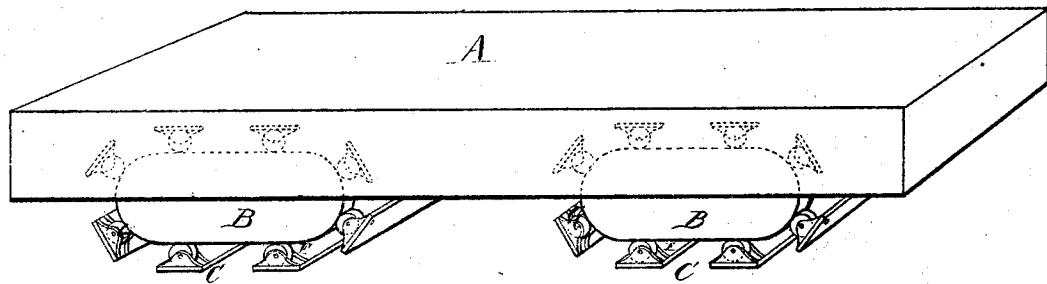


Fig. 1.



Witnesses.

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UNITED STATES PATENT OFFICE.

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IMPROVEMENT IN LAND-CARRIAGES.

Specification forming part of Letters Patent No. 122,850, dated January 16, 1872.

To all whom it may concern:

Be it known that I, ROBERT CROUCH PARVIN, of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented a new and valuable Improvement in Land-Carriages; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawing making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawing is a representation of my improved land-carriage in perspective. Fig. 2 is a perspective of the driving-wheels, endless chain, and feet detached from the car.

My invention has reference to land-carriages; and consists in the peculiar construction, combination, and arrangement of parts, as herein-after fully described.

In the drawing, A shows the bed or body of the car, which is made in any well-known manner, adapted to the special purpose for which the car is designed to be used. This bed is mounted upon trucks B B, and travels upon a series of rollers and feet. The feet are seen at C, and are composed of a large wooden plank or shoe, c, and a secondary shoe or plate, c'. These feet are united by an endless chain, D, composed of two parts, that part which rests upon the secondary shoe being a link, made in the peculiar manner shown, with a ridge, d, and flanges or wings d' d'. These links are united by means of an ordinary cable-chain connection, e. The chain thus formed passes around two wheels, E E', the ridge d fitting into the recess e', while the cable-chain portion moves in the circumferential groove e'. On each end of the feet C are placed rollers F, upon which rest the ways G. When the car is set in motion by the attachment of suitable power in front or rear, the bed moves smoothly over the rollers, which are, with the feet, taken up by means of the chain and carried forward and dropped into position again. By using double trucks I am enabled to cheapen the construction of the car, and also to lighten it, and thereby increase its efficiency. Were the feet and chains extended along the entire length of the car the cost and weight of the

car would be largely increased, while its lightness and efficiency would be greatly diminished.

The method of constructing the endless chain, combining as it does cheapness and utility, I consider of importance. The winged links serve to firmly secure the feet, and also, by meshing with the driving-wheels, to actuate the endless chain in a very thorough manner. The cable-chain connection fully answers the purpose of uniting the winged links, and can be easily and economically constructed.

The construction of the driving-wheels, with the recess and groove adapted to the ridged link and cable-chain connection, produces a perfect working of the endless chain, is easily constructed, and not at all liable to get out of order. The great advantage of using two trucks is that thereby the car can be easily turned, which cannot be done where the chain and feet extend the length of the car.

The drawing represents more feet than are generally required. Ordinarily I employ five feet to each truck.

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

1. A land-carriage, constructed, as described, of a bed or body made in any suitable manner and mounted upon two trucks provided with traveling-feet and rollers, substantially as described.

2. The driving-wheel E, constructed, as shown and set forth, with recesses and circumferential groove, for the purpose indicated.

3. The endless chain, made, in the manner described, of long links united to the shoes or feet and connected by cable or other suitable chain, as shown, and for the purpose set forth.

4. The combination, with the recessed wheels E and elliptical ways G, of the feet C, secondary shoes c', ridged plate-links d d', and connecting-chains e, all constructed substantially as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

ROBERT C. PARVIN.

Witnesses:

WENCHEL HARTMAN,
ROBERT R. SMITH.

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