

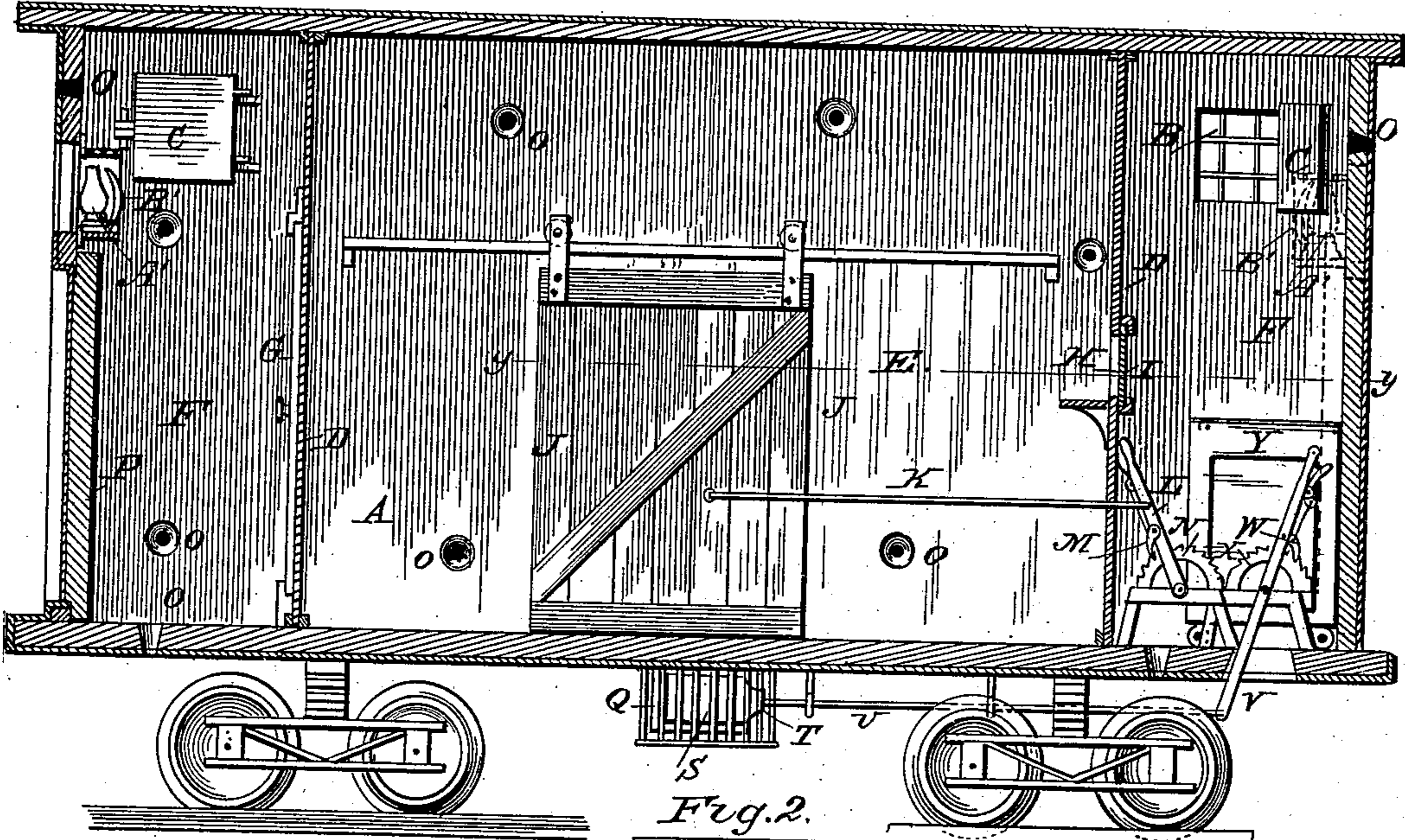
(No Model.)

J. T. CONDON.

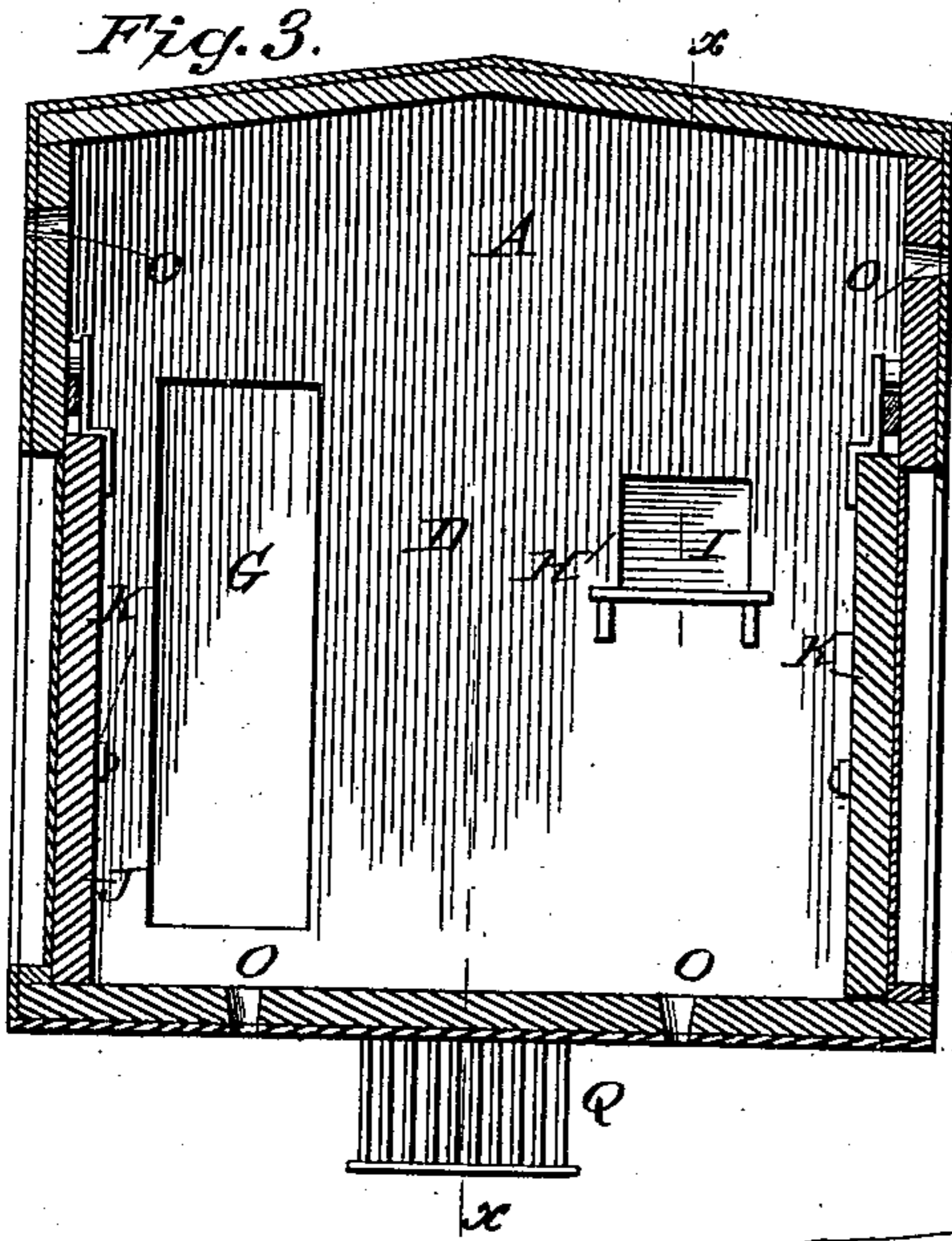
EXPRESS CAR.

No. 352,858.

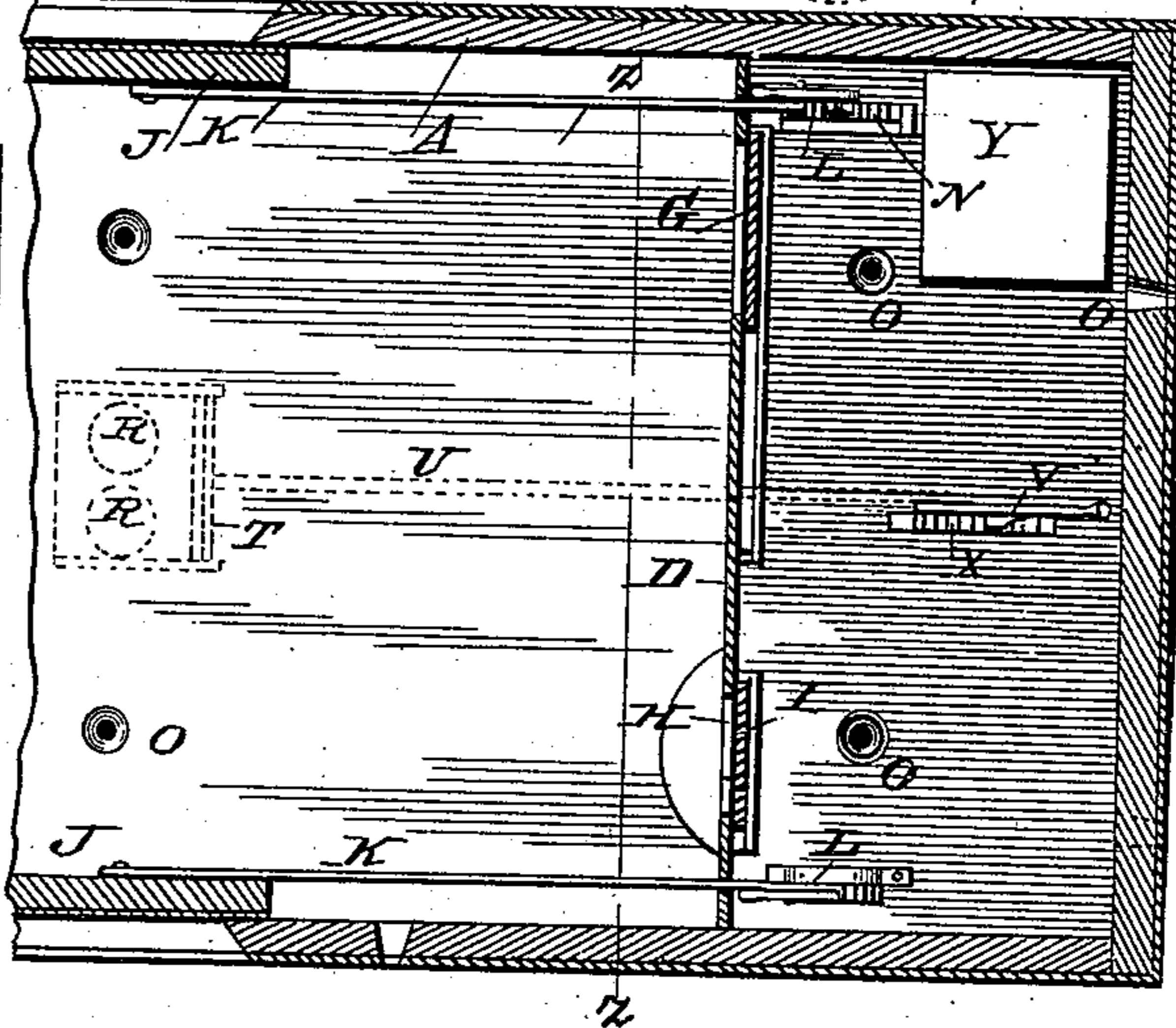
Patented Nov. 16, 1886.  
*Fig. 1.*



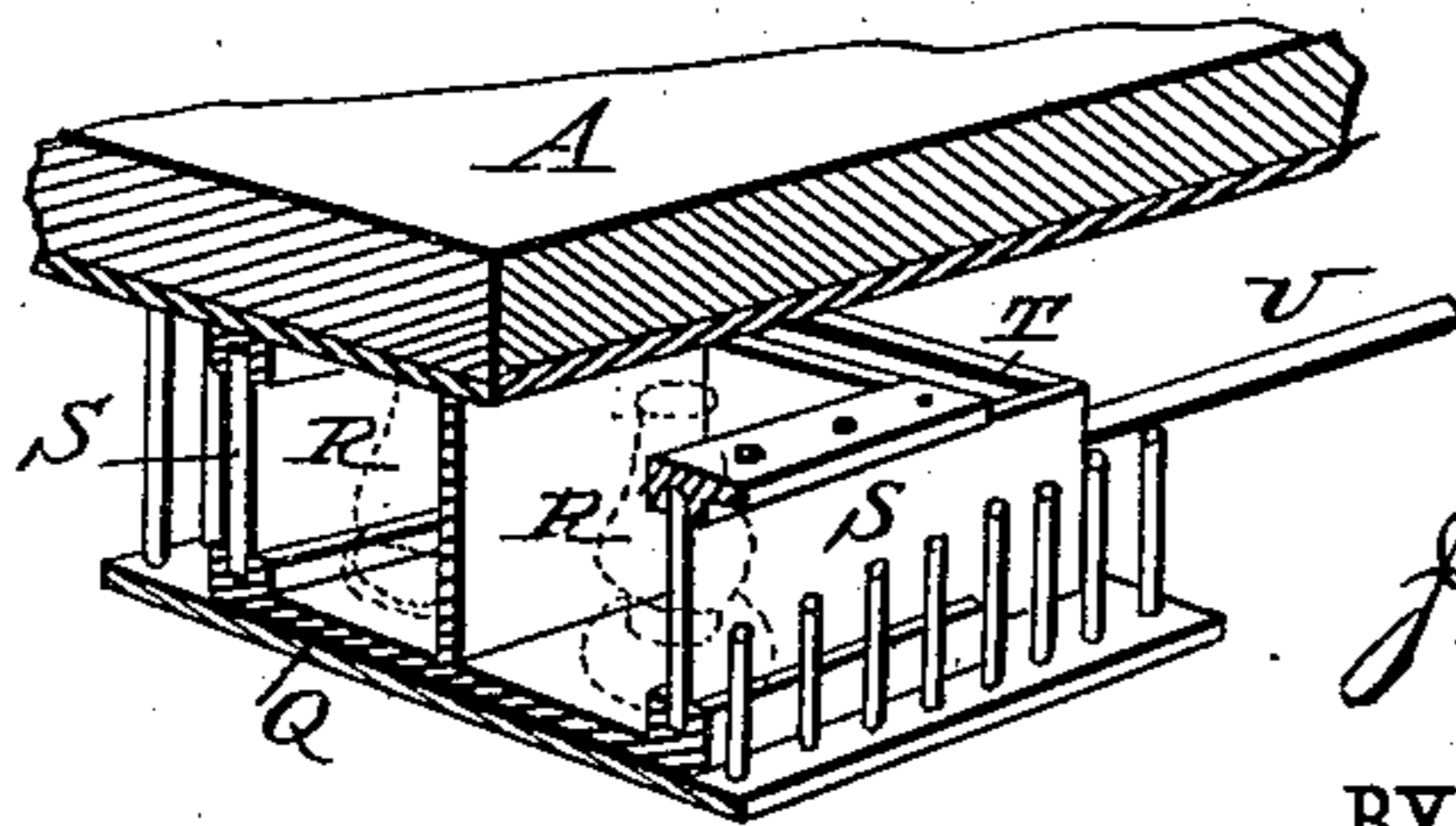
*Fig. 2.*



*Fig. 3.*



*Fig. 4.*



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# UNITED STATES PATENT OFFICE.

JOHN THOMAS CONDON, OF KINGSLEY, IOWA.

## EXPRESS-CAR.

SPECIFICATION forming part of Letters Patent No. 352,853, dated November 16, 1886.

Application filed August 30, 1886. Serial No. 212,237. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN THOMAS CONDON, of Kingsley, in the county of Plymouth and State of Iowa, have invented a new and useful Improvement in Express-Cars, of which the following is a specification.

My invention consists in an improved safety express-car, which will be hereinafter fully described and claimed.

Referring to the accompanying drawings, Figure 1 is a longitudinal vertical sectional view of my improved express-car, taken on the plane indicated by line *x x*, Fig. 2. Fig. 2 is a horizontal sectional view taken on the plane indicated by line *y y*, Fig. 1, and looking down on the inside of the bottom of the car. Fig. 3 is a vertical cross-sectional view taken on the plane indicated by line *z z*, Fig. 2; and Fig. 4 is a detail view of the iron cage or box with its sliding shutters and the lamps contained therein.

The same letters of reference indicate corresponding parts in all the figures.

Referring to the several parts by letter, A represents the body of the express-car, which is plated or covered with sheet-iron, either outside or inside, but preferably on the outside, as that will effectually prevent the car being set on fire by train-robbers. The windows B in the upper part of the car are provided with iron shutters C, or other similar projections. The space inside of the car is divided by the vertical iron partition or partitions D into the large central space, E, in which all ordinary express packages, bundles, or boxes are placed, and the small room F, of which there may be one at each end of the car. The iron partitions are provided with the sliding or swinging inside iron doors, G G, through which the messenger enters and leaves the small rooms F, and these partitions are also formed with the small windows, H, like a ticket-seller's window, having the inside metal covers, I.

J J represent the sliding metal side doors of the car, which are connected by the pivoted connecting-rods K, which extend through small apertures in the partition to levers L, which are provided with the usual pawls, M, engaging with the segments N, to hold the levers in their adjusted positions.

The bottom, ends, and sides of the car are

formed with the ports O, arranged as shown, and the end doors of the car are closed by the inside iron doors, P P, which cannot be opened from the outside by train-robbers.

To the bottom of the car is secured an iron cage, Q, within which are placed the lamps R, and which protects the said lamps from being broken, the sides of this iron cage being normally closed by the sliding iron shutters S, which are connected by a transverse rod, T, to which is connected one end of a connecting-rod, U, the other end of which is pivoted to the lower end of a lever, V, which extends through a small slot in the bottom of the car, near one end thereof, and the handle of which extends up within the small room at the end of the car, and has a pawl, W, engaging with the segment X. The cage Q is surrounded by a net-work of iron bars, which prevent the lamp being broken when the shutters of the cage are open.

The safe Y and all valuables of account are placed in the small end room, in which the express-messenger remains whenever the side doors of the car are open, or while the station-agent or other employé is within the car, thereby preventing any one from reaching him.

When the train stops at stations in dangerous places, the messenger remains within the end room and opens the side door by means of the lever L and connecting-rod K, the station-agent taking off and putting on all goods, and the receipt-books being signed at the small window in the iron partition, the messenger closing the side door before the receipt-books are signed. After leaving a station, when the side doors are closed and the train is in motion, the messenger comes out of his end room and attends to the goods placed in the middle main part of the car, arranging and getting them ready for the next station. In case of danger the messenger can, by means of the lever V and connecting-rod U, draw back the shutters of the lamps, and thus throw a brilliant light where it is most needed to disclose the movements of the robbers and enable him to fire on them through the ports O, which are constructed for that purpose, he thus being able to command every point around the express-car.

I prefer to secure my improved express-car

directly behind the engine of the train by means of strong couplings which cannot readily be broken or uncoupled by the robbers, thus preventing them from detaching the express-car and throwing it from the track, so as to force the messenger to come out. The express-car being immediately next to the engine and having the ports O in its front end, the messenger can protect the engineer and prevent the robbers from obtaining control of the engine, which they usually first aim for, the engineer being frequently killed, while by placing my improved express-car next to the engine the messenger can control the entire front of the train.

A lamp, A', and a reflector, B', are placed over each end door, from which a reflecting light can be thrown at night in case of danger.

If desired, the express-car can be placed at any part of the train, or in its usual position. The bottom of the car is covered on the outside with sheet-iron, to prevent its being set on fire. It will be seen that as there are ports in both sides and in each end, and also in the bottom of the car, the messenger has complete control of the situation, and can shoot down any robber approaching either door of the car or any part thereof, and thus effectually protect his car, as well as protecting the engineer and engine and the front part of the train.

When the side door is opened in dangerous places for the transfer of goods, the messenger is perfectly safe in his iron-walled end room, and has perfect control of the doors of the car without leaving the said end room, the receipt-books, &c., being handed to the agent through the small window of the iron partition after the iron side door has been closed by the messenger.

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

1. The combination, with the body of the car, of the iron partition having the metal door and the small window having the metal inside cover, the sliding iron or wood side doors of the car, the levers, arranged as described, and the rods connecting the said levers and the side doors, substantially as set forth.

2. The combination, with the car having the ports in its bottom, sides, and ends, of the iron partition having the metal door, and the small window having the metal inside cover, the sliding iron or wood side doors of the car,

the levers, arranged as described, and the rods connecting the said levers with the side doors, as and for the purpose set forth.

3. The combination, with the car covered outside or inside with sheet-iron and having the ports in its bottom, sides, and ends, of the iron partition having the metal door, and the small window having the metal inside cover, the sliding iron or wood side doors of the car, the levers, arranged as described, and the rods connecting the said levers with the side doors, as and for the purpose set forth.

4. The combination, with the car covered outside or inside with sheet-iron and having the ports in its bottom, sides, and ends, of the inside metal end doors, the iron partition having the metal door, and the small window having the metal inside cover, the sliding iron or wood side doors of the car, the levers, arranged as described, and the rods connecting the said levers with the side doors, as and for the purpose set forth.

5. The combination, with the car covered outside or inside with sheet-iron and having the ports in its bottom, sides, and ends, of the metal cage secured beneath the car, and having the sliding shutters connected by the cross-bar and the iron net-work inclosing the cage, the lamps, the lever projecting through the floor of the car, and the connecting-rod, substantially as set forth.

6. The combination, with the car covered outside or inside with sheet-iron, and having the ports in its bottom, sides, and ends and the windows near its top closed by the iron shutters, of the inside metal end doors, the iron partition having the metal door, and the small window having the metal inside cover, the sliding iron or wood side doors of the car, the levers, arranged as described, the rods connecting the said levers with the side doors, the lamps and reflectors over the end doors, the metal cage secured beneath the car, and having the sliding shutters connected by the cross-bar and the iron net-work inclosing the cage, the lamps, the lever projecting through the floor of the car, and the connecting-rod, all constructed and arranged as and for the purpose herein set forth.

JOHN THOMAS CONDON.

Witnesses:

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T. PEARSON.