

(No Model.)

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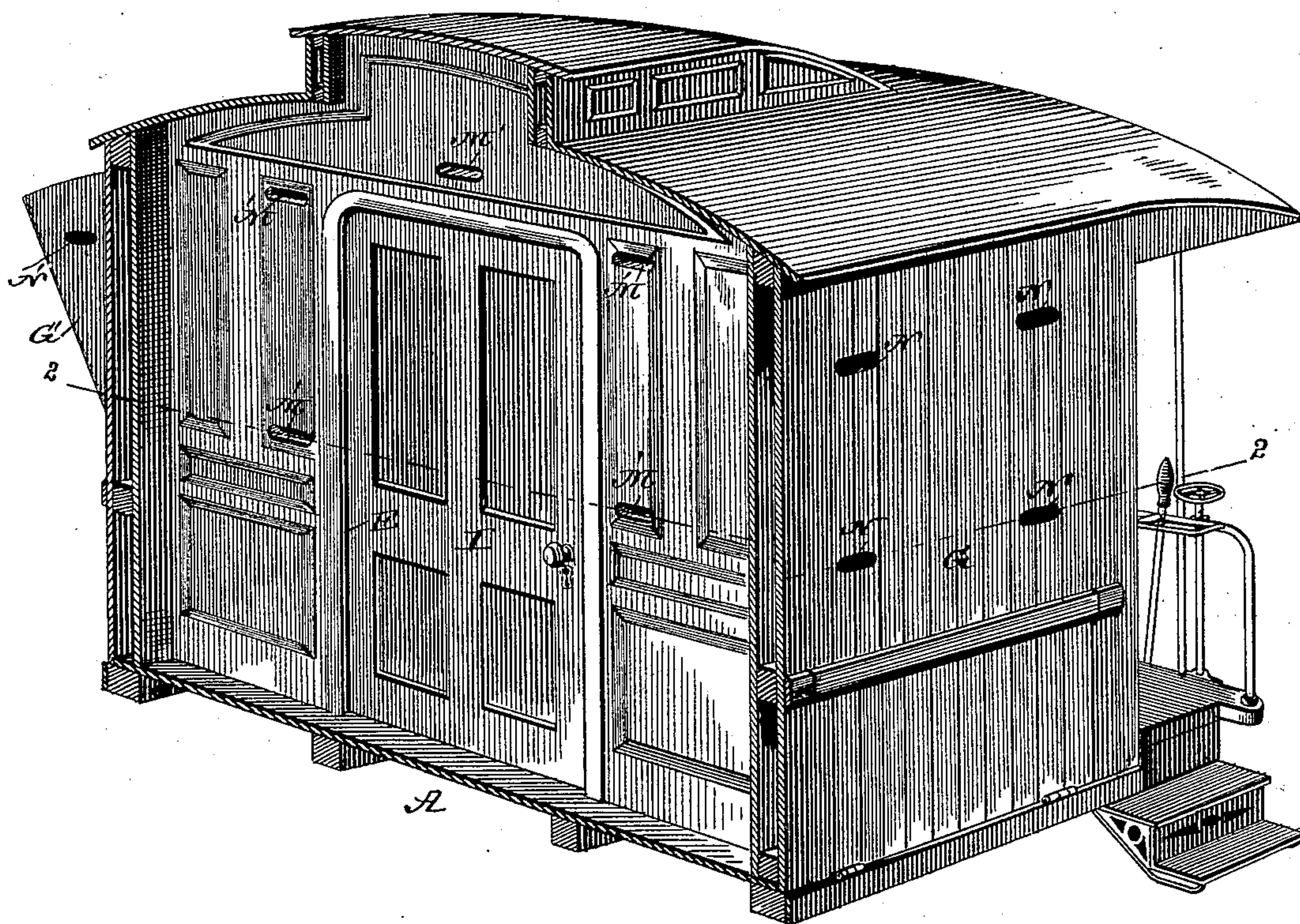
G. P. WARREN.

RAILWAY CAR.

No. 395,860.

Patented Jan. 8, 1889.

*Fig. 1.*



WITNESSES:

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*Fred G. Dietrich*

INVENTOR:

*Gerald P. Warren*

BY

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ATTORNEYS.

(No Model.)

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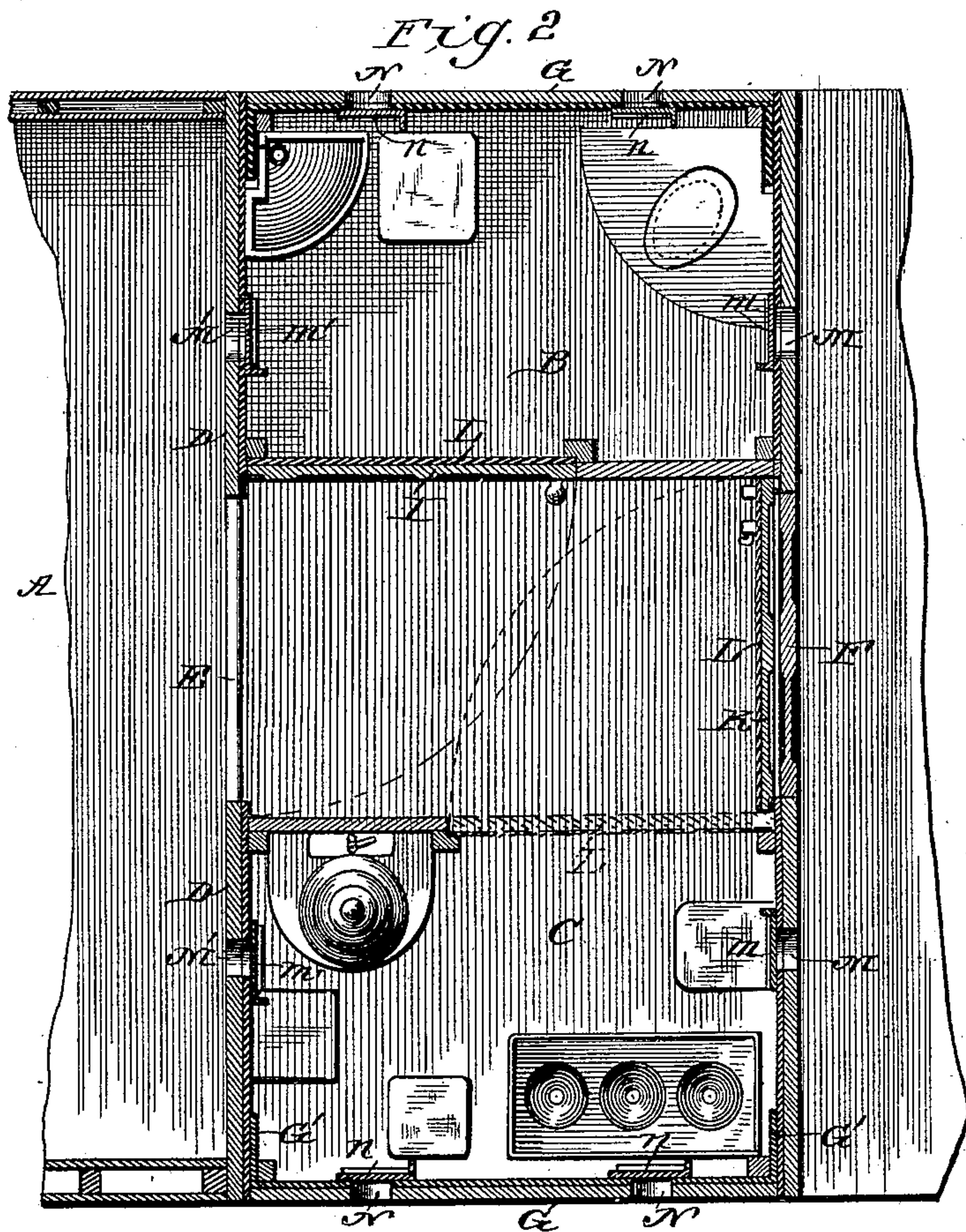
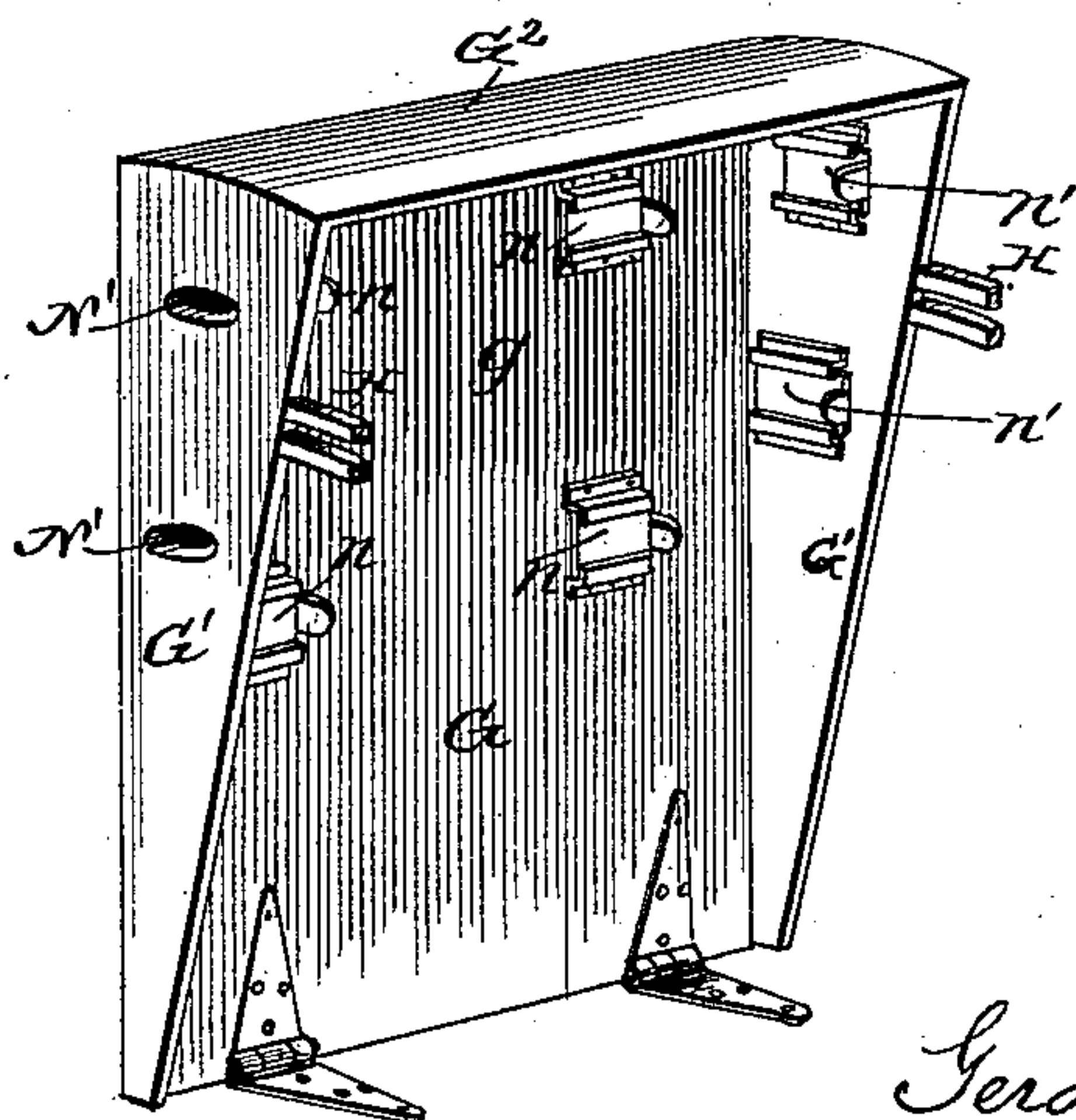


Fig. 6.



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Fig. 3.

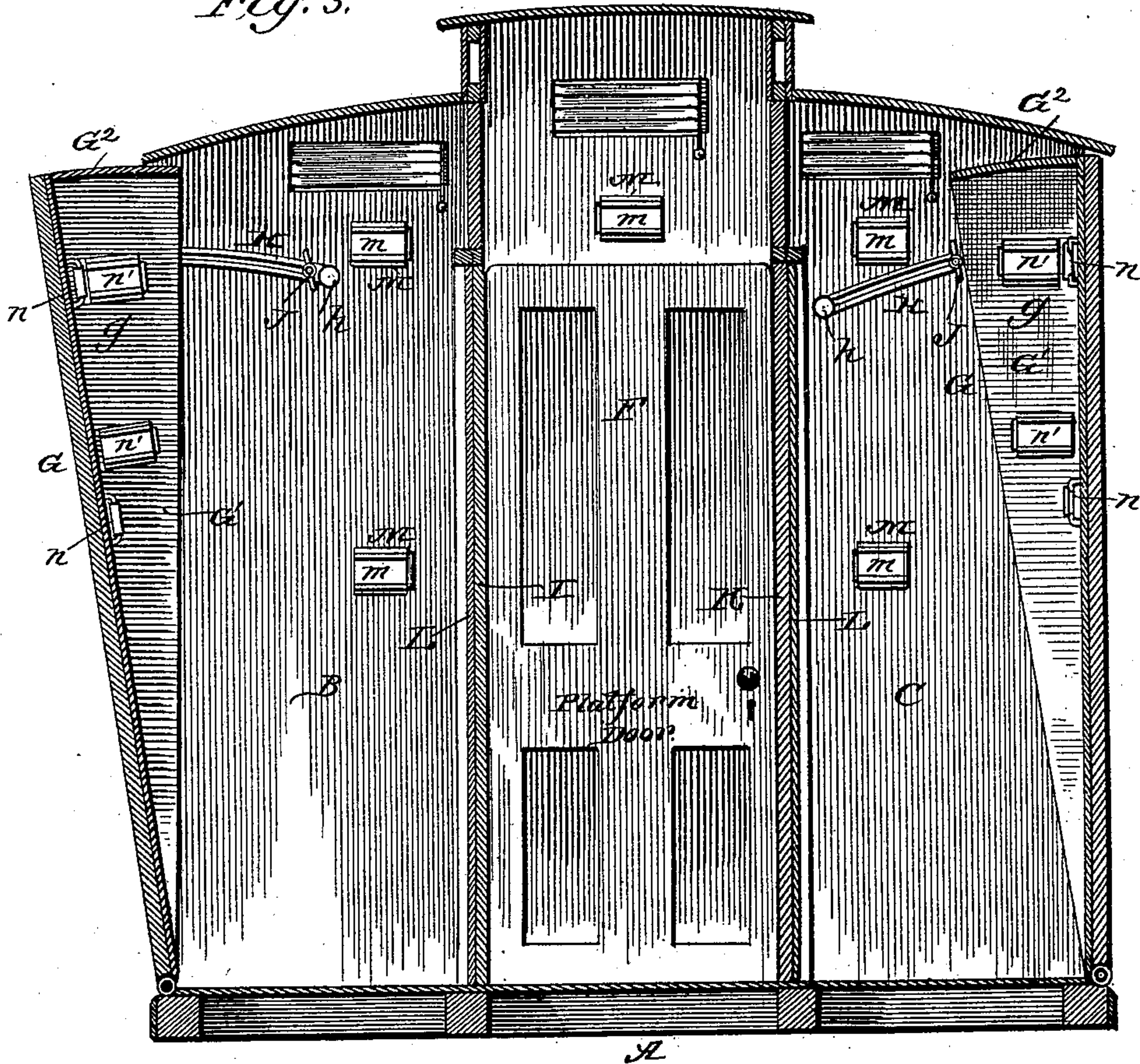


Fig. 4.

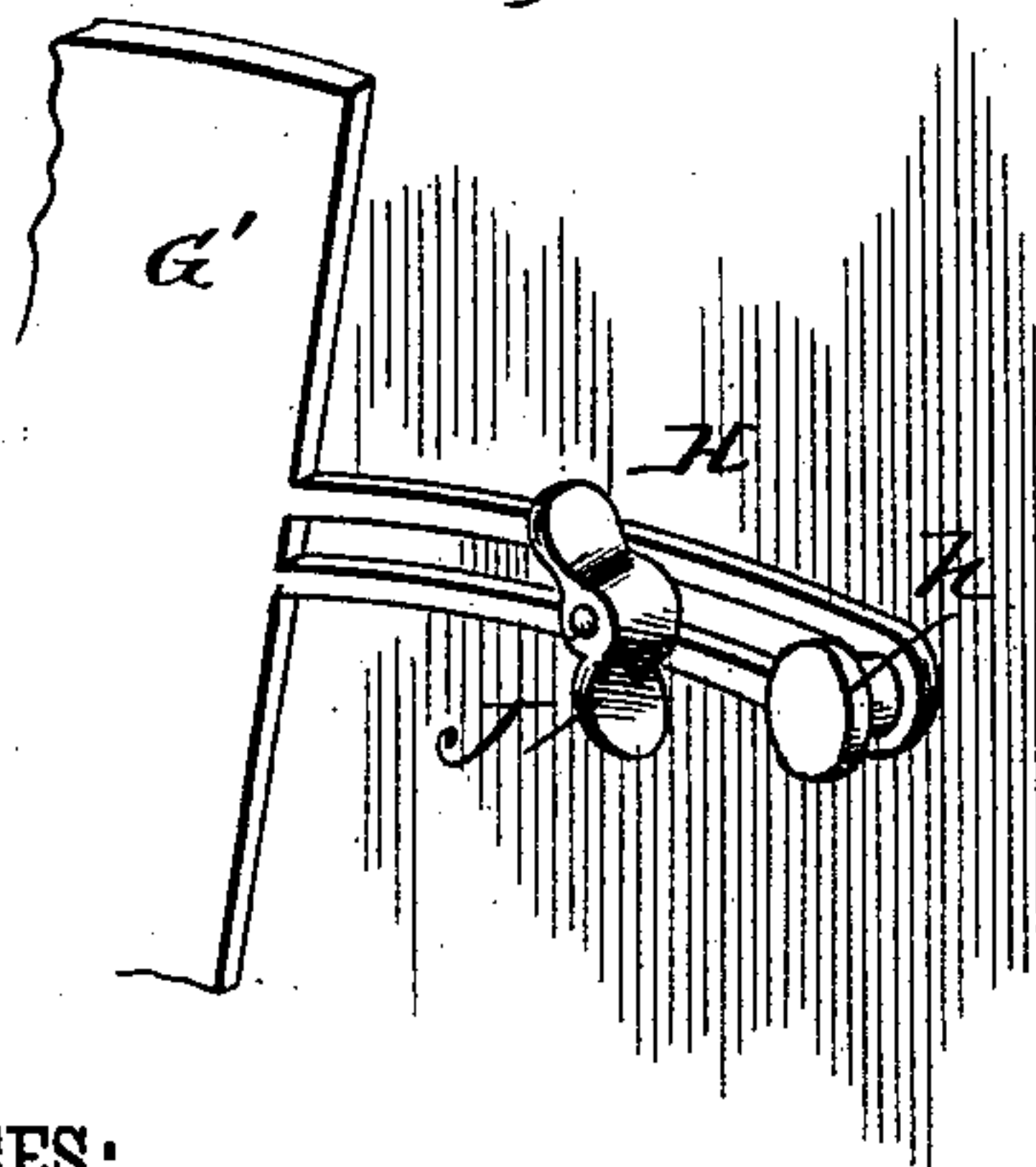
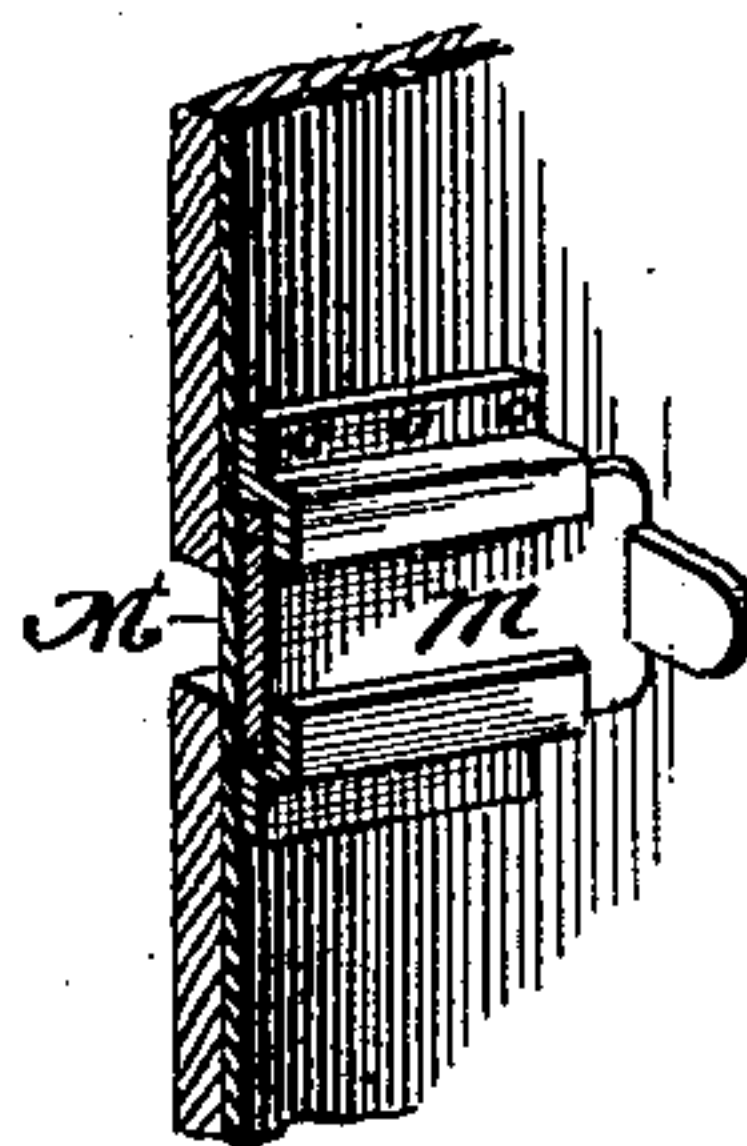


Fig. 5.



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# UNITED STATES PATENT OFFICE.

GERALD PATRICK WARREN, OF SAN ANTONIO, TEXAS.

## RAILWAY-CAR.

SPECIFICATION forming part of Letters Patent No. 395,860, dated January 8, 1889.

Application filed October 22, 1888. Serial No. 288,865. (No model.)

*To all whom it may concern:*

Be it known that I, GERALD PATRICK WARREN, residing at San Antonio, in the county of Bexar and State of Texas, have invented certain new and useful Improvements in Railway-Cars, of which the following is a specification.

The object of my invention is to provide a safety-compartment in passenger-cars which will afford an effectual protection against the attack of train-robbers; and it consists in utilizing the ends or vestibules of such cars which are ordinarily used for water-closet and wash or water-cooler room purposes.

It further consists in constructing the outer sides of such compartments with movable sections adapted to be swung to a short distance laterally, and in arranging the several doors which close the closet and wash or water-cooler room compartments in such a manner that they may be quickly operated to close the entrance to the interior of the car-body and the entrance from the platform and transform the two closets into one fortified chamber, which operation can be done by one man in one minute or less time.

It also consists in forming the several walls of the compartment and the doors connected therewith with a bullet-proof lining, and in providing the several walls and doors each with a series of port-holes, through which the movements of the train-robbers may be ascertained and "covered" by the fire-arms of the occupants.

Finally, it further consists in the peculiar arrangement and novel construction of parts, all of which will be hereinafter fully described in the annexed specification, and particularly pointed out in the claims, reference being had to the accompanying drawings, in which—

Figure 1 is a perspective view of a portion of a passenger-car supplied with my improvements. Fig. 2 is a horizontal section of the same on line 2 2, Fig. 1. Fig. 3 is a cross-section thereof, showing one of the side sections extended outward. Figs. 4 and 5 are detail views hereinafter referred to. Fig. 6 is a detail view of one of the movable sections G.

In the drawings, A indicates the car-body, which is provided with the usual water-closet compartment, B, and the wash or water-cooler room C in one end thereof, as shown. In the

partition D, which divides the said compartments B and C from the main portion of the car, is formed a doorway, E, which leads into a short passage-way formed between it and the platform-door F.

The outer side walls of the compartments B and C are formed of movable sections G, which are hinged at their lower edges to one of the longitudinal beams of the car-body, and have their upper ends detachably connected with said car-body. The ends of the sections G are formed with inwardly-projecting wings or side pieces, G', which enter into the compartments when the sections G are closed, and which form the end walls of the projecting pocket g or extension of the safety-chamber when said sections are extended. G<sup>2</sup> denotes a top piece formed with the side pieces, and which closes the top of said pocket g. To permit of the easy and ready manipulation of said sections G, I provide each of them with inwardly-projecting curved slotted arms H, provided at their inner ends with hand-holds h h.

J denotes a set-screw passed through said slotted arms, which serves to adjust the said arms when extended or closed in. (See Fig. 4.)

I denotes the water-closet door, which in this instance is hinged in such a manner as to open outward, and K denotes the wash or water-cooler room door, which is also arranged to open outward.

By hinging the doors in the manner stated it will be observed that when desired the door I may be swung back and close the passage-doorway E, and the door K made to close against the platform-door F, and when in such positions they may be securely bolted, and thereby effectually close said entrances, and thereby prevent access from the outside or from the interior of the car. Each of the walls on the inner faces of the doors are lined with bullet-proof steel or iron plates L, and in said sides are formed port-holes. In placing the said port-holes they are preferably arranged five in the end wall of the car, as at M, and five in the partition D, as at M', which are provided with metal slides m m' for covering them when desired. (See Fig. 5.)

The movable sections G are provided with four port-holes, N, and with port-holes N', two in each of the side wings, G', which are



also provided with suitable slides, as shown at *n n'*. These port-holes are preferably of a size sufficient to admit of the ends of a double-barreled gun being projected through them and give vision over the gun-barrel, which openings may be reduced in width to the size of a pistol-barrel by means of the slide-plates before referred to.

Light and air to the compartments B and C will be admitted from over the doors by movable louver openings, controllable on the inside only when used as a fortified chamber.

The windows or openings in the top or side of the car may also be provided with metallic slides for closing them, if desired.

From the foregoing it will be readily understood, that when a train is "held up" and a car attacked valuables may be quickly stored in the safety-chamber, and the officer or train-man in charge can quickly operate the doors to close the entrance to said chamber from the inside of the car and the platform, and then quickly loosen the thumb-screws and let upper end of the movable section swing out. Thus it will be seen that the compartments B and C become as one fortified chamber, from which the occupants may have a view either toward the front or rear of the train as well as to the sides, end, and interior thereof, and by its construction be protected from damage, while at the same time being able to effectually keep the attacking party at bay.

While I have described and illustrated my invention as being particularly adapted to passenger-cars, it is manifest that the same is easily adapted for use in connection with mail or express cars, the comparative cost of construction or reconstruction of parts of the existing cars being very trifling.

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

1. A railway-car provided with a safety-compartment, the sides of said compartment formed of sections hinged at their lower ends to the car-body, whereby the upper end may be swung outward, said sections provided at their ends with inwardly-projecting wing portions adapted to form end walls of the side sections when said sections are swung outward, substantially as and for the purpose described.

2. A railway-car provided at one end with a safety-compartment having hinged sections forming the sides thereof, doors arranged in said compartment and adapted to close the entrance to same from the platform and from the interior of the car, the inner faces of the

sections, the end walls, and the doors of said compartment being lined with bullet-proof material, substantially as shown and described.

3. In a railway-car, the combination, with the car-body, of a safety-compartment constructed in one end thereof, said compartment consisting of the auxiliary compartments B and C and the partition-wall D, provided with a doorway, E, said compartments B and C provided with doors I K, the said doors hinged to swing outward, the door I adapted to close the passage-way E, and the door K adapted to close against the platform-door F when said doors are opened outward, said compartment provided with port-holes in the side and end walls thereof, all arranged as and for the purposes set forth.

4. The combination of the car-body A, provided with a compartment in one end thereof, the side walls of said compartment provided with cut-away portions, forming openings, and movable sections G, hinged at the lower edge of said openings, the upper ends of said sections G provided with inwardly-extending arms adjustably secured to end walls of the compartment, whereby the upper ends of said sections may be moved outwardly, substantially as shown and described.

5. A car-body having a safety-compartment formed therein, said compartment provided with open side walls, and movable sections hinged at their lower ends to the lower edge of the openings in the side walls, and consisting of the body portion G, and the inwardly-projecting wings G', said portions G and G' provided with port-holes, the upper ends of said sections provided with inwardly-projecting arms H, adapted to be adjusted to the side walls of the compartment, substantially as shown and described.

6. A car-body provided with a safety-compartment, said compartment having open side walls, movable sections hinged at their lower ends to the lower edge of said openings in the side walls, and consisting of the body portion G, the side wings, G', and the top piece, G<sup>2</sup>, said sections provided with inwardly-slotted curved arms adapted to receive the adjusting-screw J, said movable section provided with port-holes N N', having sliding covers *n n'*, all arranged substantially as and for the purpose described.

October 13, 1888.

GERALD PATRICK WARREN.

Witnesses:

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