(No Model.)

G. BAYHA.

RAILWAY CAR.

No. 475,844. Patented May 31, 1892.

Fig. 1.

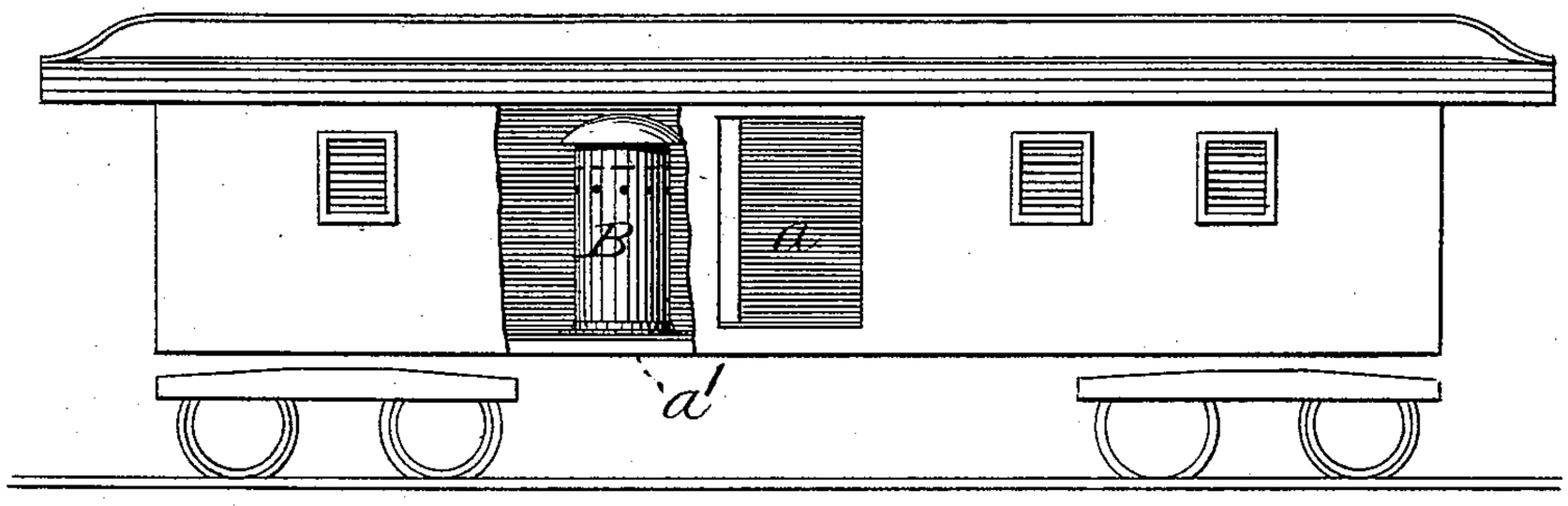


Fig. 2.

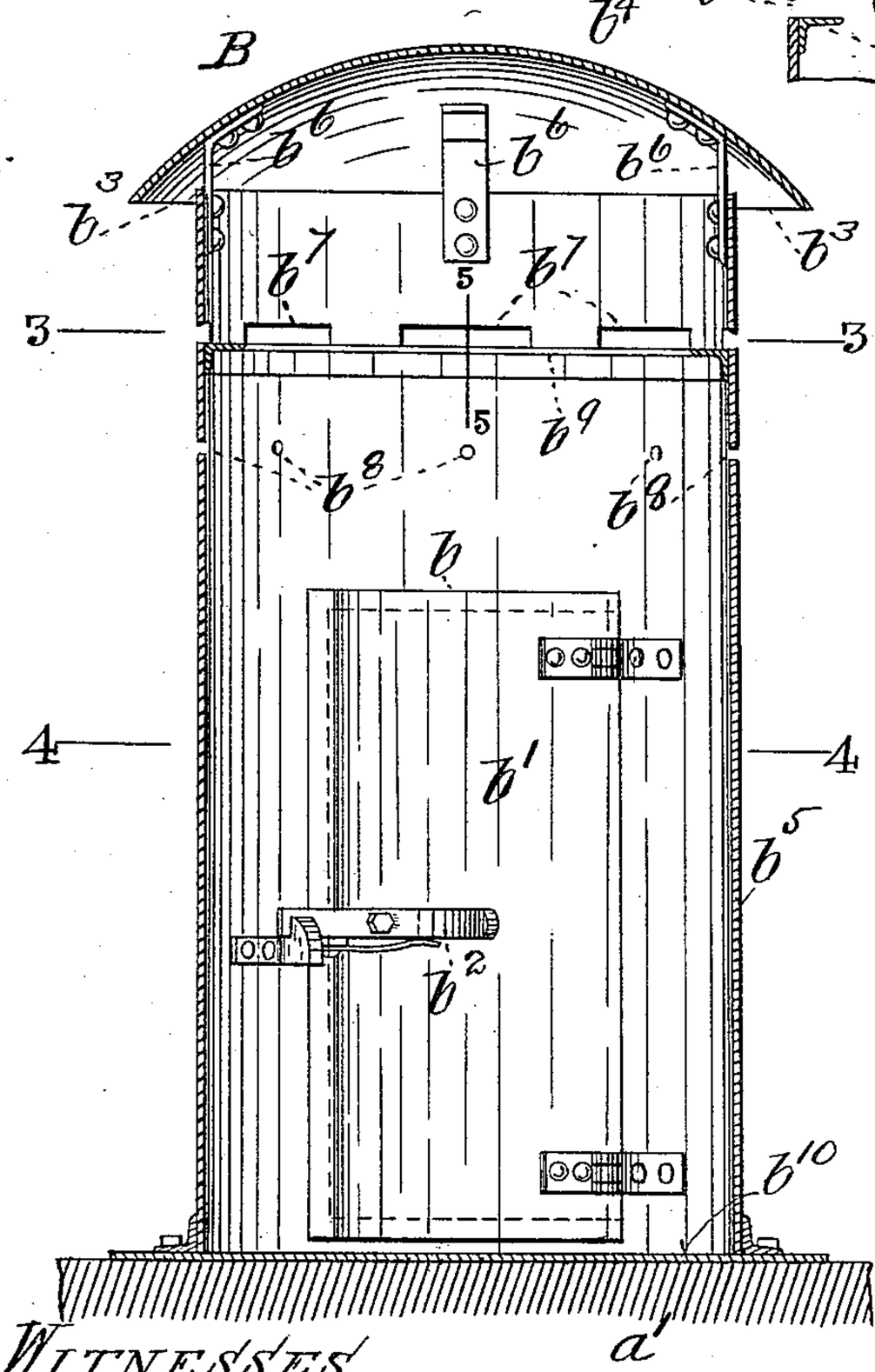


Fig. 5.

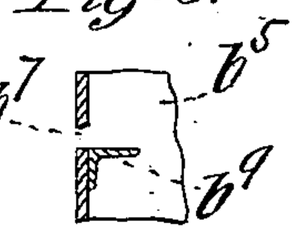


Fig. 3.

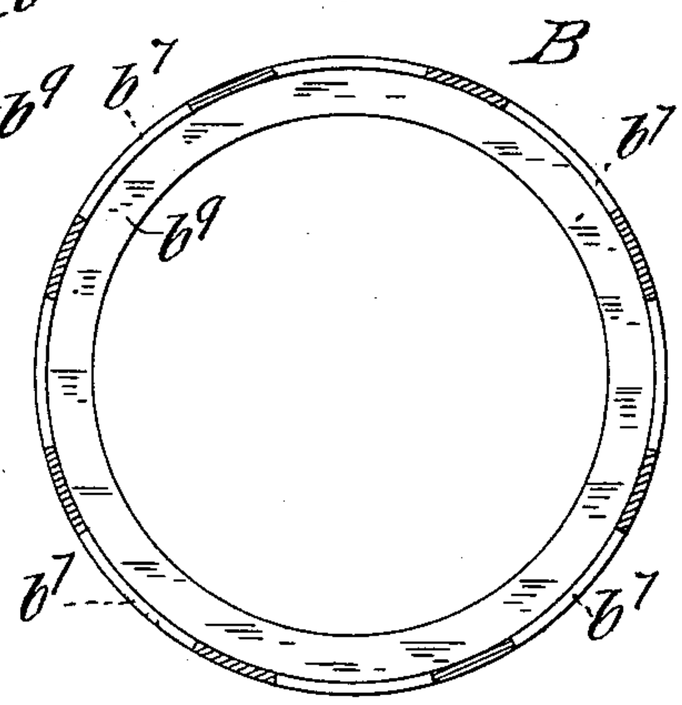
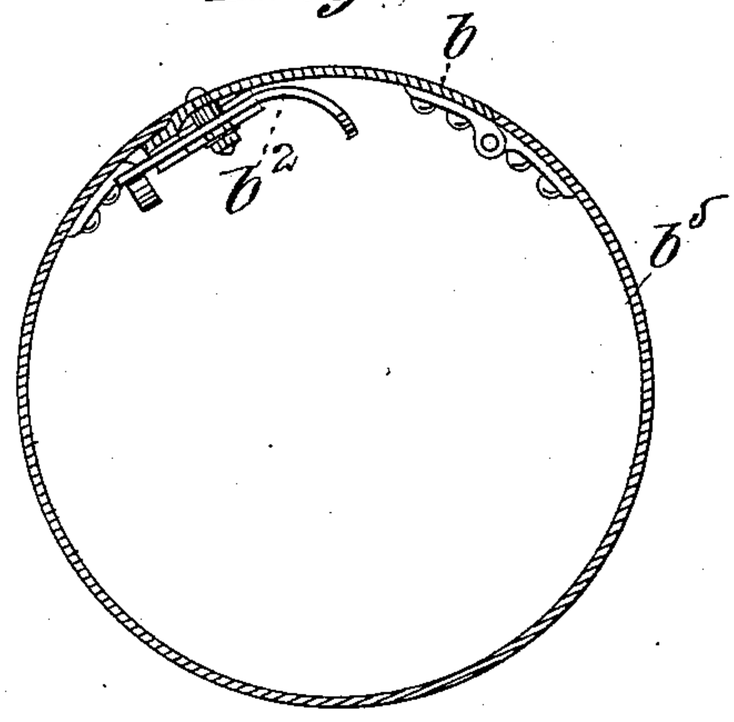


Fig. 4.



Witnesses
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A. Bonville.

Inventor
George Bayha
by C. D. Moody
his atty

UNITED STATES PATENT OFFICE.

GEORGE BAYHA, OF ST. LOUIS, MISSOURI.

RAILWAY-CAR.

SPECIFICATION forming part of Letters Patent No. 475,844, dated May 31, 1892.

Application filed February 5, 1892. Serial No. 420,449. (No model.)

To all whom it may concern:

Be it known that I, GEORGE BAYHA, of St. Louis, Missouri, have made a new and useful Improvement in Railway-Cars, of which the following is a full, clear, and exact description.

The present improvement is designed as a protection to the employés and others upon railway-trains against attacks from robbers. It is designed more especially for express-cars.

It consists in what might be termed a "fort" arranged at any suitable point within the car and adapted to receive the express-messenger in the event the car is entered or attacked by persons attempting robbery or violence to those in charge of the car and its contents. The construction in question is large enough to receive one or a few persons, such as the express-messenger and such others as are likely to be employed with him, and it is so constructed that they can readily enter it and afterward close it against the entrance of others, and it is provided with loop-holes or other openings through which the parties within the fort can fire upon whoever may be within the car but without the fort, and it is otherwise suitably constructed for the purposes in question, all substantially as hereinafter set forth and claimed, aided by the annexed drawings, in which—

Figure 1 is a side elevation of an ordinary express-car having the improvement, the side of the car being broken away to exhibit the fort; Fig. 2, a vertical section, upon an enlarged scale, of the fort; Fig. 3, a horizontal section on the line 3 3 of Fig. 2; Fig. 4, a horizontal section on the line 4 4 of Fig. 2, and Fig. 5 a vertical section on the line 5 5 of Fig. 2.

The same letters of reference denote the same parts.

A represents an ordinary car.

B represents the fort. It may be arranged at any part of the car, and it is preferably located in the vicinity of the doorway *a*. It is usually secured to the car-floor *a'*, both to steady it and to prevent it from being overturned. It is of suitable height for a person to stand upright within, and preferably somewhat higher. It can be entered through the doorway *b*, which by the occupant can be closed by means of the door *b'*, and the door can be fastened, say, by means of the spring-actuated latch b^2. Ventilation is provided for at the opening b^3 between the roof b^4 and the wall b^5 of the fort. In the present instance the roof is sustained by means of the straps b^6 and it overhangs the wall. There are loop-holes b^7 for the occupants to fire through, and they are preferably at a sufficient elevation to bring them above the head of the occupant when standing upright, and who can use them by raising his arm sufficiently to bring his weapon into position to fire through them. Below the loop-holes are sight-holes b^8, through which the occupant can take observations. The flange b^9 beneath the loop-holes aids in guarding the occupant of the fort from shots from without. The entire structure is preferably composed of metal. The door *b'*, instead of swinging, as shown, may be arranged to slide. The fort preferably has its own metal floor b^{10}, as shown.

I claim—

1. The combination, with a car, of a fort having the roof raised above its wall, the loop-holes, the sight-holes, and the flange beneath the loop-holes, substantially as described.

2. The combination, with a car, of a fort, said fort having the loop-holes, the sight-holes, and the flange, said flange being beneath the loop-holes, and said sight-holes being below the loop-holes.

Witness my hand this 27th day of January, 1892.

GEO. BAYHA.

Witnesses:
C. D. MOODY,
C. K. JONES.