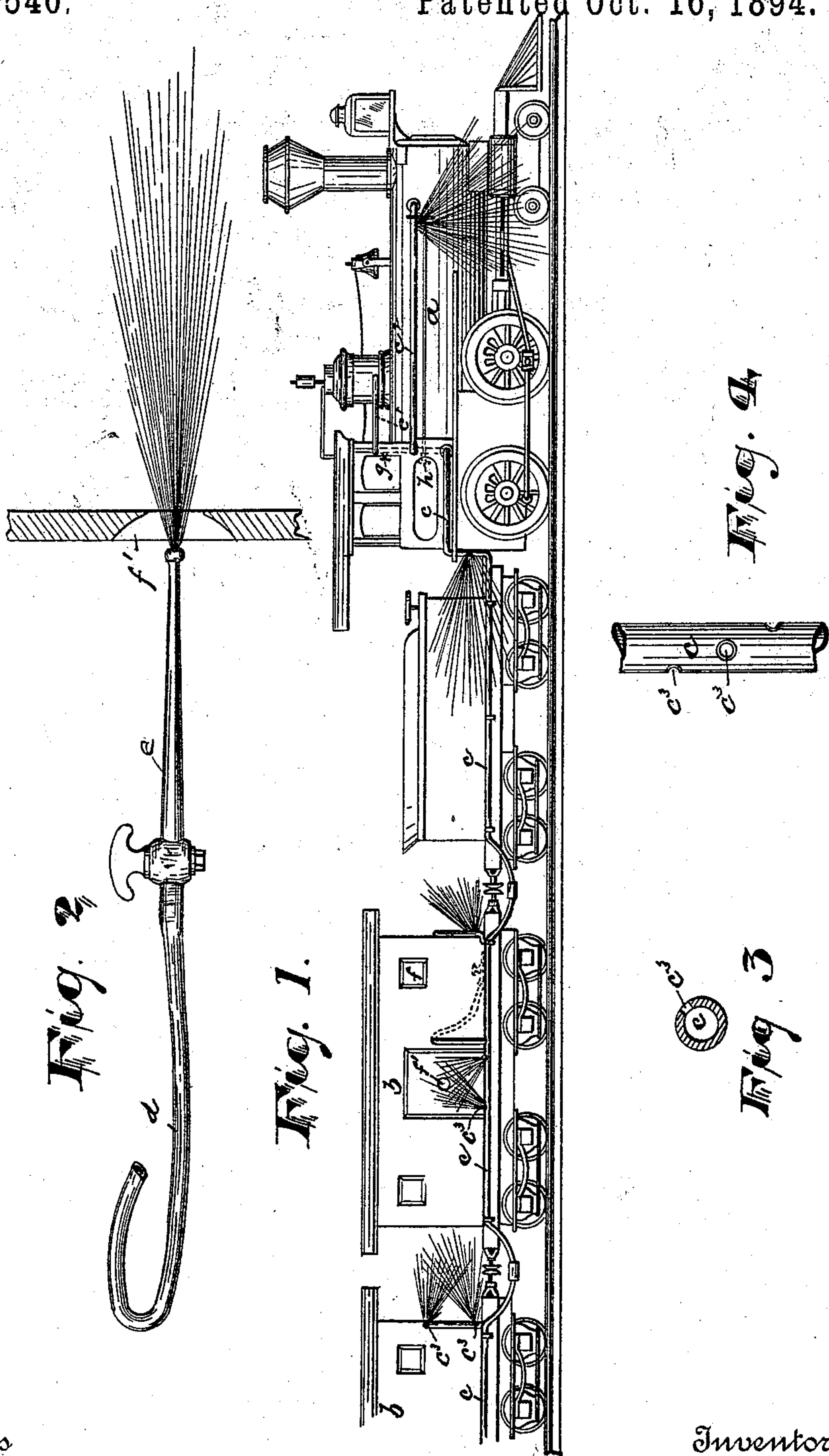


(No Model.)

W. REEVES.
RAILWAY TRAIN PROTECTING DEVICE.

No. 527,540.

Patented Oct. 16, 1894.



Witnesses

Robert T. Sallenger,
Jas. H. Manning.

Inventor,

William Reeves,

By Drake & Co., Attys.

UNITED STATES PATENT OFFICE.

WILLIAM REEVES, OF HOBOKEN, NEW JERSEY.

RAILWAY-TRAIN PROTECTING DEVICE.

SPECIFICATION forming part of Letters Patent No. 527,540, dated October 16, 1894.

Application filed November 9, 1893. Serial No. 490,429. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM REEVES, a citizen of the United States, residing at Hoboken, in the county of Hudson and State of New Jersey, have invented certain new and useful Improvements in Railway-Train Protecting Devices; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

The object of this invention is to enable treasure cars, paymasters' cars, and the like, of railway trains, to be protected against thieves, or robbers, and it consists in the arrangements and combinations of parts all substantially as will be hereinafter set forth and finally embraced in the clauses of the claim.

Referring to the accompanying drawings, in which like letters indicate corresponding parts in each of the several views, Figure 1 is a side elevation of a railway train having my improvements. Fig. 2 is a detail of a nozzle having a flexible hose or duct connecting with the locomotive boiler, and Figs. 3 and 4 are details of certain steam or hot water pipes, as will be more fully described hereinafter.

In said drawings, *a* indicates a locomotive and *b*, *b*, the cars of a railway train.

c indicates a pipe connecting the locomotive with the entrance ways and platforms of the cars, said pipes being branched as at *c'*, *c''*, to connect with the steam dome and boiler respectively and being provided with valves *g*, *h*, under control of the engineer, through which hot water or hot water mixed with steam may be forced at pleasure through said pipe, *c*, to the cars. At said cars the pipes may be perforated, as at *c''*, so that the

said hot water and steam may be thrown out in various directions covering the entrances to the car in fine spray so that a person passing through it would be scalded or suffer great distress.

At the cars, the pipes, *c*, running longitudinally along the same to connect with rear cars, may be branched, the branches extending into the interior of the car and thereat being provided with flexible extensions, *d*, having valved nozzles, *e*, adapted to admit of free use by the occupant of the car, so that the occupant may direct the steam against or toward the train robber seeking to gain access to the car.

The door of the car may be provided with small spy-holes, *f'*, through which the steam or hot water may be directed without the robber being able to see the person controlling the steam or hot water nozzle.

I may dispense with automatic sprays, *c'*, and limit the apparatus to the nozzle attached to the flexible pipe, if such is deemed best. I am aware that various changes and modifications may be employed, to suit particular circumstances and conditions, and I do not wish to be understood as limiting myself to the specific construction shown in the drawings.

Having thus described the invention, what I claim as new is—

The combination with the locomotive and car having entrance ways, of the hot water pipe connecting with the boiler of the locomotive and having perforations, *c''*, at said entrance ways of the car for spraying the said entrance ways, substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 24th day of October, 1893.

WILLIAM REEVES.

Witnesses:

OLIVER DRAKE,
CHARLES H. PELL.