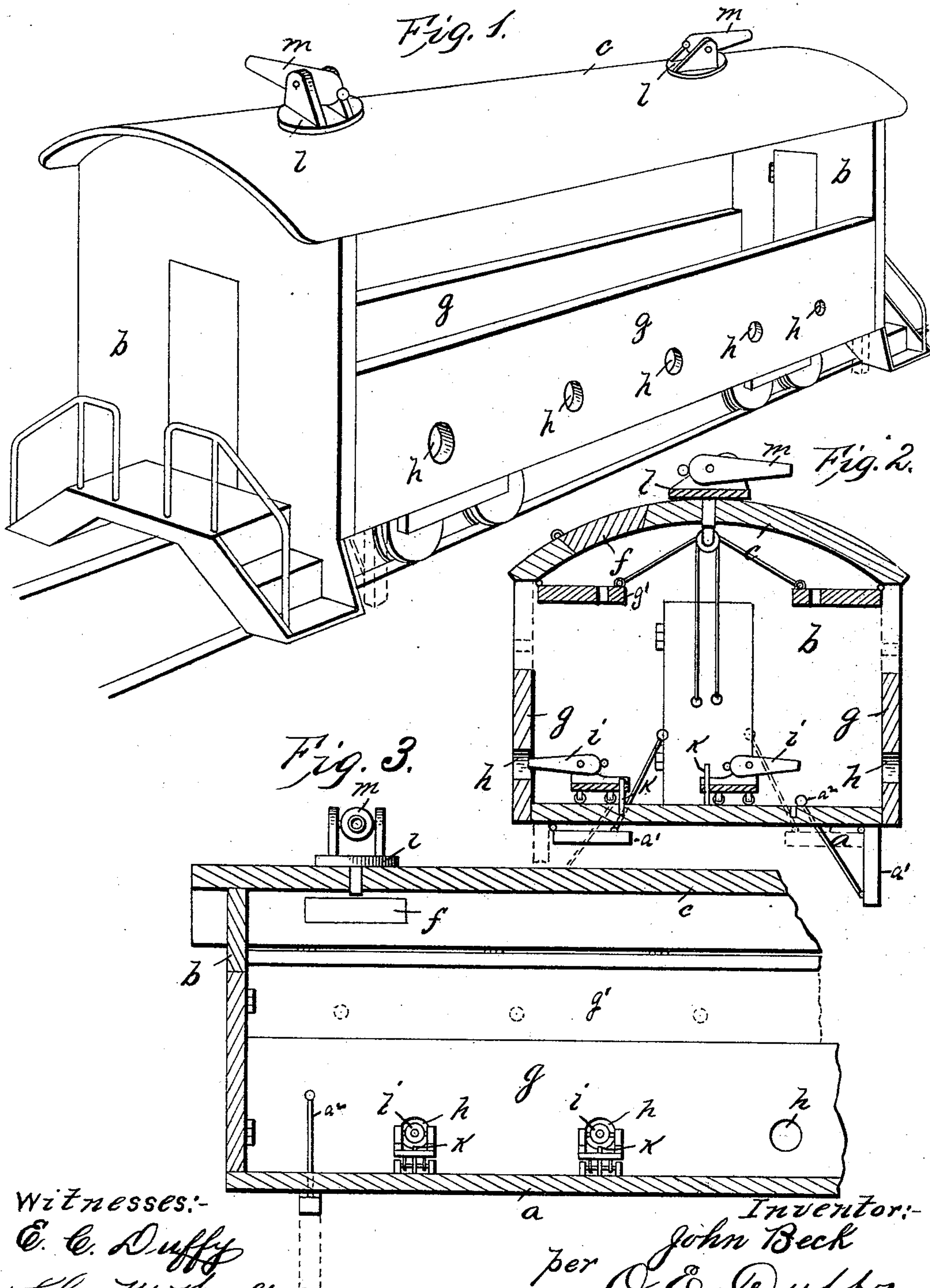


(No Model.)

J. BECK.  
MILITARY RAILROAD CAR.

No. 540,134.

Patented May 28, 1895.



Witnesses:-  
C. C. Duffy  
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per C. C. Duffy  
Attorney



# UNITED STATES PATENT OFFICE.

JOHN BECK, OF PORTAGE, PENNSYLVANIA.

## MILITARY RAILROAD-CAR.

SPECIFICATION forming part of Letters Patent No. 540,134, dated May 28, 1895.

Application filed December 27, 1894. Serial No. 533,081. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN BECK, of Portage, in the county of Cambria and State of Pennsylvania, have invented certain new and useful Improvements in Railroad-Cars; and I do hereby declare that the following is a full, clear, and exact description of the invention, which 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 the letters of reference marked thereon, which form part of this specification.

This invention relates to certain improvements in railroad cars.

The object of the invention is to provide improvements in railroad cars whereby a military or armed car is provided capable of offensive operations against small or large bodies of enemies at long range or at close quarters.

The invention consists in certain novel features of construction and in combinations of parts more fully and particularly pointed out and described hereinafter.

Referring to the accompanying drawings, Figure 1 is a perspective of the improved car. Fig. 2 is a vertical cross-section. Fig. 3 is a horizontal section.

In the drawings *a*, is the strongly constructed floor or platform of the car mounted on the usual wheels. This floor has the ends *b b*, strongly constructed and provided with doors if desirable. The roof *c*, is also strongly constructed and braced and is carried by the car ends.

The roof is preferably provided with a trap door, or opening *f*, through which the occupants of the car can ascend from the interior to the roof for manning the cannon thereof.

The sides of the car are preferably, although not necessarily open, and the lower portions thereof are protected by the walls or shields *g*, at a suitable height. The protecting walls and the car ends can be pierced by port holes *h*.

Small cannon *i*, easily movable by hand are arranged on the floor of the car, so that they can be fired through the port holes as desired.

Clamps or other securing devices *k*, can be provided to secure the cannon while discharging.

*l*, indicates revoluble gun carriages mounted on the roof of the car and carrying cannon *m*, preferably of somewhat heavier caliber than the guns in the car. These cannon *m*, can be discharged in any direction desired.

It will be observed that such a car as here disclosed can be most effectively employed in offensive or defensive operations on steam railroads or in cities on street car tracks against bodies of hostile troops, or against rioters. The car will shelter a considerable number of armed men who can use the large roof guns for long or short range and can also use the small interior guns to repel attacks, or scatter bodies of hostile men.

If desired the car can be provided with swinging sides *g'* to close the openings therein during action. These doors or sides *g'* can be hinged to the car sides so as to be raised and lowered by suitable means, as cords and pulleys or the like. If desired these doors can have loop holes. When desired to have the sides of the car open said swinging doors can be swung and fastened up out of the way. These swinging side protectors are raised and lowered by the cords which when the doors are swung into the car to open the side can be suitably secured in this position by fixing the cords and can be dropped to gravity by releasing the cords. However, I do not wish to limit myself to any specific manner of raising and lowering or securing these swinging sides.

*a'* are swinging stops or supports at their upper ends hinged to the under side of the car near the outer edges thereof so as to swing down to rest on the ground and steady the car when in action. See right hand side of Fig. 2. These supports can be swung up against the bottom of the car when out of use by connection *a<sup>2</sup>* extending up through the bottom of the car. These rests or legs *a'*, are arranged to swing down into engagement with the roadway to hold the car from movement on the track and also to keep the same from overturning.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent of the United States, is—

The herein described military car having the closed roof and ends and a rigid side wall

g, extended up a portion of the distance between the floor and top of the car so as to form rigid side or breast work, and leaving the longitudinal opening between the roof of the car and said sides, loop holes in said sides and swinging doors to close or open spaces above the stationary sides and the vertically movable stops arranged beneath the car to be drawn up or dropped to the roadway to hold the car and operating means for said stops.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

JOHN BECK.

Witnesses:

P. MCGOUGH,  
GEORGE R. GLASS.