

(No Model.)

M. Z. LEVY.
RIFLE CASE FOR RAILWAY CARS.

No. 547,354.

Patented Oct. 1, 1895.

Fig. 1.

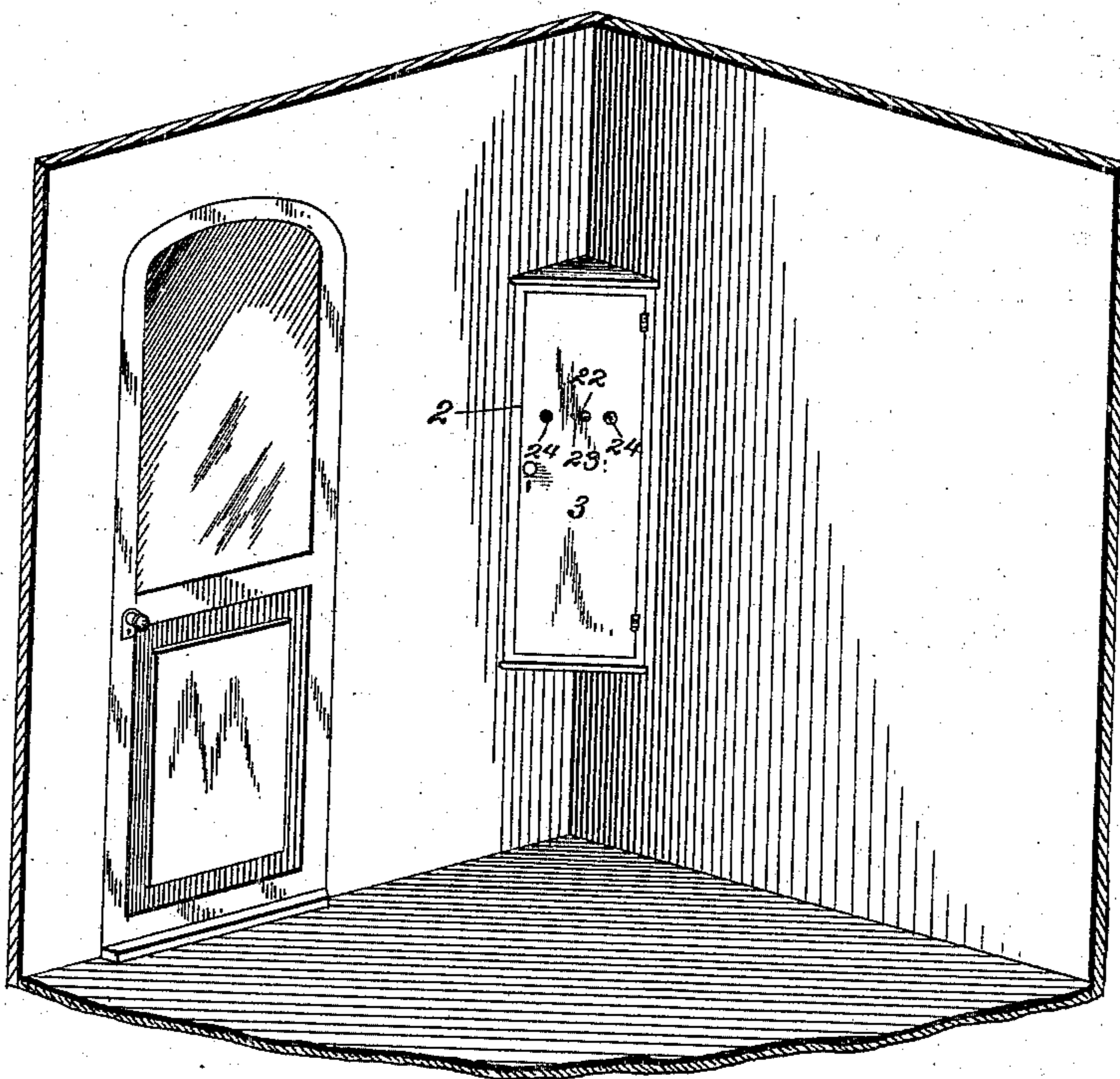


Fig. 2.

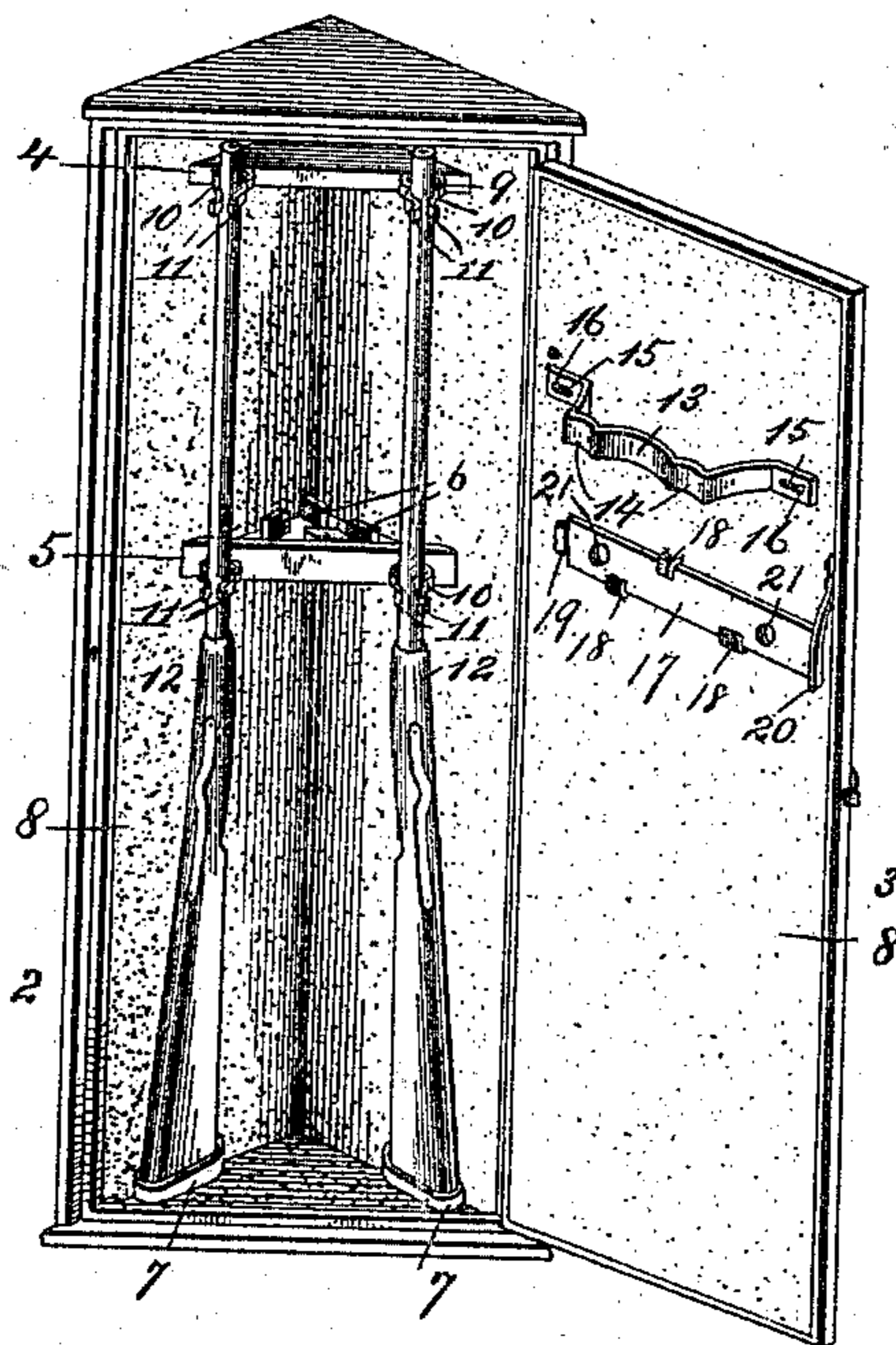
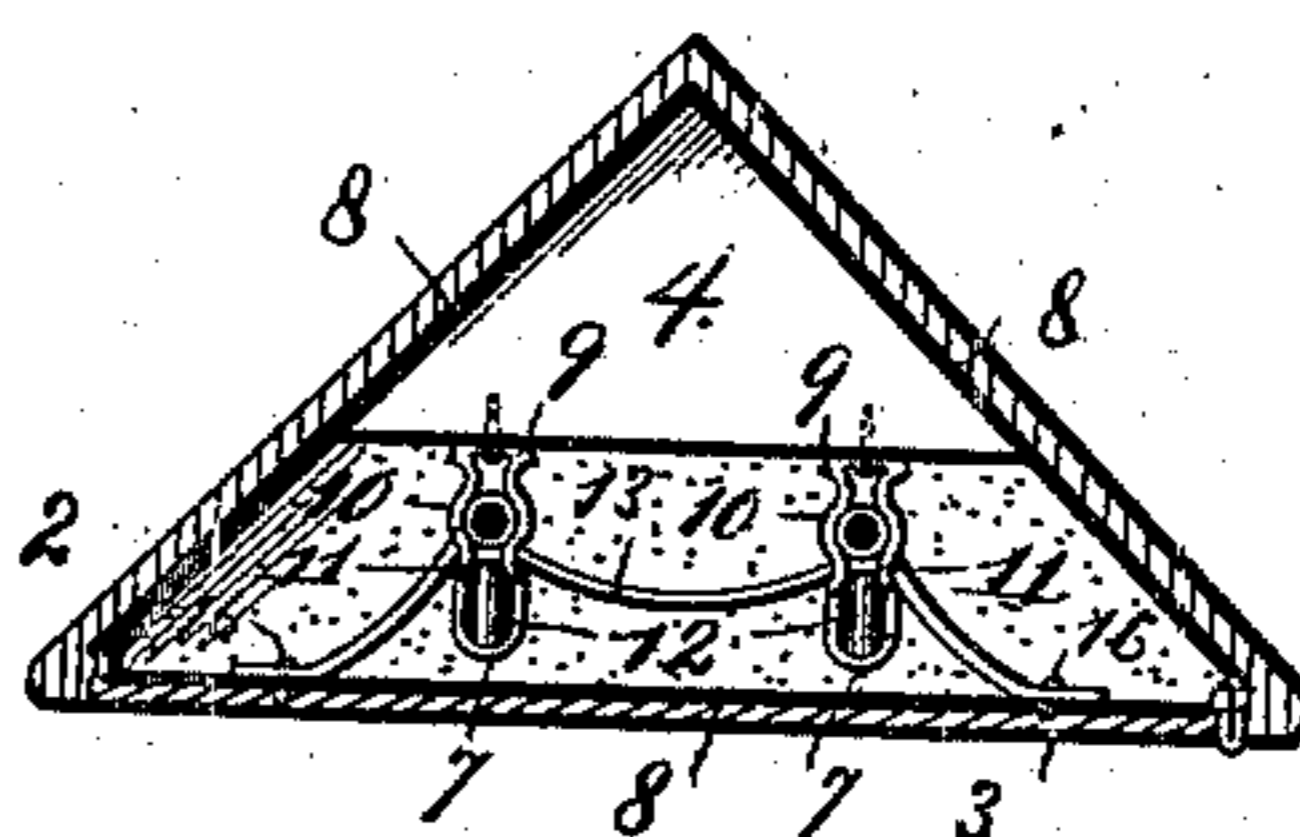


Fig. 3.



Witnesses:

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UNITED STATES PATENT OFFICE.

MAX Z. LEVY, OF KANSAS CITY, MISSOURI.

RIFLE-CASE FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 547,354, dated October 1, 1895.

Application filed December 3, 1894. Serial No. 530,751. (No model.)

To all whom it may concern:

Be it known that I, MAX Z. LEVY, of Kansas City, Jackson county, Missouri, have invented certain new and useful Improvements in Rifle-
5 Cases for Railway-Cars, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

My invention relates to rifle or gun cases
10 for use upon railway passenger-cars particularly, and is designed to meet a very urgent requirement, as passengers do not as a rule carry firearms, particularly of the rifle type, and are therefore seldom in a position to defend themselves or their valuables from train-robbers.

My object is to produce a rifle-case which may be conveniently secured in one corner of the car, so as not to be in the way of the passengers or trainmen, and which is simple,
20 strong, durable, and inexpensive of construction.

With this object in view the invention consists in certain novel and peculiar features of
25 construction and arrangement, as will be hereinafter described and claimed.

In order that the invention may be fully understood, I will proceed to describe it with reference to the accompanying drawings, in
30 which—

Figure 1 represents a perspective view of a portion of the car, and shows a rifle-case embodying my invention secured in the corner thereof. Fig. 2 is an enlarged perspective
35 view of said case, to show the interior construction and arrangement; and Fig. 3 is a horizontal section of said rifle-case.

In the said drawings, 1 represents a portion of the car and 2 a rifle-case, which in length exceeds a rifle and is triangular in cross-section,
40 so as to be secured snugly and firmly in one corner of the car and against the adjacent side and end thereof. This rifle-case is provided with a hinged door 3 and is adapted to be locked and unlocked by the brakeman in charge of the car. In practice one of these
45 rifle-cases, or possibly two, is to be secured in each car, and the brakeman in charge of that particular car will carry the key by which the doors of said cases are locked and unlocked. Secured within or forming a part of said case
50 are the shelves 4 and 5, and the shelf 5 has

its front margin projecting above the plane of the shelf proper, so that said shelf forms practically a receptacle wherein cartridges or
55 ammunition in boxes, as shown at 6, are stored. The bottom of said box at its inner side is provided with the upwardly-projecting and annular flanges 7, which form sockets to receive the lower ends of the rifle-stocks. As
60 these rifle-cases are designed to fit in the corner of the car, in those cars which employ stoves as a heating medium they will, owing to their position, possibly become highly heated, and to obviate any possible danger
65 from this heat exploding the ammunition within said case I line said case throughout with asbestos or other suitable non-conducting material, as shown at 8. Secured to the outer edge of the shelf 4 are a pair of spring-
70 catches 9, which are formed with an approximately-circular portion 10 and with the outwardly-flaring ends 11. A similar pair of spring-catches are secured to the outer edge of the shelf 5 and in vertical alignment with
75 the catches carried by the shelf 4 and with the sockets 7. When placing a rifle 12 in position, the stock is first placed in one of the sockets, and the rifle then moved rearward against and between the flaring ends 11 of the
80 catches 9 in vertical alignment with said socket. The pressure upon said rifle causes the barrel to force said arms apart until it enters the space formed by the approximately-circular portion 10. Immediately this takes
85 place the spring-arms again move toward each other and the rifle-barrel is held within said catches by sufficient yielding pressure to prevent their accidental dislodgment by the jolting or vibratory movement of the car. As
90 a further precautionary measure, however, against the escape of said rifles from the catches 9, which would cause them to be jolted by the motion of the train, and therefore cause danger of their explosion, I employ a spring-
95 plate 13, provided with a pair of depressions 14, which are adapted to fit snugly against the outwardly-presented side of said rifle-barrels when the door 3 is closed. This spring-
100 plate 13, in order that it may bear with a yielding pressure against said barrels, is provided in its ends with the longitudinal slots 15, through which project the guide-pins 16 of the door.

In order that the person in charge may ascertain at any time, without going to the trouble of opening the door, whether the rifles are in the case, I provide a slide-plate 17, 5 which is supported between the guide-loops 18, projecting from the inner side of the door. At one end of said plate the stop-lug 19 projects inwardly from said door and at the opposite end a spring 20, secured to the door, 10 exerts a yielding pressure against said plate, so as to hold it normally against said stop-lug. Said plate is provided with a pair of apertures, which are apart a distance equal to the distance from the center of one rifle-barrel to 15 the center of the other, and projecting centrally from said plate is a headed pin or handle 22, which projects through the slot 23 in the door. Said door is also provided with a pair of apertures or holes 24, which are opposite 20 site the said rifle-barrels. When desiring to see the interior of the case, the handle 22 is grasped and the plate is moved against the action of the spring 20 until the apertures 21 and 24 register with each other, and when so 25 registered the interior of the case may be observed. Immediately the handle 22 is released the spring 20 forces said slide-plate back into its original position, so that the apertures 21 do not register with the apertures 30 24, and the plate therefore shuts off the view of the interior of the case.

In case of an attack upon a train provided with my rifle-cases, it will be apparent that

the brakeman in charge of each car will open the cases therein, so that the rifles may be 35 used by the trainmen and the passengers in repelling the attack.

From the above description it will be apparent that I have produced a rifle-case for railway-cars which is simple, strong, durable, 40 and inexpensive of construction.

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

1. A rifle-case, comprising a number of 45 shelves, having spring-catches to engage the barrel of a rifle, and sockets to receive the stocks of the rifles, and a spring-plate carried at the inner side of the door and adapted to bear against the outwardly presented side of 50 said rifle-barrels, substantially as set forth.

2. A triangular rifle-case, having a hinged door, which is adapted to be locked and unlocked, and lined with asbestos, shelves within said case, upon which ammunition may be 55 supported, spring-catches projecting outwardly from said shelves, and sockets formed upon the bottom of said case, and a spring-plate adjustably carried at the inner side of said door, substantially as set forth. 60

In testimony whereof I affix my signature in the presence of two witnesses.

MAX Z. LEVY.

Witnesses:

M. R. REMLEY,
G. Y. THORPE.