

R. M. NISBETT.  
RAILWAY CAR.  
APPLICATION FILED JULY 1, 1909.

957,363.

Patented May 10, 1910.

Fig. 1.

WITNESSES

Chas. Sonntag  
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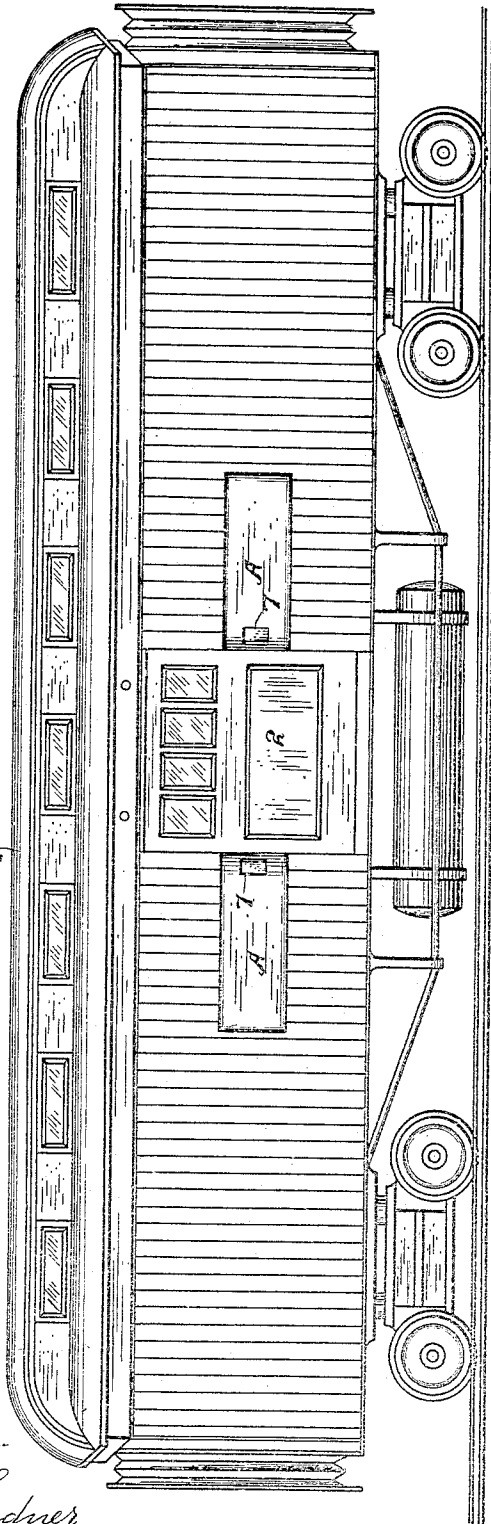


Fig. 4.

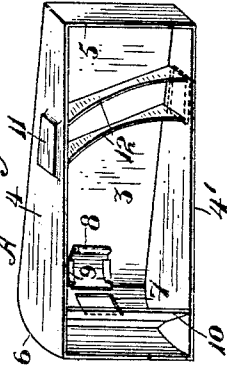


Fig. 3.

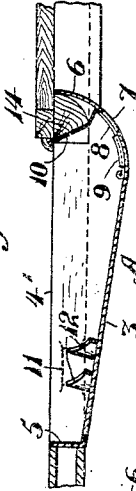
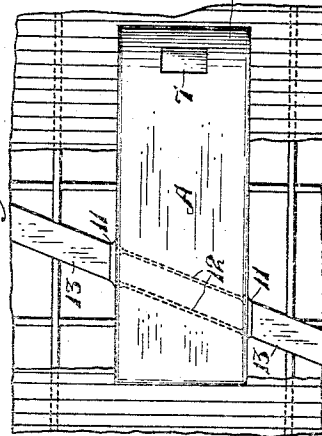


Fig. 2.



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# UNITED STATES PATENT OFFICE.

ROBERT M. NISBETT, OF SAN FRANCISCO, CALIFORNIA, ASSIGNOR OF ONE-HALF TO  
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## RAILWAY-CAR.

957,363.

Specification of Letters Patent.

Patented May 10, 1910.

Application filed July 1, 1909. Serial No. 505,488.

*To all whom it may concern:*

Be it known that I, ROBERT M. NISBETT, a citizen of the United States, residing at San Francisco, in the county of San Francisco and State of California, have invented certain new and useful Improvements in Railway-Cars, of which the following is a specification.

My invention relates to improvements in railway cars.

The object of my invention is to provide a railway car particularly intended for the carrying of coin, precious stones and other articles of great value usually in charge of an express messenger, having devices secured therein in proximity to the doors of the car whereby robbers or desperadoes attempting to take said articles by force may be successfully resisted or driven off by the use of firearms without danger to the occupants of the car. My invention consists in the novel parts and combination of parts shown in the accompanying drawing, described in the following specification and claimed in the appended claims.

Referring to the accompanying drawing in which my invention is illustrated, Figure 1 is a side elevation of an express or freight car showing my device applied thereto. Fig. 2 is a side view of the device on an enlarged scale together with a portion of the interior of the car, the device being secured therein. Fig. 3 is a longitudinal section of the device. Fig. 4 is a perspective view of the device showing the parts in its interior.

In the figures 1 represents a freight or express car having on each side of the door 2 the shield A, the said shield being in proximity to said door. The said shield has a side wall 3, an upper wall 4 and a lower wall 4', and also a rear wall 5 and a front wall 6. The side wall 3 slopes outwardly from rear wall 5 to the front wall 6 which is preferably curved as shown in Fig. 3 and Fig. 4, the said front wall containing an aperture 7 which is provided with a shutter 8 slidable and contained in guides 9 whereby said aperture may be closed. The shield is provided with a rib 10 for strengthening the same, and within the space between said rib and the front wall 6 rests the beam 14, said beam being inclosed by said parts.

The numerals 11 represent bosses for supporting the beam of the car 13. The parts 12 are ribs which strengthen the shield A as

well as support the beam 13 which engages the bosses 11. The rear end of the shield engages the frame of the car as shown in Fig. 3.

The shields being positioned on each side of the car an unobstructed view on each side of train may be obtained, the said view being toward each end of the train as permitted through the respective apertures, whereby the robbers or desperadoes may be successfully attacked by firearms through the apertures by the occupants of the car, without danger to themselves. The shields are preferably constructed of suitable metal so as to be invulnerable to rifle bullets. The front ends of the shields project not more than sufficiently to permit a front and side view on the side of the train on which it is positioned, and said shields are inclined so as to permit a glancing effect in the event of collision or great pressure thereon. The side walls of the oppositely positioned shields extend longitudinally with the car from each side of the door frame as shown in Fig. 1.

The two circular holes over the door in Fig. 1 of the drawing indicate apertures for fusees through which holes they may be forced or may be retained in position.

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

1. In a railway car a shield having an enlarged curved front end inclining inwardly to the rear end thereof, said front end being provided with an opening.

2. In a railway car a shield having a curved front end inclining inwardly to the rear end thereof, said front end being provided with an opening, and a shutter for said opening.

3. In a railway car a shield having an enlarged curved front end inclining inwardly to the rear end thereof, said front end being provided with an opening, a shutter for said opening, a rib in said shield branching outwardly from said front end, and guides curvingly inclosing the upper and lower end of said shutter.

4. In a railway car a shield having an enlarged curved front end inclining inwardly toward the rear end thereof, said front end being provided with an opening, a shutter for said opening, guides inclosing the upper and lower ends of said shutter, a

rib in said shield branching inwardly from said front end, and a pair of ribs intermediately positioned therein.

5 5. In combination with a railway car a pair of oppositely positioned shields extending longitudinally from the door frame, each of said shields having an enlarged front end provided with an opening facing the other shield.

10 6. In combination with a railway car a pair of oppositely positioned shields ex-

tending longitudinally from the door frame, each of said shields having an enlarged curved front end provided with an opening and a slidable shutter for closing said opening. 15

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

ROBERT M. NISBETT.

Witnesses:

WILLIAM P. CROWLEY,  
DAVID H. GLOSS.