J. STANKUS.

ARMORED MOTOR CAR.

APPLICATION FILED MAY 8, 1915.

1,155,450.

Patented Oct. 5, 1915.

3 SHEETS—SHEET 1.

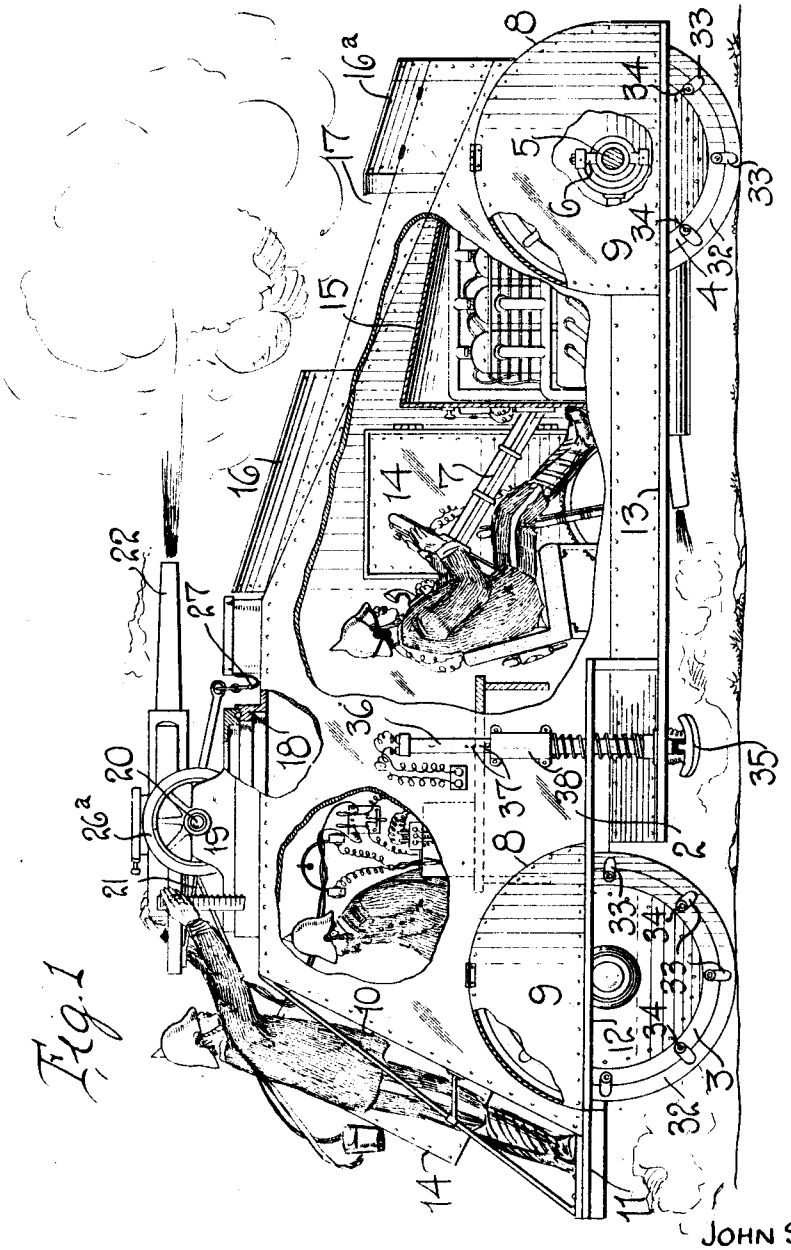


Fig. 1

Inventor

JOHN STANKUS

By Watson E. Coleman

Attorney

J. STANKUS.

ARMORED MOTOR CAR.

APPLICATION FILED MAY 8, 1915.

1,155,450.

Patented Oct. 5, 1915.

3 SHEETS—SHEET 2.

Fig. 9

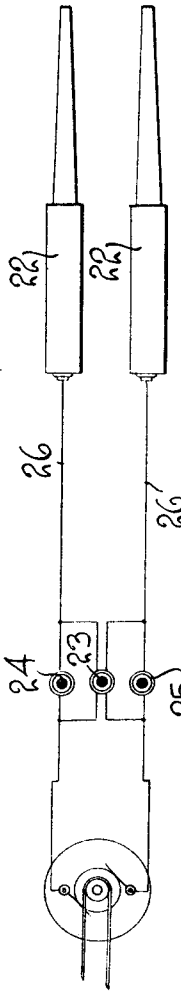


Fig. 2

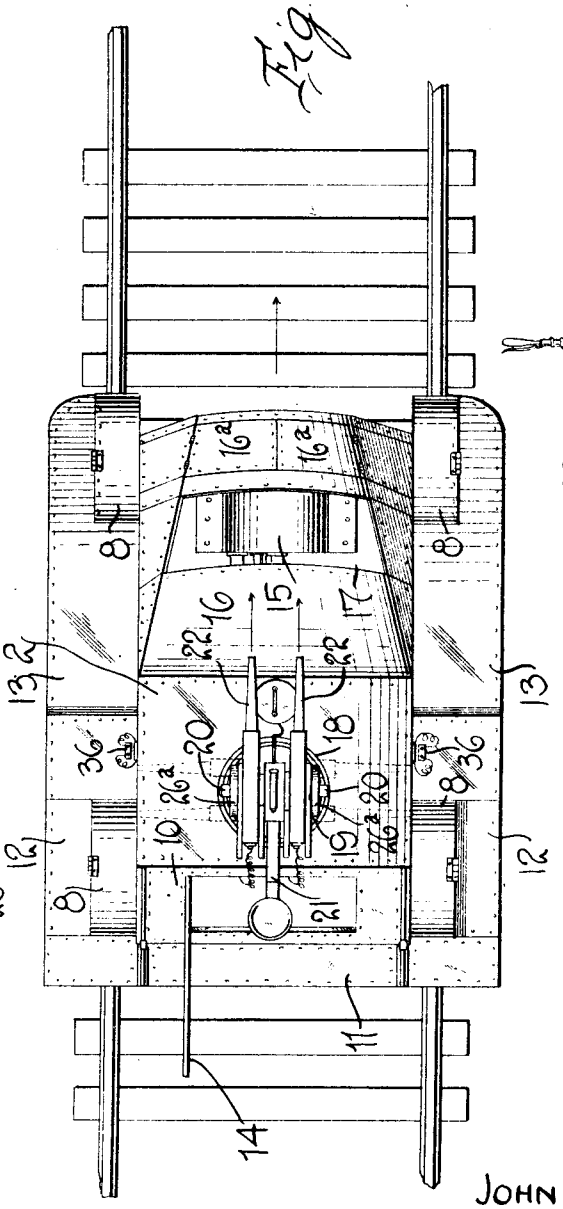
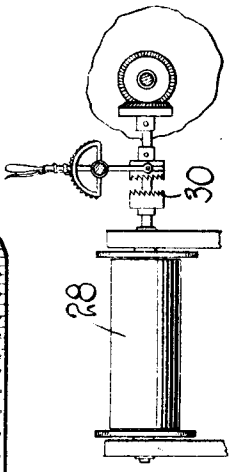


Fig. 8



Inventor

JOHN STANKUS

By Watson E. Coleman

Attorney

J. STANKUS.

ARMORED MOTOR CAR.

APPLICATION FILED MAY 8, 1915.

1,155,450.

Patented Oct. 5, 1915.

3 SHEETS—SHEET 3.

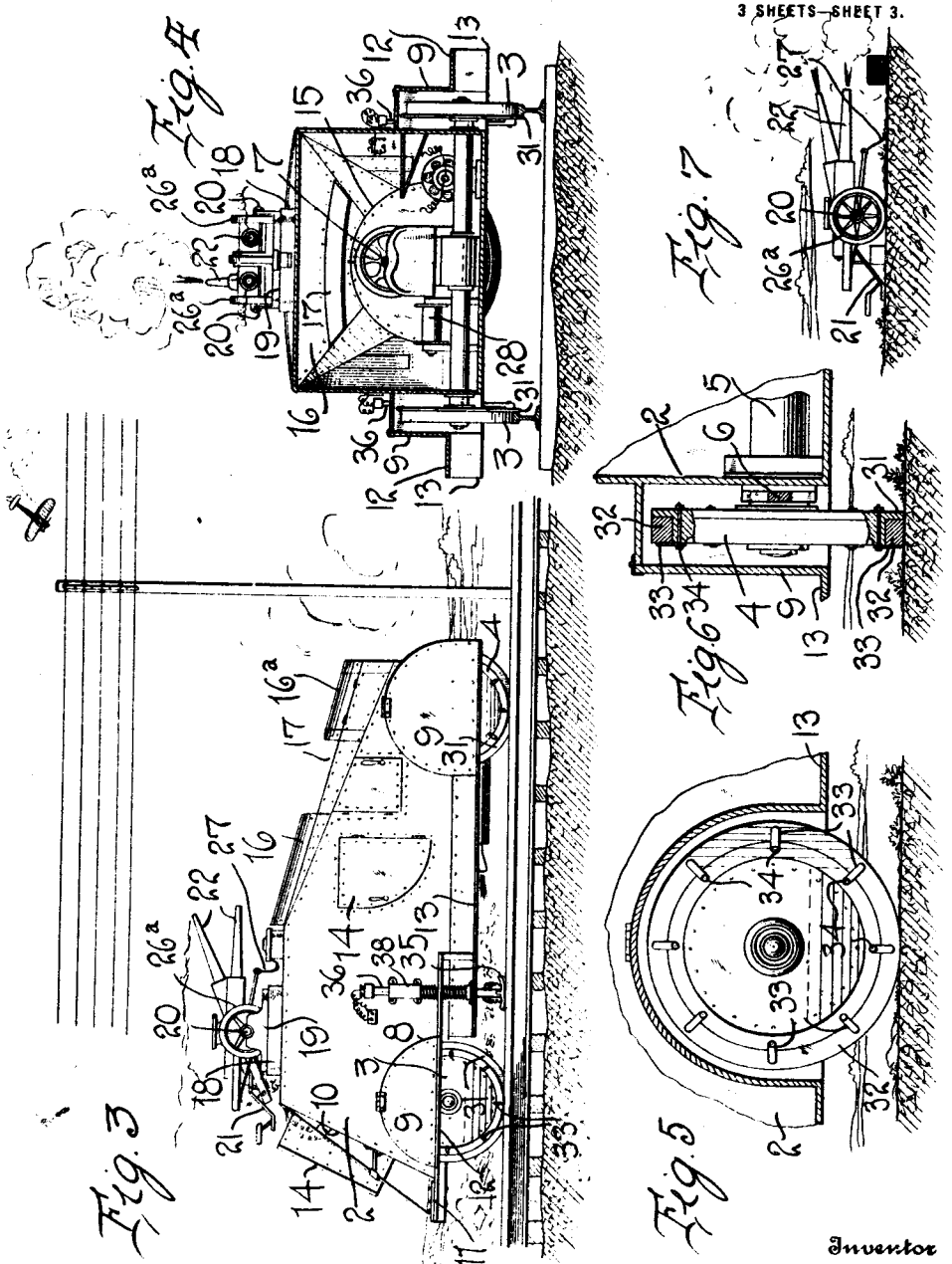


Fig. 3

Fig. 4

Fig. 6

Fig. 7

Fig. 5

Inventor

JOHN STANKUS

By Watson E. Coleman

Attorney

UNITED STATES PATENT OFFICE.

JOHN STANKUS, OF PORTAGE, PENNSYLVANIA.

ARMORED MOTOR-CAR.

1,155,450. Specification of Letters Patent. Patented Oct. 5, 1915.

Application filed May 8, 1915. Serial No. 26,831.

To all whom it may concern:

Be it known that I, JOHN STANKUS, a citizen of the United States, residing at Portage, in the county of Cambria and State of Pennsylvania, have invented certain new and useful Improvements in Armored Motor-Cars, of which the following is a specification, reference being had to the accompanying drawings.

My invention relates to vehicles, and particularly to armored motor cars designed for war purposes.

The primary object of my invention is to provide a motor car of the character above stated, of such construction that the vital parts of the car will be thoroughly protected from projectiles, and further so constructed that it will carry a rotatably mounted gun and that the operator of the gun will be entirely protected from the enemy's fire.

A further object of my invention is to provide, in connection with the armored car, a plurality of guns mounted for rotation upon a common support, and provide means whereby these guns may be fired either together or singly as the operator may desire.

Still another object of the invention is to so construct the car that it may run either over ordinary roads or over railroad tracks, and to provide means, when the car is running over railroad tracks, whereby telegraphic messages may be received from the rails.

Still another object of my invention is to so mount the guns within the rotatable supporting member that the guns may be detached from the supporting member and used in an ordinary manner and separated from the car, and to provide means whereby the power of the car may be used to draw the guns back to the car and used as means for assisting the elevation of the guns to the turret.

Other objects will appear in the course of the following description.

My invention is illustrated in the accompanying drawings, wherein:

Figure 1 is a side elevation of my armored motor car partly broken away; Fig. 2 is a plan view of the armored motor car moving on a track; Fig. 3 is a side elevation of the car when operated on a track; Fig. 4 is a transverse section through the rear of the machine, looking toward the forward end thereof; Fig. 5 is a side elevation of one of the wheels, the housing therefor being in section; Fig. 6 is a vertical sectional view through the wheel shown in Fig. 5 and the housing; Fig. 7 is a detailed view showing the action of the rapid fire guns separate from the car; Fig. 8 is a detailed elevation of the winding drum and clutch therefor; Fig. 9 is a diagrammatic view showing the manner in which the guns are fired, either together or separately.

Referring to the drawings, 2 designates the body of the motor car which is made of armor plate and has an inclined hood so as to deflect projectiles as much as possible. The engine is supported upon the frame of the car in any suitable manner and inclosed within the armored body thereof and is of any suitable character. This engine is geared with the rear driving wheels 3 in any suitable or usual manner. The forward wheels 4 are the steering wheels and are mounted upon an axle 5 by means of knuckles 6. These steering wheels are connected to a steering post 7 in the usual manner. All of the wheels are protected by housings 8 which extend outward from the sides of the body 2 and over the upper portion of the wheels, and to these housings are detachably or hingedly connected the downwardly extending plates 9. The rear end 10 of the body 2 is downwardly and outwardly inclined, and extending rearward from the lower end of the rear end of the body is the platform 11 upon which the gun operator stands. This platform 11 is extended around the rear wheels, as at 12, these portions of the platform being supported by means of the plates 9. The sides of the car are also provided with the outstanding platforms or running boards 13 to which the platforms 12 are connected or upon which the ends of the platform 12 rests. Doors 14 are provided in the side walls of the car body, and a door 14 is provided in the rear wall of the car body so that access may be readily had to the interior of the car. These doors are of course formed of armor plate and lie substantially flush with the exterior face of the body wall.

The hood of the automobile, which is designated 15, is protected by the side walls of the armored body thereof and also by a transversely rounded wall 16 which is cut

away as at 17 to provide a sight opening. The wall 16 is of such form as to cause any projectile striking the front of the automobile to be deflected upward and so away from the opening 17, the angle of the outer face of this wall being such as to deflect a projectile upward above the guns mounted upon the top of the car. The rounded wall 16 has a door 16^a for access to the engine.

Rigidly mounted upon the top of the car is an annular supporting member, designated 18, and rotatably mounted within this annular member is a gun supporting member 19 which is recessed to engage and support the axle 20 of a gun carriage so that the gun carriage will rotate with the member 19. Mounted upon the gun carriage are the rapid fire guns 22 of any usual or suitable character, these guns and the gun carriage being provided with means whereby the guns may be tilted to change their elevation. The firing mechanism of the gun carriage may be actuated by means of an electric current generated by a dynamo disposed within the body 2 and driven from the engine, and preferably means are provided for firing either one of the guns separately or both together, this means being shown in Fig. 9 as a switch 23 which is common to both of the guns and the switches 24 and 25, the switches 24 and 25 being disposed each in a conductor 26 leading from a dynamo or other source of electric current, while the switch 23 is disposed in branches of the conductors.

It will be seen that with this construction the guns may be removed from the rotatable carrier 19 and may be shifted on their own wheels 26^a, and for the purpose of hauling the guns back to the motor and assisting in the elevation of the guns a cable 27 may be provided attached to the carriage of the gun and extending into the body of the automobile and wound upon a winding drum 28. This winding drum is mounted upon a power shaft operatively connected to the engine of the automobile to be driven thereby, and this drum may be thrown into or out of engagement with the power shaft by means of a clutch 30 operated in any suitable manner. (See Fig. 8.)

In order to provide for the motor car running either upon roads or upon a railroad track, I form each of the wheels of the automobile with a flange 31 and provide a demountable tire 32 which is adapted to be disposed between this flange 31 and the outer face of the wheel and detachably held in engagement therewith. For this purpose I have provided the clips 33 which are pivoted upon bolts 34 passing through the wheel, these clips being rotatable in a position to engage the tire 32 and hold it in place. This tire is preferably a solid tire, though I do not wish to be limited to this. The nuts on the bolts 34 are turned up so tightly as to prevent any rotation of the clips 33, but when it is desired to shift the automobile onto a railroad track the bolts may be released and the clips 33 turned so that the tire 32 may be drawn off laterally.

In order that when running over the rails of the railway track telegrams may be received by the operators of the automobile, I provide one or more shoes, designated 35, each shoe being mounted upon an upwardly extending member 36 and these shoes being electrically connected to suitable telegraph instruments disposed in the interior of the automobile body, the wire from the shoes 35 leading up to the member 36 and into the interior of the body. When the automobile is running over roads, however, the members 36 and shoes 35 may be raised as by providing the member 36 with a plurality of holes 37 and bolts or other suitable fastening members extending through said holes and engaging a bracket 38.

While I have illustrated certain details of construction which I regard as preferable, I do not wish to be limited to all of these details as it is obvious that many changes might be made without departing from the spirit of the invention.

It will be obvious that with my motor car the guns can be turned around to any direction desired and the operator can go from one side of the car to the other around the platforms and thus can shoot from the guns in any direction desired. The operator can also enter the interior of the armored car through the rear door. Of course the guns may be fired toward the rear if the vehicle is moving ahead.

Having described my invention, what I claim is:

1. In an armored motor car, an armored body inclosing the steering and operating mechanism of the car, the top of the body at the rear end of the body having a fixed upwardly projecting annular member, a rotatable annular member supported upon the fixed annular member and having upwardly extending lateral cheeks and a gun including a wheeled carriage, the axle of the wheels being adapted to be engaged with said cheeks, the rear end of the armored body being provided with a platform extending around three sides of the body and below the gun whereby the operator of the gun may direct the latter from the platform and be protected by the armored body.

2. In an armored motor car, an armored body, a fixed annular member supported upon the top of the body, an annular member having rotative engagement with the fixed annular member and disposed therein and having vertically extending recesses, and a gun supported by the inner rotatable member having axles normally disposed

within the recesses of the rotatable member and having wheels upon which the gun is supported.

3. In an armored motor car, an armored body inclosing the driving and steering mechanism of the car, the rear end of the body having a platform disposed around three sides of the body, a fixed annular member mounted upon the top of the body adjacent the rear end thereof, a rotatable annular member disposed upon the fixed annular member and rotatable thereon, a gun including a carriage detachably mounted upon the rotatable member and having wheels normally supporting the carriage, the platform providing a place for the operator of the gun to stand, the armored body acting to shield the operator.

4. In an armored motor car having supporting wheels, a platform disposed on three sides of the car, a housing extending over the wheels, plates supported upon said housing and extending down on the exterior faces of the wheels, and platforms carried by said plates and alined with the platforms on the sides of the body.

5. In an armored motor car, flanged supporting wheels, road engaging tires detachably mounted upon the wheels and when in place extending out to the peripheries of the flanges thereof, shoes mounted upon the car for vertical movement and adapted to engage the railway rails and receive current therefrom, springs normally urging said shoes downward into engagement with a rail, means for supporting said shoes in a raised position against the action of said spring to thereby carry the shoes in spaced relation to the rail and electrically actuated signaling devices disposed within the car and electrically connected to said shoes.

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

JOHN STANKUS.

Witnesses:
T. B. WRIGHT,
B. M. FERRITER.