(No Model.)

A. S. DESHA.

CAR.

No. 492,277. Patented Feb. 21, 1893.

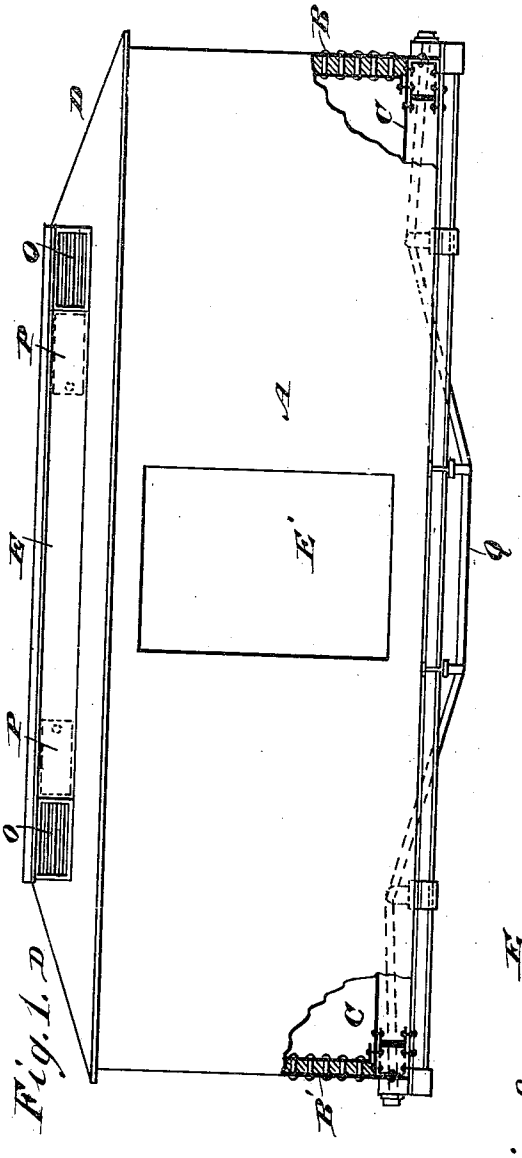

Fig. 1.

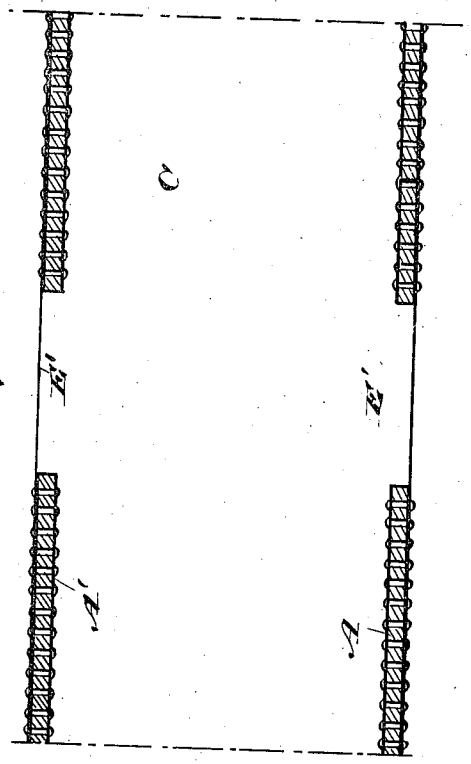

Fig. 3.

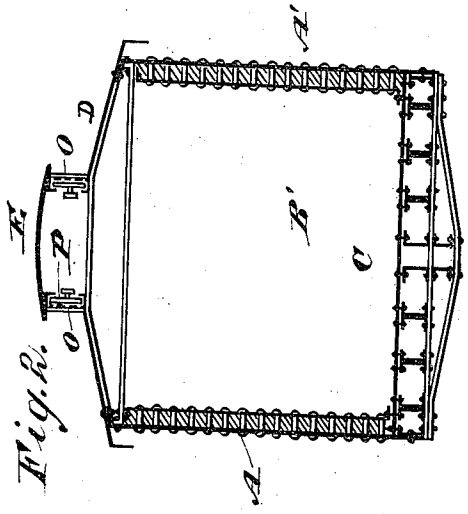

Fig. 2.

WITNESSES:

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ABRAM S. DESHA, OF NOLTON, ARKANSAS.

CAR.

SPECIFICATION forming part of Letters Patent No. 492,277, dated February 21, 1893.

Original application filed January 25, 1892, Serial No. 419,194. Divided and this application filed May 23, 1892. Serial No. 433,954.

(No model.)

To all whom it may concern:

Be it known that I, ABRAM S. DESHA, of Nolton, in the county of Cross and State of Arkansas, have invented a new and Improved Car, of which the following is a full, clear, and exact description, this being a division of the application for a patent for a car, Serial No. 419,194, filed by me under date of January 25, 1892.

The object of the invention is to provide a new and improved car, which is simple and durable in construction, and especially designed for use by railroad, express and other companies, for safely carrying money, valuables, &c., the car being burglar and fire-proof so as to prevent opening by or the entrance of unauthorized persons.

The invention consists of certain parts and details and combinations of the same, as will be hereinafter described and then pointed out in the claims.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of the improvement with parts in section; Fig. 2 is a transverse section of the same; and Fig. 3 is a sectional plan view of part of the same.

The improved car is made principally of metal sheets, being formed with the sides A, A', the ends B, B', the floor C, and the roof D, having a ventilating top E. The sides A, A', and the ends B, B', are preferably formed of a heavy sheet metal covering on the outside and a somewhat lighter sheet metal lining, the two being connected with each other by suitable rivets or bolts. The space between the inner and outer sheets is filled in with a mixture of lime, cement and good sand, mixed to a thin mortar and poured into the space while soft, so that it will settle and finally become hard. The bottom C is formed of sheets of metal riveted to longitudinally extending double T or other irons, connected with each other on the under side by suitable braces, and stiffened longitudinally by braces, as indicated in the drawings. The roof or cover D is formed of one thickness of sheet metal, riveted or otherwise fastened to the exterior covering of the sides and ends, see Fig. 2.

In the sides A and A', and near the middle of the same are formed openings E', each adapted to be closed at the outside by a metallic door, not shown, but preferably of the construction shown and described in the application for Letters Patent above referred to.

In the ventilating top E of the roof D is formed, on each side, a series of openings O, covered by longitudinally-extending steel bars and adapted to be entirely closed by gates P, fitted to slide in suitable guide-ways on the inside of the ventilating top, as is plainly shown in Figs. 1 and 2. When the gates P are open, the openings O serve for ventilating the car, and at the same time the bars extending across the said openings prevent access to the car.

It will be seen that the entire car is burglar and fire-proof, and bullets fired against the car at the sides or ends, are prevented from passing through to the interior of the car, thus protecting the messenger from attacks.

The interior of the car body may be provided with suitable racks, shelves, hooks, pigeon-holes, &c., for storing mail and other matter.

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

1. A car having its sides, ends, roof, and floor formed of metal, the sides and ends having double walls spaced apart, the said walls being connected together and the space between them filled with motar, substantially as described.

2. A car comprising sides and ends, each made of an outer metallic covering, a lining, rivets connecting the lining with the covering, and mortar filled in between the covering and lining, a sheet metal floor, and a sheet metal top riveted to the coverings of the sides and ends, substantially as shown and described.

3. A car comprising sides and ends, each made of an outer metallic covering, a lining, rivets connecting the lining with the covering, mortar filled in between the covering and lining, a sheet metal floor, a sheet metal top riveted to the coverings of the sides and ends, and ventilating openings arranged in the said top and adapted to be closed by gates, substantially as shown and described.

ABRAM S. DESHA.

Witnesses:
I. E. HARE,
J. EDMUND SMITH.