J. B. KIMBELL.

PORTABLE PRISON.

APPLICATION FILED NOV. 27, 1909.

954,305.

Patented Apr. 5, 1910.

3 SHEETS—SHEET 1.

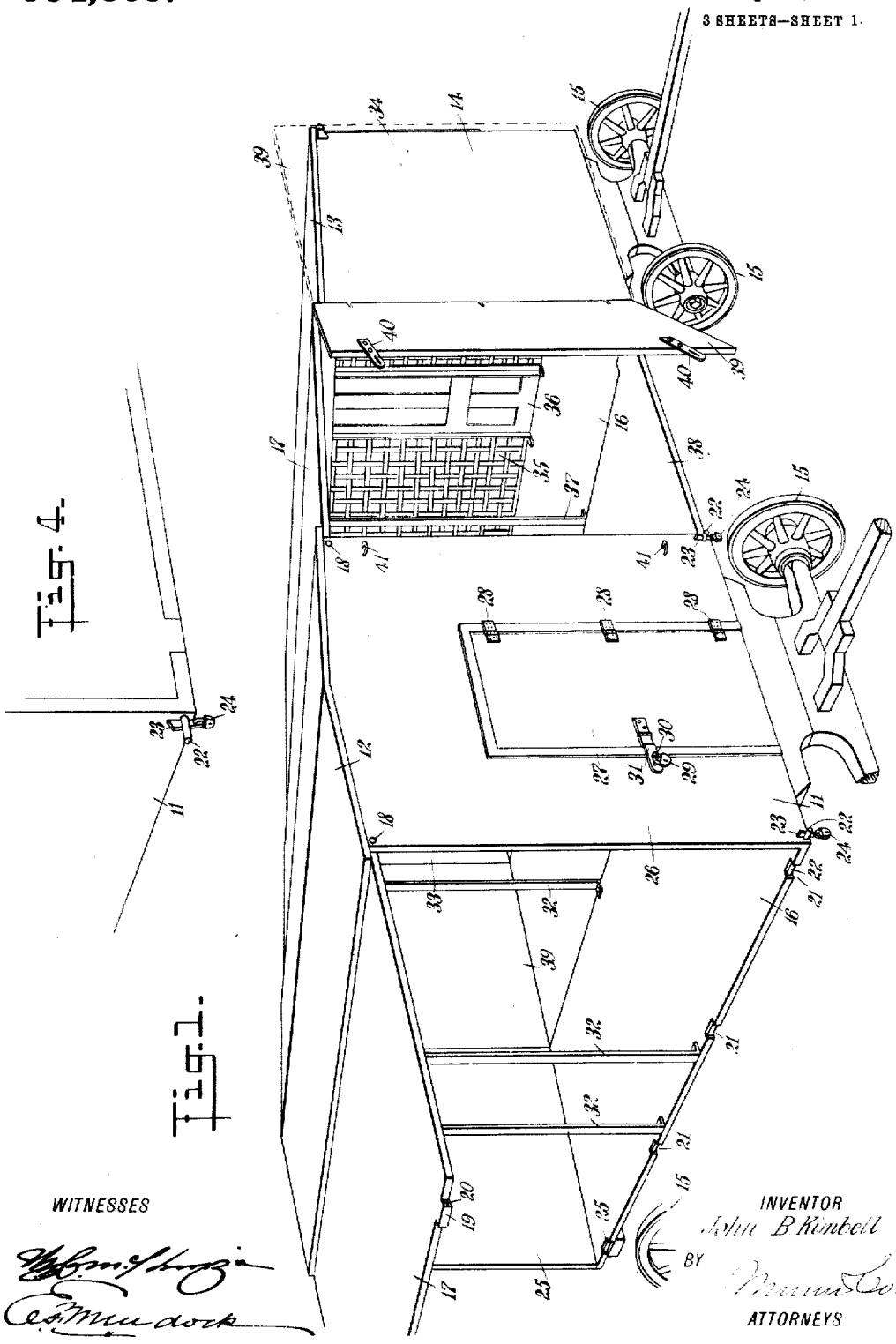

Fig. 4.

Fig. 1.

WITNESSES

INVENTOR

John B Kimbell

BY

ATTORNEYS

J. B. KIMBELL.

PORTABLE PRISON.

APPLICATION FILED NOV. 27, 1909.

954,305. Patented Apr. 5, 1910.

3 SHEETS—SHEET 2.

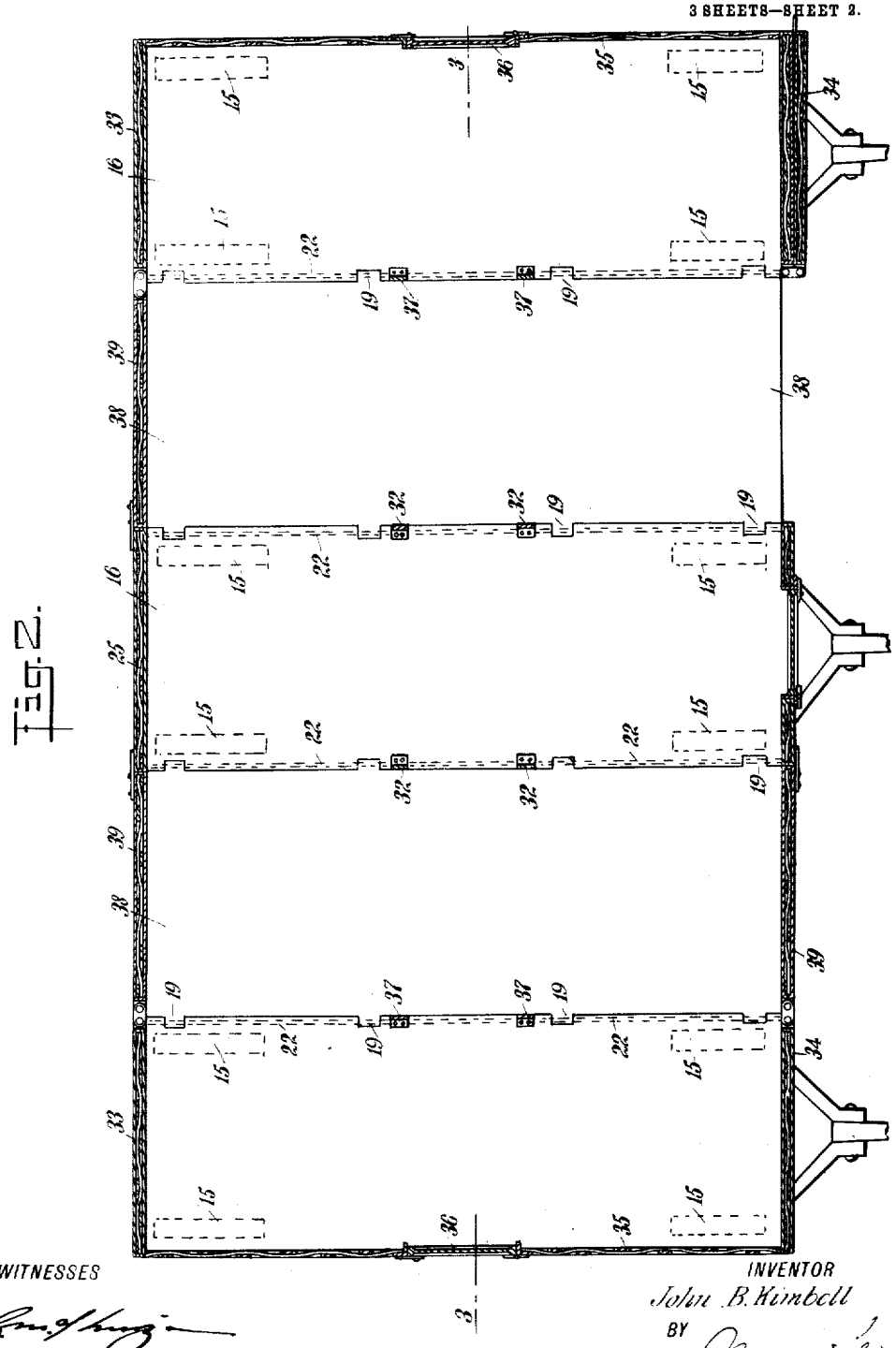

FIG. 2.

WITNESSES

C. A. Murdock

INVENTOR

John B. Kimbell

BY Munn & Co

ATTORNEYS

J. B. KIMBELL.

PORTABLE PRISON.

APPLICATION FILED NOV. 27, 1909.

954,305.

Patented Apr. 5, 1910.

3 SHEETS—SHEET 3.

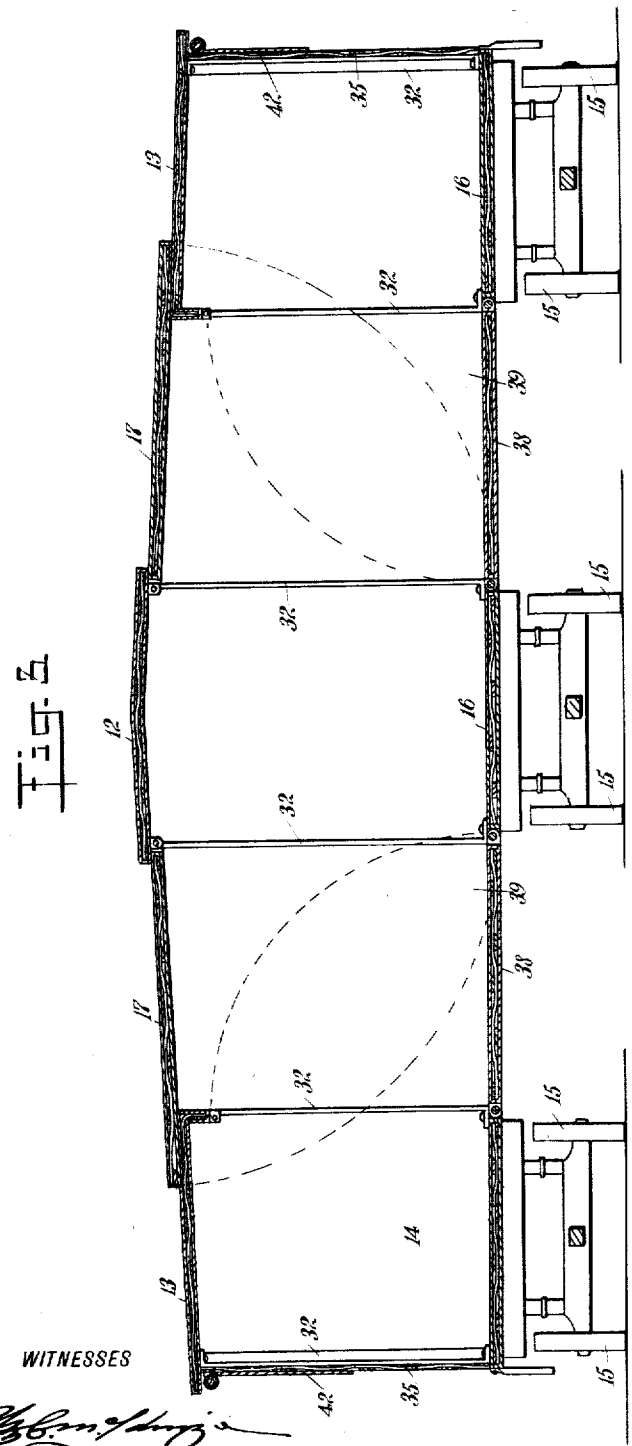

Fig. 4.

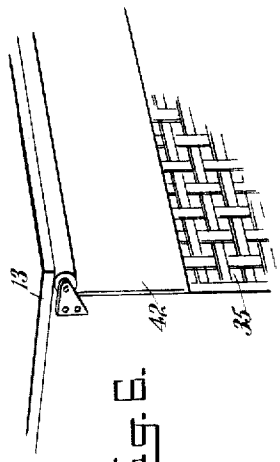

Fig. 6.

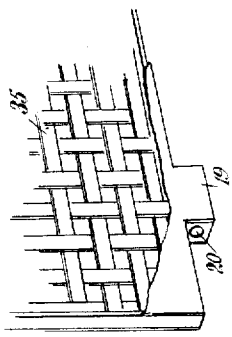

Fig. 5.

WITNESSES

E. M. Murdock

INVENTOR

John B. Kimbell

BY Munn & Co.

ATTORNEYS

UNITED STATES PATENT OFFICE.

JOHN BRITON KIMBELL, OF CORDELE, GEORGIA.

PORTABLE PRISON.

954,305. Specification of Letters Patent. Patented Apr. 5, 1910.

Application filed November 27, 1909. Serial No. 530,185.

To all whom it may concern:

Be it known that I, JOHN B. KIMBELL, a citizen of the United States, and a resident of Cordele, in the county of Crisp and State of Georgia, have invented a new and Improved Portable Prison, of which the following is a full, clear, and exact description.

Among the principal objects which the present invention has in view are: to provide prison vans so constructed and arranged that they may be combined to form a single detention room or house; and to provide a structure of the character set forth which is economical, durable and efficient.

One embodiment of the present invention is disclosed in the structure illustrated in the accompanying drawings, in which like characters of reference denote corresponding parts in all the views, and in which—

Figure 1 is a perspective view of two vans constructed and arranged to form a single detention structure or prison; Fig. 2 is a floor plan view of a detention structure or prison formed by combining three vans constructed and arranged in accordance with the present invention; Fig. 3 is a vertical longitudinal section taken on the line 3—3 in Fig. 2; Fig. 4 is a perspective view of the lower corner of a van showing means for locking the structural members in position; Fig. 5 is a perspective view of a lower corner of the latticed wall showing the latticed construction for the ventilating side; and Fig. 6 is a perspective view of an upper corner of the latticed wall and end wall adjoining, showing in conjunction therewith a flexible curtain used for closing the latticed sides.

The invention herein described is applicable to prison vans employed in many States for the transportation of convict laborers. The method heretofore employed has been to transport these laborers in confined quarters, such as might be provided by the ordinary prison vans. Considerable inhumanity has resulted from the too close confinement during periods of leisure, such as after working hours and on Sundays or other national holidays in which laborers of this class participate. The present invention has for its chief purpose to overcome the above stated disadvantages in the present method and means for transferring and restraining labor of the class described.

To form the detention chamber, or prison, constructed in accordance with the present invention, two classes of vans are used. The one class consists in a van 11, which is provided with a gable roof 12, the ridge of which is considerably higher than the roof 13 of a van 14. Both classes of vans are suitably mounted upon carrying wheels 15, 15 and trucks provided therefor. The trucks and bolsters mounted thereon, in both classes of vans, are the same height, so that floors 16, 16 in both vans are at a common level when the wheels 15, 15 rest upon a common level.

In the class of van designated by the numeral 11, sides 17, 17 are pivoted at 18, 18 in the solid ends of the van structure and by a rod extended from end to end of the structure being held rigid by suitable thills mounted in the under edge of the eaves of the roof 12. At the lower edge of the sides 17 are formed extensions 19, 19, having perforations 20, 20 extended lengthwise therethrough. The extensions 19 are adapted to fill recesses 21, 21 formed in the outer edge of the floor 16. A longitudinal perforation is extended through the floor structure at the outer edge to receive rods 22, 22. The perforations 20 aline with the perforations in the edge of the floor 16 so that when the rods 22 are threaded through the perforations in the outer edge of the floor they likewise are threaded through the perforations 20 in the extensions 19.

The rods 22 are provided at the one end with an overturned head or bent end. At the opposite end the rods are provided with a longitudinal slot to receive wedge shaped bolts 23, 23, in the lower end of which are provided perforations to receive the shackle of a padlock 24.

When the sides 17, 17 are dropped into position, and the rods 22 are threaded through the edge of the floors 16 and the extensions 19, the slot in the end of the said rods is exposed. By dropping the wedge shaped bolts 23, 23 into the said slots, the sides 17, 17 are rigidly mounted and retained in position. The rear end 25 of the van 11 is formed solidly. A ventilating window may be formed therein, if such provision be desired. In this van, however, it will be understood that the opening would be properly and securely barred. At the opposite end of the van, or forward end thereof, and in the end wall 26, is formed a door 27. The door 27 is securely hinged at 28,

28. When closed, the door is fastened by means of a suitable padlock 29, the shackle of which passes through a staple 30 over which a hinged hasp 31 is passed. In the mid structure of the van are provided vertical stanchions 32, 32. These are constructed of any suitable form of metal, preferably angle or channel beams being used. These stanchions are rigidly secured to the floor 16 and the roof 12.

The van designated by the numeral 14 is provided with the single pitch roof 13 and solid ends 33 and 34. The shorter side of the van is provided with a suitable metal lattice 35. The lattice 35 may be substituted by any preferred form of cell structure. Formed in the lattice structure is a door 36, by means of which entrance may be gained to the van 14 when the same is operated as a single structure. This door 36 is provided with suitable means for securing the same against outbreak of the passengers. In the mid structure of the van are provided stanchions 37, 37, formed and arranged in all respects similar to the stanchions 32, 32 formed in the van 11.

The taller side 38 of the van 14 is permanently hinged to the floor 16 of the van. It is provided at the upper edge with extensions similar in all respects to the extensions 19 shown in the sides 17 of the van 11. In the position in which the side 38 closes the side of the van 14, it is locked by a locking rod 22, bolt 23 and padlock 24 similar in all respects to those above described with reference to the van 11.

The van 14 is provided with auxiliary hinged sides 39, 39. When the van 14 is operated as a single vehicle, the sides 39, 39 are bolted upon the ends 34, as shown in dotted lines in Fig. 1 and full lines in Fig. 2 of the drawings. At the free, or opening edge of the sides 39, 39 are provided hasps 40, 40. The hasps 40, 40 are so disposed that when the combined structure is formed, the slots in the said hasps strike over staples 41, 41 secured in the ends of the van 11.

With vans constructed and arranged as above described, a single detention room is formed by combining a van 11 either with one of the vans 14 or with two of the said vans 14. In Fig. 1 the combination of a single van 11 and a single van 14 is shown. In Figs. 2 and 3 the combination of vans shown is that of one of the vans 11 and two of the vans 14.

The vans, when being used as vehicles, are separated, and the sides 17, 17 and 38 are locked in the positions wherein they close the sides of the respective vans to which they belong. Also, the sides 39, 39 are folded back upon the ends 33 and 34 of the van 14. The prisoners being distributed in the two separated vans, the vans are carried to the next station. Having arrived at the station the vans are drawn side by side and removed each from the other at the proper distance. Prior to the van 14 being drawn into position, the side 17 of the van 11 adjacent to the van 14 is released from the engagement with the rod 22, and is raised to a suspended position. The van 14 is then drawn into position under the outwardly extended edge of the said side 17. The side 17 is then allowed to rest upon the roof 13 of the van 14. The side 38 of the van 14 is then released and dropped downward until the extensions 19 formed in the upper edge of the said side 38 rest within the recesses 21, 21 in the edge of the floor 16 of the van 11. The rod 22 is then passed through the edge of the floor 16 and the extensions 19 of the side 38. The rod is locked in position by the padlock 24. The sides 39, 39 are then folded over the sides formed by the ends 34 of the van 14, the ends 26 of the van 11, the side 38 of the van 14 and the side 17 of the van 11. As stated, the hasps 40, 40 extend over the staples 41, 41 in position to receive a padlock therein, and thereby securely bind in locked position the sides 39, 39 of the structure now formed. In this position of the joined vans it will be found that a single room, bound by the side walls, and formed by the ends 34, 34, the sides 39, 39, the ends 26, 26, one side 17, and the opposite end formed with the lattice 35. The floor for the compartment is formed by the floors 16 of both vans and the side 38 connected therewith. The roof for the compartment is formed by the roof 12 of the van 11 and the roof 13 of the van 14, and the side 17 extended from the van 11 and resting over the roof 13 of the van 14. The side 17 is securely locked in position on the roof 13.

When a second van 14 is employed, it is drawn alongside the van 11 on the opposite side thereof, and the second side 17 is raised to be extended over the roof 13 of the second van 14. The second van 14 is secured to the van 11 in the manner above described with reference to the first van 14. With this arrangement there is produced a compartment similar to that above described except as to length.

Under the eaves of the roof 13 of the vans 14 are mounted canvas or other flexible curtains 42, 42. These may be drawn to close the inside of the compartment from view, or to limit the ventilation. During travel, to prevent the occupants being subjected to view, the curtains 42, 42 are completely drawn and locked.

Between the stanchions 32, 32 are formed the sleeping bunks. These may also be formed in the rear ends of the vans 14, 14. As a rule, the vans are constructed 16 feet in length by 6 feet in width, the dimensions referring to the inside floor measure. This provides ample room for the passage of the

occupants within the compartment. When desired, the van 11 may be further equipped with suitable water closet or toilet accessories.

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

1. A portable prison comprising a plurality of portable vehicles having sides adapted to be laterally extended to form the floor and roof of a single apartment; removable end walls to close the opening between the extended roof and extended floor and between the fixed end walls of the vehicle bodies; and suitable fastening devices for securing the said extended sides and removable end walls in position.

2. A portable prison comprising a plurality of portable vehicles mounted on carrying wheels and having sides adapted to be laterally extended to form the floor and roof of a single apartment; removable end walls to close the opening between the extended roof and extended floor and between the fixed end walls of the vehicle bodies; and suitable fastening devices for securing the said extended sides and removable end walls in position.

3. A portable prison comprising a plurality of portable vehicles having sides adapted to be laterally extended to form the floor and roof of a single apartment, one of said vehicles having a door opening in one of the sides thereof and having full end walls, and one of said vehicles having a door opening in one end wall thereof and having full side walls; removable end walls to close the opening between the extended roof and extended floor and between the fixed end walls of the vehicle bodies; and suitable fastening devices for securing the said extended sides and removable end walls in position.

4. A portable prison comprising a plurality of portable vehicles having sides adapted to be laterally extended to form the floor and roof of a single apartment; removable end walls to close the opening between the extended roof and extended floor and between the fixed end walls of the vehicle bodies, said walls being hinged in vertical disposition on the body of one of said vehicles; and suitable fastening devices for securing the said extended sides and removable end walls in position.

5. A portable prison comprising a plurality of portable vehicles having sides adapted to be laterally extended to form the floor and roof of a single apartment, one of said vehicles having a door opening in one of the sides thereof and having full end walls, and one of said vehicles having a door opening in one end wall thereof and having full side walls; removable end walls to close the opening between the extended roof and extended floor and between the fixed end walls of the vehicle bodies, said walls being hinged in vertical disposition on the body of one of said vehicles; and suitable fastening devices for securing the said extended sides and removable end walls in position.

6. A portable prison comprising a plurality of portable vehicles having sides adapted to be laterally extended to form the floor and roof of a single apartment, one of said vehicles having a door opening in one of the sides thereof and having full end walls, and one of said vehicles having a door opening in one end wall thereof and having full side walls; removable end walls to close the opening between the extended roof and extended floor and between the fixed end walls of the vehicle bodies, said walls being hinged in vertical disposition on the body of one of said vehicles; perforated extensions on the floor edges of all of said removable sides and walls; corresponding extensions on the fixed vehicle bodies; fastening rods adapted to pass through the said extensions to lock the said movable members and fixed body members together; and a suitable locking device to prevent the withdrawal of said rods.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JOHN BRITON KIMBELL.

Witnesses:
H. M. WILLIAMSON,
E. M. WATSON.