

(No Model.)

J. H. LASKEY.
WALL SAFE FOR CARS.

No. 264,172.

Patented Sept. 12, 1882.

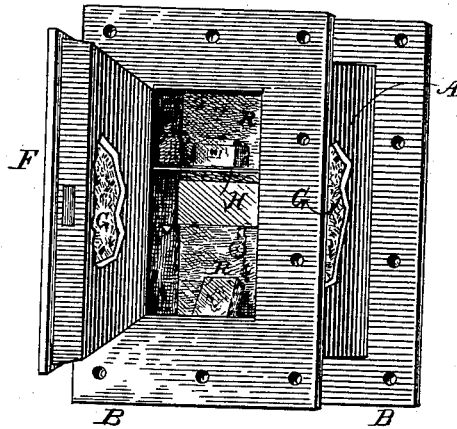


Fig. 1.

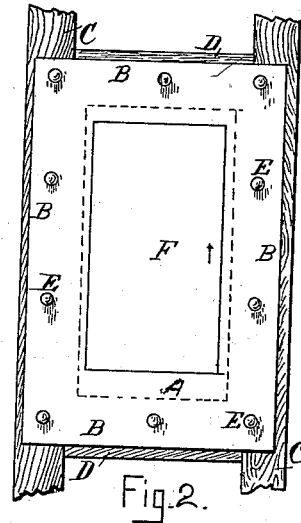


Fig. 2.

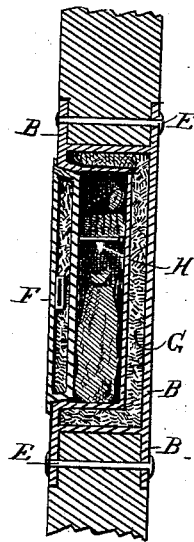


Fig. 3.

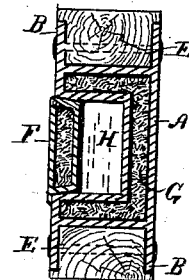


Fig. 4.

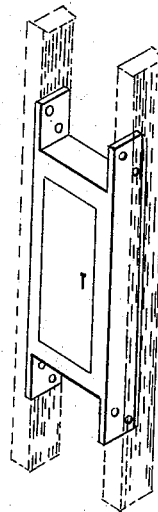


Fig. 5.

Witnesses:
L. E. Howard
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by his attorney,
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UNITED STATES PATENT OFFICE.

JOHN H. LASKEY, OF BOSTON, MASSACHUSETTS, ASSIGNOR OF ONE-HALF
TO ISAAC F. DOBSON, OF SAME PLACE.

WALL-SAFE FOR CARS.

SPECIFICATION forming part of Letters Patent No. 264,172, dated September 12, 1882.

Application filed December 7, 1881. (No model.)

To all whom it may concern:

Be it known that I, JOHN H. LASKEY, a citizen of the United States, residing at Boston, Massachusetts, have invented certain new and useful Improvements in Wall-Safes for Railway-Cars; and I do hereby declare that the same are fully described in the following specification and illustrated in the accompanying drawings.

10 The object of this invention is to furnish absolute security for the valuables of travelers by rail by means of a fire-proof and burglar-proof wall-safe or receptacle for such valuables, which receptacle, under control of the individual passenger, is secured by flanges and bolts to the timbers of the car-side, between which it is retained permanently, or until the car is totally wrecked or burned up, in which contingencies the property deposited therein will be kept intact and safe.

The invention consists in the peculiarities of construction and the means of securing said receptacles permanently in position.

25 In the drawings, Figure 1 is a perspective view of a safe, open and detached, embodying my invention. Fig. 2 is an elevation of the same closed and in position between the timbers, as in building the car. Figs. 3 and 4 are vertical and horizontal sections, and Fig. 5 illustrates a simpler form of flanges.

30 A represents the body or outer shell of the safe, made of steel or other intractable metal, and B B are flanges formed thereon, projecting outwardly, so as to bear against or partially embrace the vertical studs C of the car-frame, between which it is placed when the car is built. Horizontal timbers D increase the stability of the frame. The studs may be chamfered, as shown, to bring the flanges flush with their surfaces, so as not to interfere with the external or internal finish of the car. Bolts E, through the flanges B, secure the safe to the studs without penetrating the receptacle itself.

45 The door F is hung to the body A by a concealed hinge, not liable to willful or accidental injury, and a lock of approved construction is provided, the key of which is placed in the hands of the passenger entitled thereto, or

the combination necessary to open it is made known to him.

Shelves H may be provided, with hinges permitting them to be turned up vertically to admit any larger article than a single shelf would receive, and stops at the side to support them when dropped to a horizontal position, as indicated in Fig. 3.

The fire-proof quality of these receptacles depends upon a filling or lining of the shell, A, and door F with incombustible material, such as asbestos or its compounds. In the drawings a filling, G, is represented between the inner and outer walls; but it is obvious that the walls may be solid and the lining constitute the entire interior surface of the shell and the door. The material known as "magneso-calcite" is well adapted for such linings, being fire-proof and susceptible of forming into sheets.

I am aware that removable safes and wall-pockets not flanged, affording no security against fire and theft, have been provided in cars, and that vaults and other permanent fire and burglar proof safes have been built into the walls of buildings. I disclaim both these devices, since neither affords any security for the valuables carried by railway-travelers in the event of train-robbery or fire, my sole object being to give such security in this respect to travelers as has long been enjoyed at home. It is for this reason that I make these individual fire-proof safes and secure them permanently against removal from their places in the walls of the car by bolting their flanges to the timbers thereof.

I claim as my invention—

A fire-proof and burglar-proof wall-safe for railway cars, provided with projecting flanges adapted to engage with the vertical timbers of the car-frame, substantially as and for the purpose set forth.

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

JOHN H. LASKEY.

Witnesses:

W. T. JOHNSON,
W. A. BARTLETT.