(No Model.) 5 Sheets—Sheet 1.

S. J. ROSENFELD.

RAILWAY CAR.

No. 457,444. Patented Aug. 11, 1891.

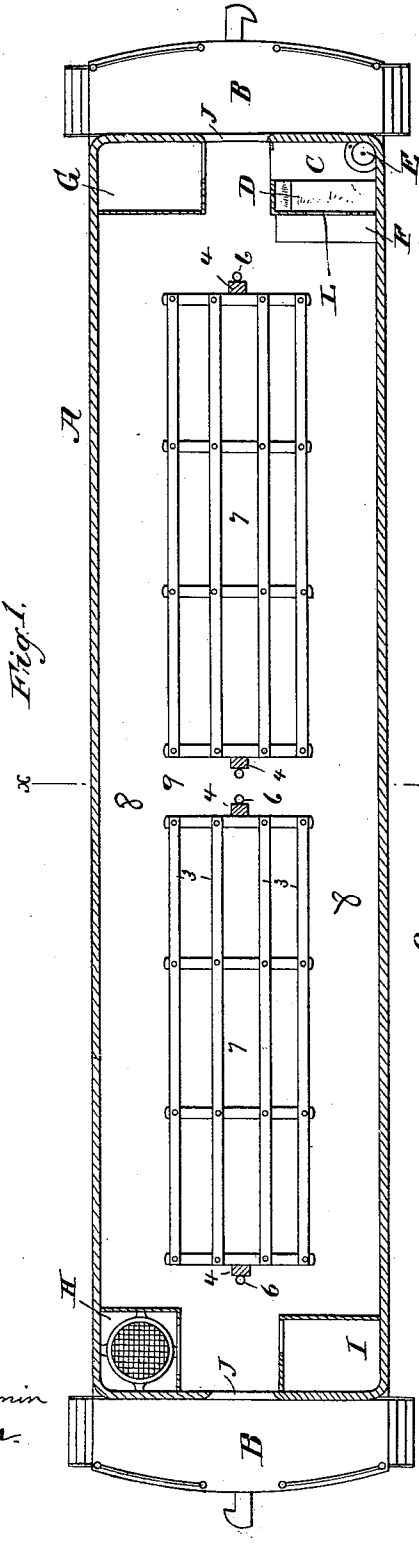


Fig. 1.

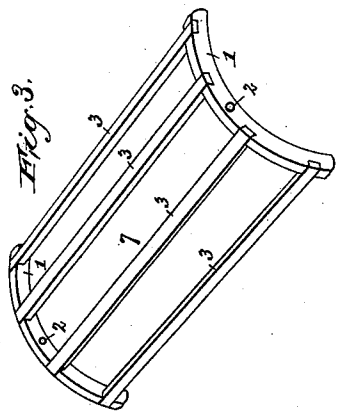


Fig. 3.

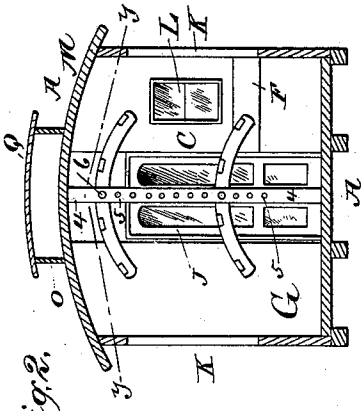


Fig. 2.

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S. J. ROSENFELD.

RAILWAY CAR.

No. 457,444. Patented Aug. 11, 1891.

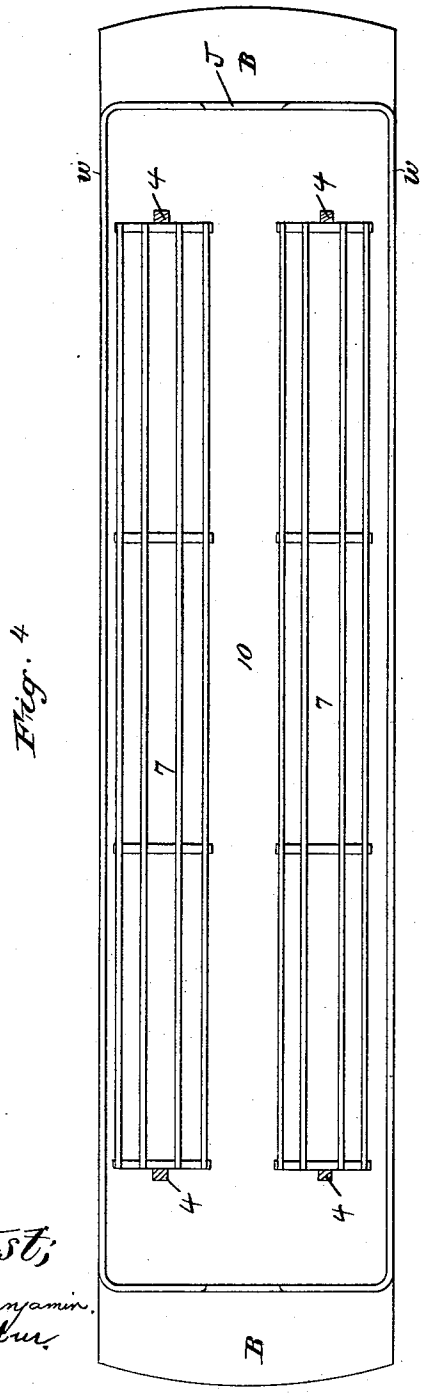
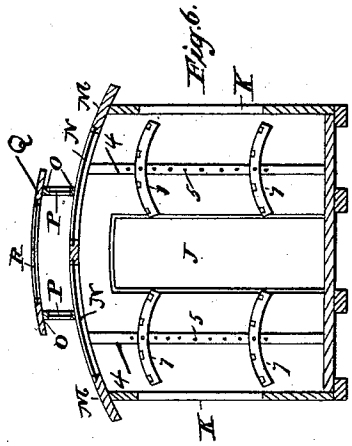
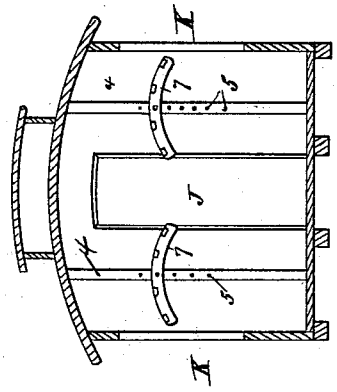


Fig. 4





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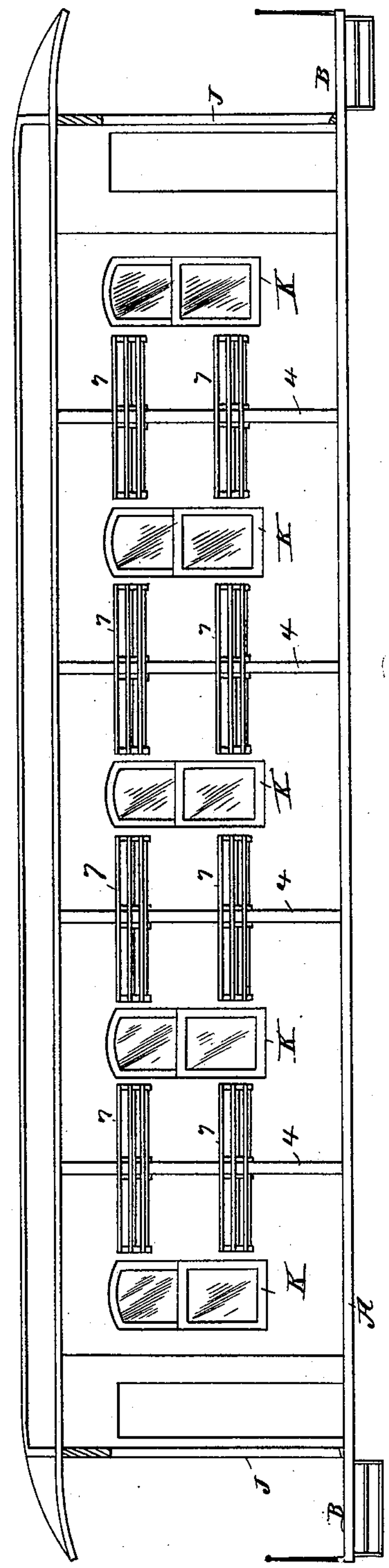
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RAILWAY CAR.

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Fig. 7.



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RAILWAY CAR.

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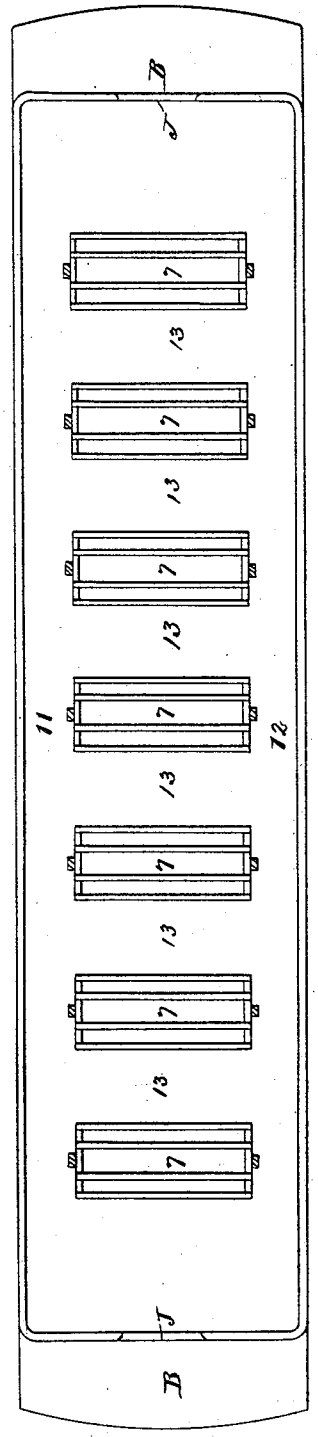


Fig. 8

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S. J. ROSENFELD.

RAILWAY CAR.

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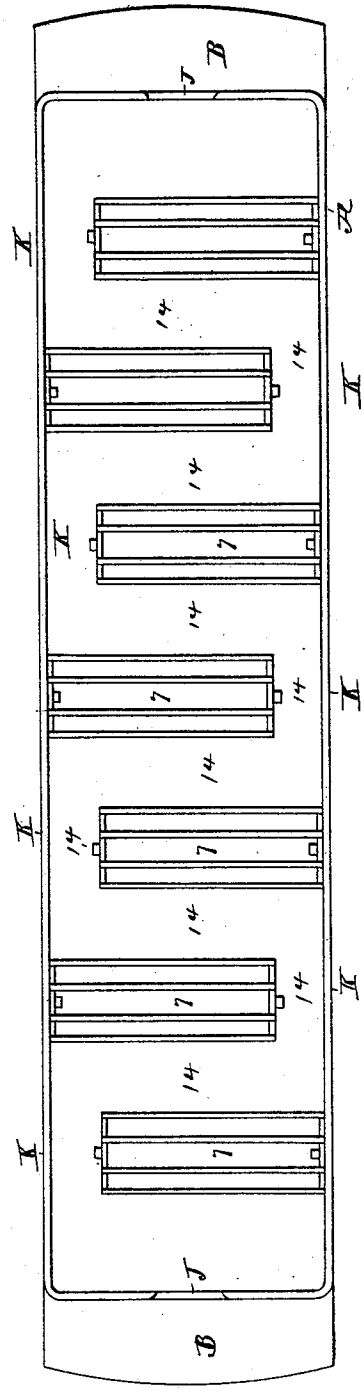


Fig. 9

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UNITED STATES PATENT OFFICE.

SAMUEL J. ROSENFELD, OF NEW YORK, N. Y.

RAILWAY-CAR.

SPECIFICATION forming part of Letters Patent No. 457,444, dated August 11, 1891.

Application filed December 2, 1890. Serial No. 373,314. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL J. ROSENFELD, a citizen of the United States, residing at New York, county of New York, and State of New York, have made new and useful Improvements in Railway-Cars, of which the following is a specification.

The object of my invention is to provide a car of the ordinary construction, so far as the body is concerned, and which shall be fitted up so as to permit goods of various kinds and classes to be exhibited therein, and where the goods may be displayed in precisely the same manner as in a store or warehouse.

It is designed that firms and business houses of various characters shall fit up a car with means for exhibiting their wares, for the purpose of exhibition, in such a manner as to economize the space of the car and for the convenient exhibition of their goods, and also to provide means for the accommodation of one or more persons in the car, so that said person or persons may travel with the car and be constantly present to give their undivided attention to the car and exhibition of the goods to be displayed. It is not intended herein to use the car so fitted up as a sales-car in the sense that the goods are to be sold, but that the goods shall be there exhibited and orders taken for the same, such goods being more in the nature of samples.

I have shown my invention as applied to a car fitted up for the purpose of exhibiting clothing and the like material, and in such cases it is very desirable that the best light be obtained to facilitate the examination of the goods; and, further, for the purpose of economizing space the exhibitors are arranged so as to give the greatest amount of exhibiting-space, while at the same time permitting the persons in the car to have free communication with both ends thereof.

The above-mentioned advantages I have secured in the arrangements of parts illustrated in the accompanying drawings, in which—

Figure 1 is a longitudinal section of an ordinary car fitted up according to my invention, taken on the line *y y*, Fig. 2. Fig. 2 is a longitudinal section of the same, taken on the line *x x*, Fig. 1. Fig. 3 is a detail view of one of the exhibitors. Fig. 4 is a plan view showing another arrangement. Fig. 5 is a longitudinal cross-section of Fig. 4 on the line *w w*. Fig. 6 is a longitudinal cross-section of the same, taken on the line *w w* of Fig. 4, showing a construction whereby the desired illumination of the exhibited goods is had. Fig. 7 is another arrangement of the exhibitors. Fig. 8 is another arrangement of the same. Fig. 9 is another arrangement of the same.

The same letters and figures refer to similar parts throughout the several views.

Referring to Fig. 1 it will be seen that I may use for my purpose herein an ordinary car having a body A and platforms B. For the purposes of accommodating attendants, providing for their comfort, and as a place for the storage of goods and miscellaneous matters, I form, preferably, at the places indicated a sleeping compartment C, having a berth D, wash-basin E, and a writing-desk F. At G is shown a store-room, which may be used as a stock-room, or as a repository for odds and ends. At H is shown a heater for heating the car, where also a stove may be located, means for cooking, if so desired, upon the car, and at I a compartment wherein may be located a lavatory and accompanying adjuncts. The doors leading into the car are shown at J, and the windows in the car are shown at K. The compartment C may be provided with a window L.

If it is desired to illuminate the car from the top, the construction shown in Fig. 6 may be used, in which are provided the side lights or windows K. The upper illumination is obtained as follows: The roof M of the car is provided with glass sections N, which may be made of any desired size. The deck-plates O may also be provided with glass windows P, and the upper deck Q may be provided with glass-plates R. From this construction it will be seen that the light may enter from the sides through the windows K, and from above through the transparent sections N P R, whereby light will be obtained for illuminating the exhibited objects on all sides.

The foregoing describes the structure of the car in which my exhibitors may be arranged, as hereinafter described; but I do not

herein desire to be limited to such structure, as many changes and modifications may be made therein—such, for instance, as a different arrangement of the top lights and sections for the convenience of the person or persons traveling with the car.

As above stated, I have illustrated my invention as being designed for the exhibition of clothing and the like, and I have shown in the drawings what I technically term "exhibitors," and in this case consisting of the frame or rack illustrated in Fig. 3. The said rack is especially designed for the purpose of laying upon it clothing, and consists of the segmental ends 1, having holes 2, preferably located midway of its length, the said ends 1 being united by longitudinal pieces 3. I do not, however, limit myself to the shape or structure of such exhibitors. In the case where clothing is carried upon the car a great deal of space is necessarily required for its proper exhibition, and in order to provide room for and in order to meet this contingency and also to provide a means whereby the exhibition of such goods may take place expeditiously and without confusion, I have arranged that the racks 7 may be movable up and down, so that when goods on one rack are exhibited the said rack may be lifted up or lowered and the next rack may be brought down or lifted up, so that the goods upon it will be easily accessible, which I accomplish by fixing within the car at the desired place upright stanchions 4, which are provided with holes 5, in which pins 6 may be inserted, the said pins passing through the stanchions 4 into the holes 2 of the rack, thereby holding the rack 7 at any desired point.

In Fig. 1 it will be seen that the said racks are arranged longitudinally and centrally within the free space of the car, with side aisles 8 and center aisle 9, thereby providing room between the windows and the racks for the goods to be lifted off the rack and to be placed near the window, whereby the light may be permitted to fall upon them, at the same time permitting free communication with both ends of the car, the aisle 9 enabling one to get on either side of the racks without going to the other end of the car.

Referring to Figs. 4 and 5, wherein but one row of racks is shown, it will be seen that one rack is placed on each side of the car close to the windows K and extending through the entire available space of the car. In this arrangement the center aisle 10 is left for the passage of the person exhibiting the goods, within which he can stand and exhibit the same, turning his back, if desired, to the window, the racks being adjustable up and down in front of the windows K, so as to get the light wherever desired.

The arrangement of the side and top lighting (shown in Fig. 6) may be, if desired, used with any of the arrangements of racks.

In Fig. 7 is shown a side elevation wherein the racks are arranged in series between the windows K, said racks occupying any desired position transversely—that is, there may be one stanchion 4 located in the center of the car, or several stanchions may be transversely disposed, the object of this arrangement being to get the racks between the windows, so that the clothing on the opposite ends of the rack may be available, while the person showing them has only to stand with his back to but one window, thereby obviating the necessity for him to pass to other windows should it be necessary to exhibit several classes of goods simultaneously—that is, if different classes of goods are placed upon each of the racks, such different classes will be available at his right or left hand.

The arrangement shown in Fig. 8 consists in transversely disposing the rack 7, leaving the longitudinal aisles 11 and 12 and the transverse aisle 13 between each rack. This arrangement also renders easy change of position on the part of the person showing the goods, permitting him to place his back to the windows readily and to communicate with any one of the racks in any part of the car with very little trouble, and also with any two racks.

Fig. 9 shows a method of disposing the racks, whereby a sinuous aisle 14 is provided between the racks, each rack being secured to the side of the car, and between two of the racks on the same side of the car the windows K are placed, which windows will be opposite the ends of the rack on the opposite side of the car, giving light for the exhibition of the goods and to the aisles.

In any one of these arrangements the apartments above described may be used, and, as has above been stated, the arrangement of lighting shown in Fig. 6 may be used in combination with any one of the above-mentioned arrangements of the racks; also, other modifications and changes may be made as to form and shape and means for making the racks adjustable, without departing from the spirit of my invention.

In the claims I have used the terms "free floor-space." By this I mean a car the floor-space of which is practically free from seats and the like; but I do not want to be understood as limiting my invention to a car the floor-space of which is absolutely free and clear from incumbrances, for the space around and about the racks and stanchions may be occupied, if desired.

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

1. A car having an interior free floor-space and a series of racks 7, secured to upright stanchions 4 and arranged within the said space, substantially as described.

2. A car having an interior free floor-space and a series of racks 7, adjustably secured to upright stanchions 4, the said racks being ar-

ranged to leave side aisles 8 and a center aisle 9 between the ends of the racks 7, substantially as described.

3. A car having an interior free floor-space and racks for exhibiting articles arranged within the said space, side windows K, transparent openings N in the roof M, like openings in the deck-plates O, and like openings in the upper deck Q, substantially as described.

Signed at the city, county, and State of New York this 7th day of December, 1890.

SAMUEL J. ROSENFELD.

Witnesses:

H. F. DURBUR,

JOSEPH L. LEVY.