

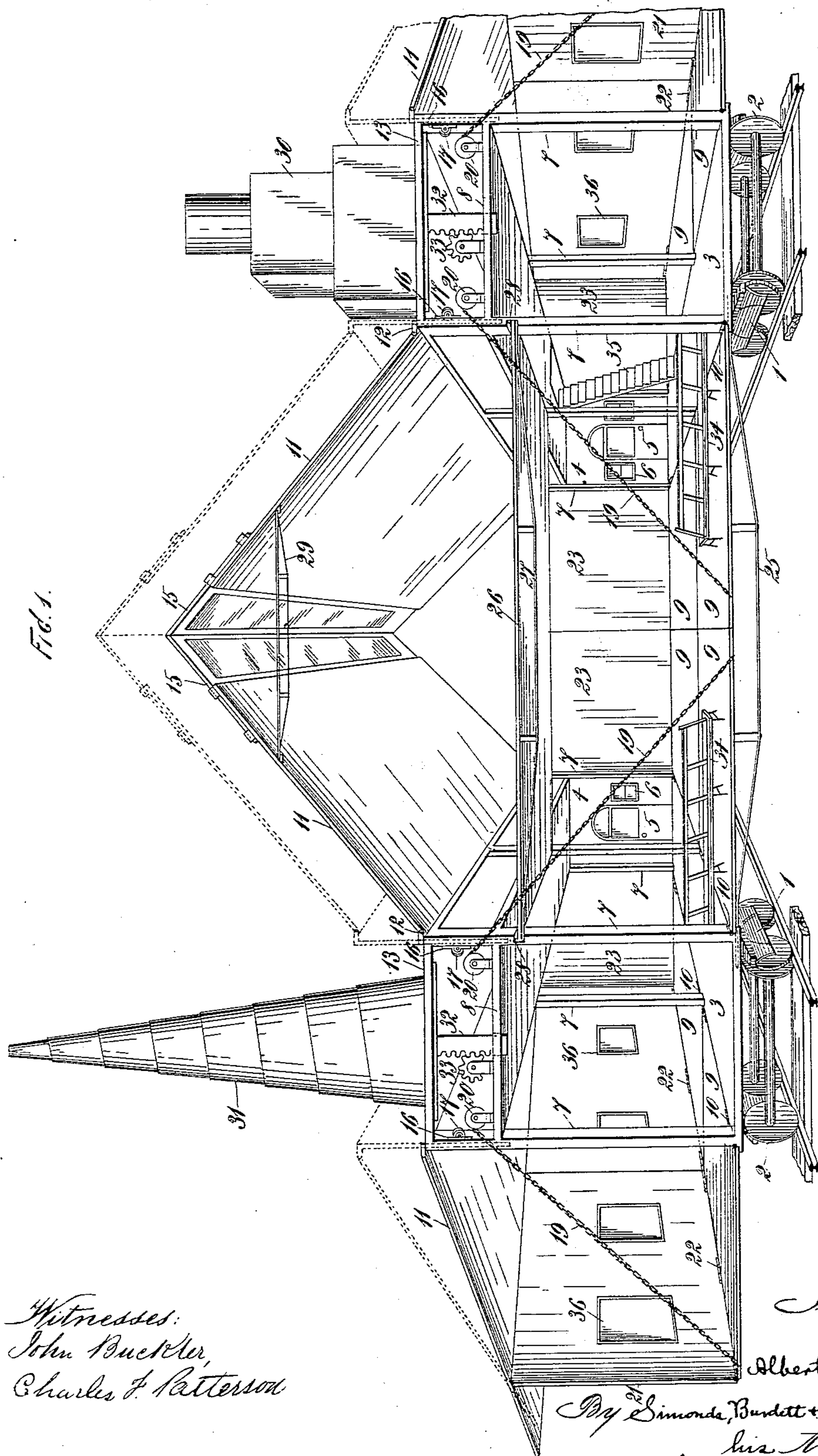
(No Model.)

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RAILWAY CAR.

No. 559,966.

Patented May 12, 1896.



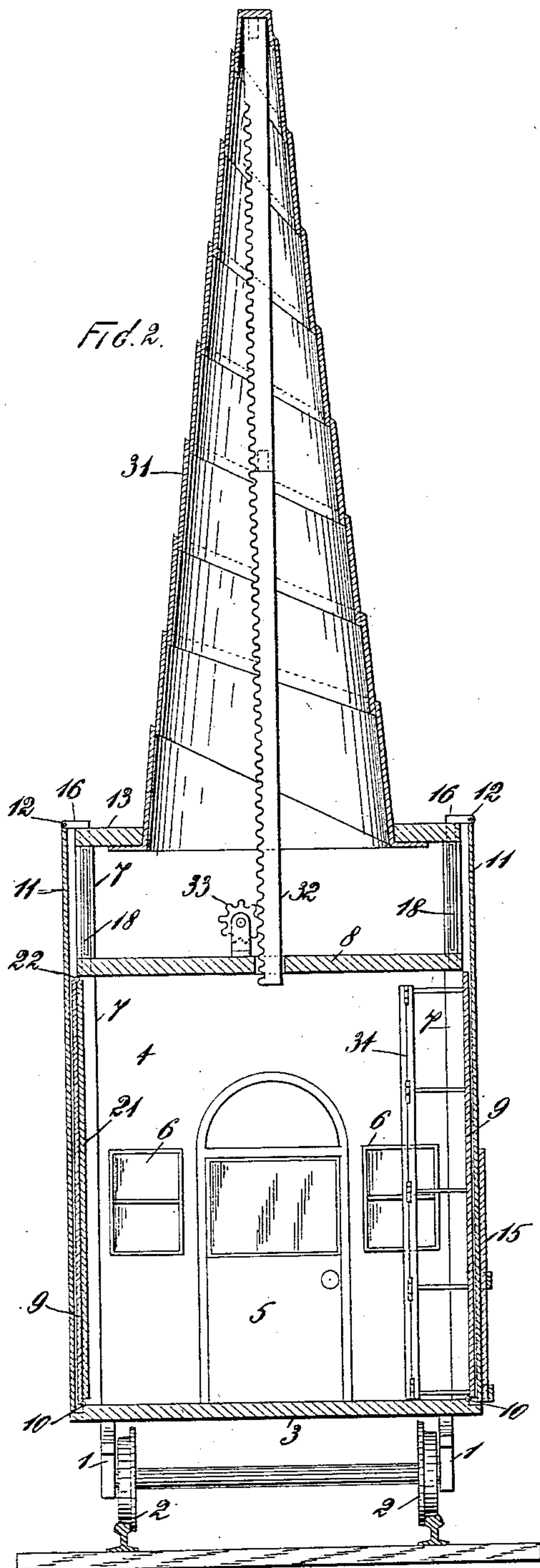
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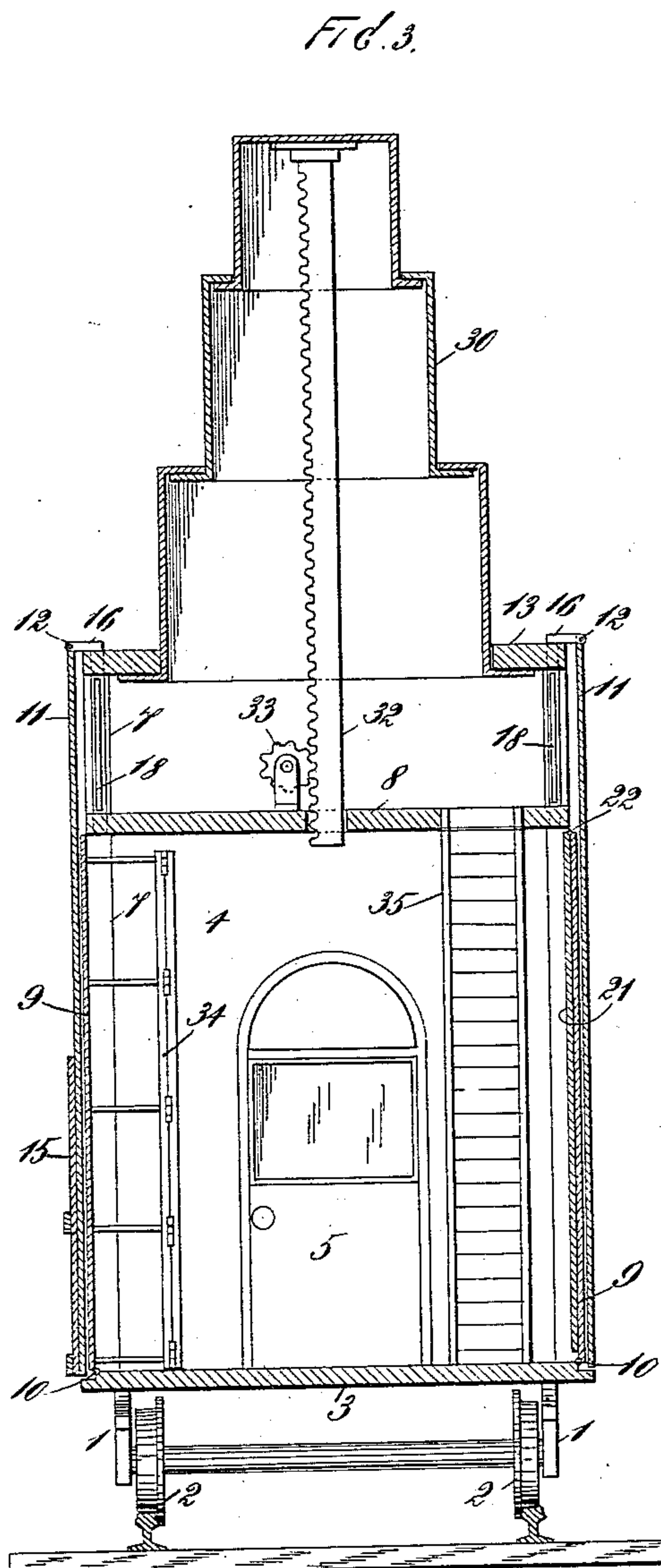
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Witnesses:  
John Buckler,  
Charles F. Patterson



Inventor:  
Albert Bierstadt  
By Simonds, Burdett & Brothingham  
his Attorneys.



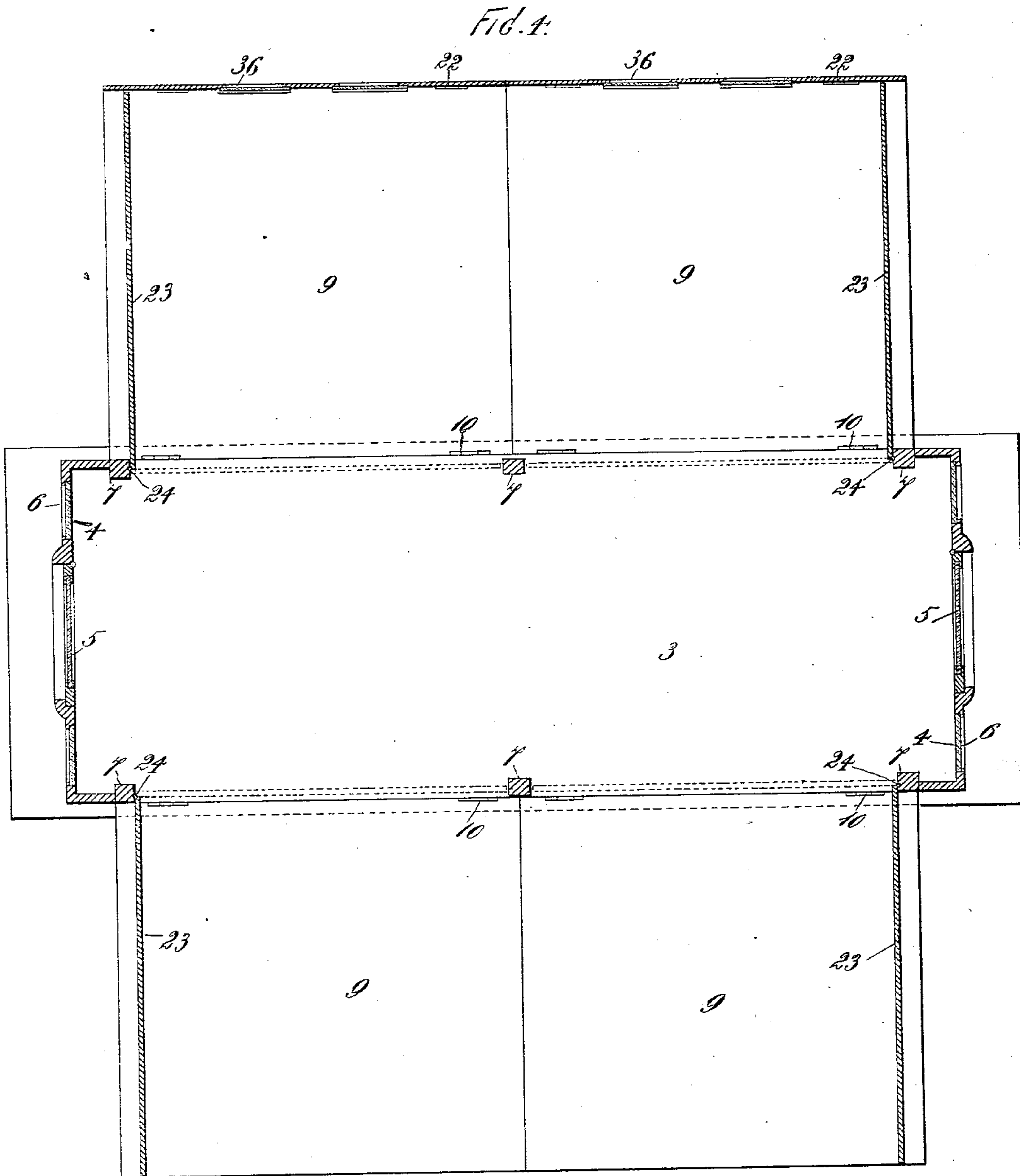
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# UNITED STATES PATENT OFFICE.

ALBERT BIERSTADT, OF NEW YORK, N. Y.

## RAILWAY-CAR.

SPECIFICATION forming part of Letters Patent No. 559,966, dated May 12, 1896.

Application filed June 26, 1893. Renewed October 15, 1895. Serial No. 565,808. (No model.)

*To all whom it may concern:*

Be it known that I, ALBERT BIERSTADT, a citizen of the United States, residing at New York, in the county and State of New York, have invented a new and useful Improvement in Railway-Cars or other Like Vehicles, of which the following is a specification.

The object of my invention is to provide a railway-car or other like vehicle, the side walls of which will be movable and extensible and adapted to form in connection with a similar car a structure or house suitable for the purpose of exhibiting pictures and other like purposes, such as chapel, church, theater purposes, &c.

To that end my invention consists in a railway-car or other like vehicle provided with ordinary trucks and running-gear and with a side wall which is made to swing outwardly, so as to form an extension, and which wall when extended is adapted to be connected and joined to the extension part of a similar car to form a structure suitable for the purposes above described.

The invention is shown and described as applied to a railway-car.

Referring to the drawings, Figure 1 is a view in perspective of my improved car with one end cut off and showing two cars joined together on side tracks. Fig. 2 is a view of a cross-section of the car when closed. Fig. 3 is a view of a cross-section of a modification of the car when closed. Fig. 4 is a plan view of a section of the car.

In the accompanying drawings the numeral 1 denotes the ordinary truck for a railway passenger-car provided with wheels 2.

3 denotes the floor of the car, which is attached in the usual manner to the trucks.

4 denotes the end walls, which are provided with doors 5 and windows 6 of the ordinary construction.

7 denotes upright posts attached rigidly to the floor and extending up to and attached to the part 8, which forms a portion of the roof of the car.

9 denotes a portion of the side wall secured by a hinge or other suitable device to the floor, which portion when opened forms the floor of the extension.

10 denotes the hinges last above mentioned.

11 denotes a portion of the side wall of the car connected by hinges 12 or other suitable means to the monitor roof 13 of the car, as at 14, which portion is raised outwardly and upwardly until it meets the corresponding portion of a similar car, as shown in Fig. 1, to form a roof for the extended structure. The portion 11 is provided with an extension-piece 15, which, when it meets the extension-piece of the corresponding portion of a similar car, produces a higher roof for the extended structure. This extension-piece may be made of glass, as shown in the drawings, Fig. 1.

The roof of the car is supported by the upright posts 7. To these posts at their upper ends is attached a rack-and-pinion device 16 and 17, by which means the portion 11 may be raised up from the car for the purpose of admitting more light. The upright posts 7 at their upper ends have grooves 18, through which the racks move.

19 denotes the chains attached to the portion 9 near its outer edge and connected to the windlass 20, fastened to that portion of the roof marked 8, by which chains the said portion 9 is lowered and raised and held in position when extended or unfolded. These chains are operated by means of a crank attached to the windlass in the ordinary manner.

The side walls of the structure are formed by the pieces 21, connected by hinges to the portion 9 and adapted to be raised to a position perpendicular to said portion 9. The hinges last above referred to are designated by the numeral 22. The end walls of the extension are formed by the pieces 23, connected by hinges to the upright posts 7 and adapted to swing outwardly from the car and at right angles to the floor of the car.

24 denotes the hinges last above referred to. The roof for the extension of the car formed by the parts 9, 21, and 23 is formed by lowering the portion 11 until it rests upon the portion 21.

The floor of the structure may be supported by the braces 25, which are carried in any suitable place in the car. The structure may also be provided with a second story, the floor of which is designated by the numeral 26, and said story may be supported by the braces 27. This story is fitted into grooves 28 in the



posts 7. The floor of this story, as well as the braces, may be carried in any suitable place within the car, as also the braces 29 may be which support or keep the portions 11 when  
5 joined together in place. The car is provided with a tower 30 or a steeple 31. This steeple or tower is made of telescoping parts which are raised and lowered by means of the rack-and-pinion device 32 and 33.

10 34 denotes seats or settees, which fold up when the car is closed.

35 denotes a folding staircase leading to the second story.

36 denotes windows.

15 The operation in forming the structure is as follows: The portion 11, with the extension-piece 15, is raised, so that the edges of the extension-pieces are pressed together to form a roof. The parts 9 are then lowered  
20 by means of the chains 19 to form the floor. The second story is then placed in position by sliding it into the grooves 28. The braces or supports are then placed under the floor, the second story, and the roof. The parts 11  
25 not provided with an extension-piece are raised sufficiently high to allow the part 9 to be lowered. The part 9 is lowered as before. The side portions 21 are raised to a perpendicular position, and the said part 11 is lowered  
30 until it rests near its outer edge upon the part 21. The parts 24 are then opened outwardly and form the end walls of the structure. The towers and steeple are raised by means of the rack-and-pinion device and  
35 the remaining open ends covered with canvas or other suitable material and the structure is complete.

The operation in taking down the structure is the reverse of that of putting it up.

40 The car is preferably divided into two sections, although it is obvious that it might be made in one.

The car may be made of any suitable size and of any suitable material, but preferably  
45 that ordinarily used in the construction of Pullman cars.

The car when closed will be preferably of the size of ordinary Pullman cars and as are generally arranged to be attached to passenger-trains.  
50

Any suitable means may be used for lowering and raising the portions 9, 11, 32, and 33, and any suitable device may be used in place of the various hinges shown and described without departing from the spirit of  
55 my invention.

I claim—

1. A railway-car or other like vehicle provided with a side wall composed of swinging  
60 parts adapted to be joined to the corresponding swinging parts of a side wall of a similar

car to form a structure as and for the purposes described.

2. A railway-car or other like vehicle provided with a side wall composed of outwardly-  
65 swinging parts adapted to be joined to the corresponding outwardly-swinging parts of a side wall of a similar car to form a structure as and for the purposes described.

3. A railway-car or other like vehicle provided with a side wall having an outwardly and downwardly swinging part to form a portion of a floor and an upwardly-swinging part having an extension-piece 15 to form a portion of a roof, substantially as described.  
75

4. A railway-car or other like vehicle provided with a side wall having an outwardly and downwardly swinging part to form a portion of a floor, means for raising, lowering and supporting said part, and an upwardly-swinging part having an extension-piece 15 to form a portion of a roof, substantially as described.  
80

5. A railway-car or other like vehicle provided with a side wall having an outwardly and downwardly swinging part to form a portion of a floor, a tower, and an upwardly-swinging part having an extension-piece 15 to form a portion of a roof, substantially as described.  
85

6. A railway-car or other like vehicle provided with a side wall having an outwardly and downwardly swinging part to form a portion of a floor, means for raising, lowering and supporting said part, a tower, and an upwardly-swinging part having an extension-piece 15 to form a portion of a roof, substantially as described.  
90 95

7. A railway-car or other like vehicle provided with a side wall composed of parts adapted to be joined to the corresponding  
100 parts of a side wall of a similar car to form a structure as and for the purposes described.

8. The combination of two railway-cars or other like vehicles a part of the side wall of one being joined to the corresponding part of  
105 the side wall of the other to form a structure as and for the purposes set forth.

9. The combination of two railway-cars or other like vehicles a part of the side wall of one being joined to the corresponding swinging  
110 ing part of the side wall of the other to form a structure as and for the purposes set forth.

10. The combination of two railway-cars or other like vehicles a part of the side wall of one being joined to the corresponding outwardly-swinging part of the side wall of the other to form a structure as and for the purposes set forth.  
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ALBERT BIERSTADT.

Witnesses:

CHAS. F. PATTERSON,

WALTER S. THOMPSON.