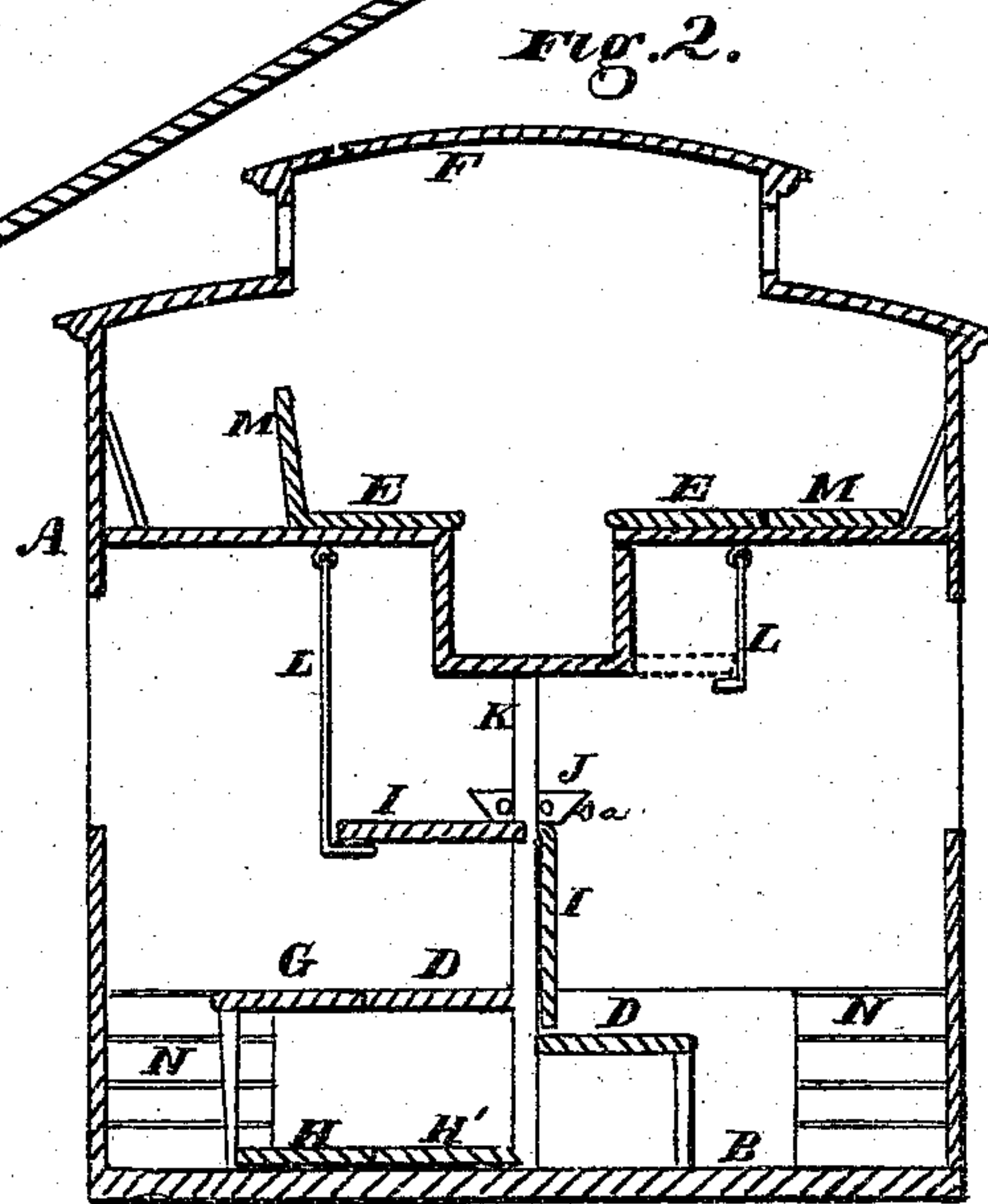
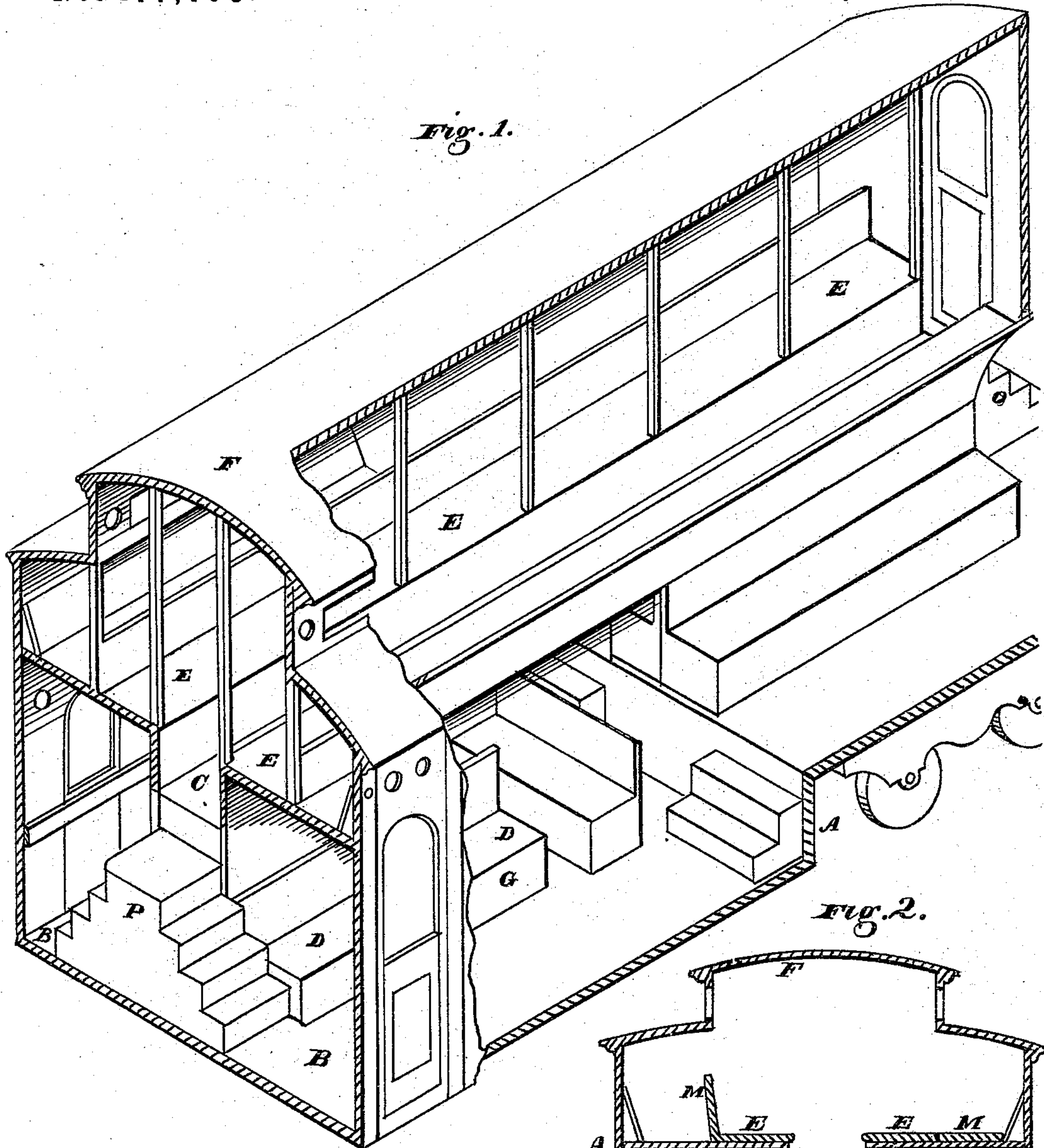


E. BLOCHMAN.
RAILWAY-CARRIAGE.

No. 177,795.

Patented May 23, 1876.



Witnesses
Geo. H. Strong.
Jm. L. Borne

Inventor
Emanuel Blochman
by Dewey & Co.
Attys.

UNITED STATES PATENT OFFICE.

EMANUEL BLOCHMAN, OF SAN FRANCISCO, CALIFORNIA.

IMPROVEMENT IN RAILWAY-CARRIAGES.

Specification forming part of Letters Patent No. 177,795, dated May 23, 1876; application filed January 8, 1876.

To all whom it may concern:

Be it known that I, EMANUEL BLOCHMAN, of San Francisco city and county, State of California, have invented a Railway-Carriage; and I do hereby declare the following description and accompanying drawings are sufficient to enable any person skilled in the art or science to which it most nearly appertains to make and use my said invention without further invention or experiment.

The object of my invention is to provide certain improvements in railway-carriages, and they are more especially applicable to those carriages which are intended for the cheaper classes of travel. In those cars which are intended for second-class and emigrant passengers very little accommodation is usually found for the traveler, and when long journeys (such as a trans-continental from the east to the Pacific slope) are to be made much suffering is often occasioned.

My invention contemplates the accommodation of more passengers, and at the same time provides them with sleeping accommodations at night.

Referring to the accompanying drawing for a more complete explanation of my invention, A is the body of my car, which I construct in the same manner as I have described in another application for a patent made by me about this date, in which that part of the floor which lies between the trucks which support the ends of the cars is lowered, so as to give a considerable height, and this height I divide into two stories, so as to give two series of seats, one above the other.

In my present car the passages B upon the lower floor are made along the sides, and the upper passage C is made in the center.

The seats D upon the lower floor are placed longitudinally, so that the passengers face the sides of the car, the seats standing back to back. This arrangement brings the seats D beneath the passage C, so that there will be plenty of room for those sitting, while the seats E in the upper part, being situated above the passages B, will thus allow of these passages being made high enough for the purpose of walking. The upper passage C, being centrally located, will be beneath the raised roof F, and this will give ample height in this part.

The seats D have extensions G, which may be raised at night, so as to stand in the same plane with the seat, thus making it broad enough for a bed for two. Beneath the seat is a folding extension, H, which, being laid horizontally, will be on a level with a raised floor, H', beneath the seat, and this surface gives a bed for two more. The backs I of the seats are hinged at the top to a suitable frame, J, which may be made to slide up on the upright timbers K between each section, so as to elevate it to a suitable height above the seat by means of a set-screw, a. The back may then swing out, and its outer edge supported by hangers L from the ceiling. This gives another bed, so that there will be three tiers of berths—one near the floor, formed by turning down the extension H, one formed by the seat and its extension G, and the third by turning up the wide back I, so as to lie horizontally above the seat.

At the ends of the car above the trucks, and where the car is not so deep, a portion of this device will have to be dispensed with; but two tiers of berths or seats may be comfortably used.

Upon the upper floor the seats E are provided with backs M, which may be turned down, (being hinged at the bottom,) so as to lie in the same plane with the seat behind it, and these will form roomy beds for those passengers who occupy this floor.

Access may be had from the ends of the car to the lower central floor by short flights of steps N, and a flight of steps, O, gives access to the upper floor.

Near the center of the car another short flight of stairs, P, may be placed, so that communication is easily had with the different sections.

Ample arrangements are made for ventilating all parts of the car, and I am enabled by my construction to accommodate at least seventy per cent. more passengers than by the ordinary construction, and at the same time give more than one-half of the passengers a place to lie down and sleep at night.

The central portion may be strengthened by a deep beam running longitudinally through this space, thus preventing sagging or breaking.

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

1. The seats D, having the elevated floor H' beneath them, and the hinged folding extension H, for the purpose of forming a berth, substantially as herein described.

2. In combination with the seats D, with their hinged convertible backs I, the slides or frames J, for the purpose of adjusting the upper berth to any desired height, substantially as herein described.

3. The upper passage C, having seats E longitudinally arranged upon each side, and provided with backs M, so hinged as to form extensions for sleeping purposes, substantially as herein described.

EMANUEL BLOCHMAN.

Witnesses:

GEO. H. STRONG,
JNO. L. BOONE.