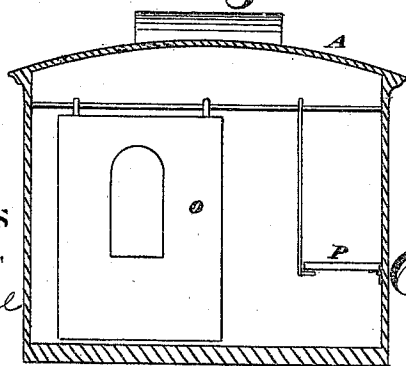
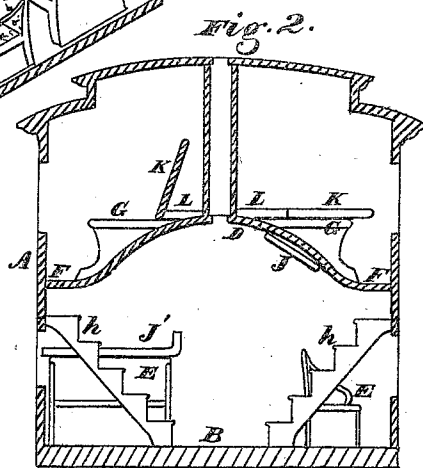
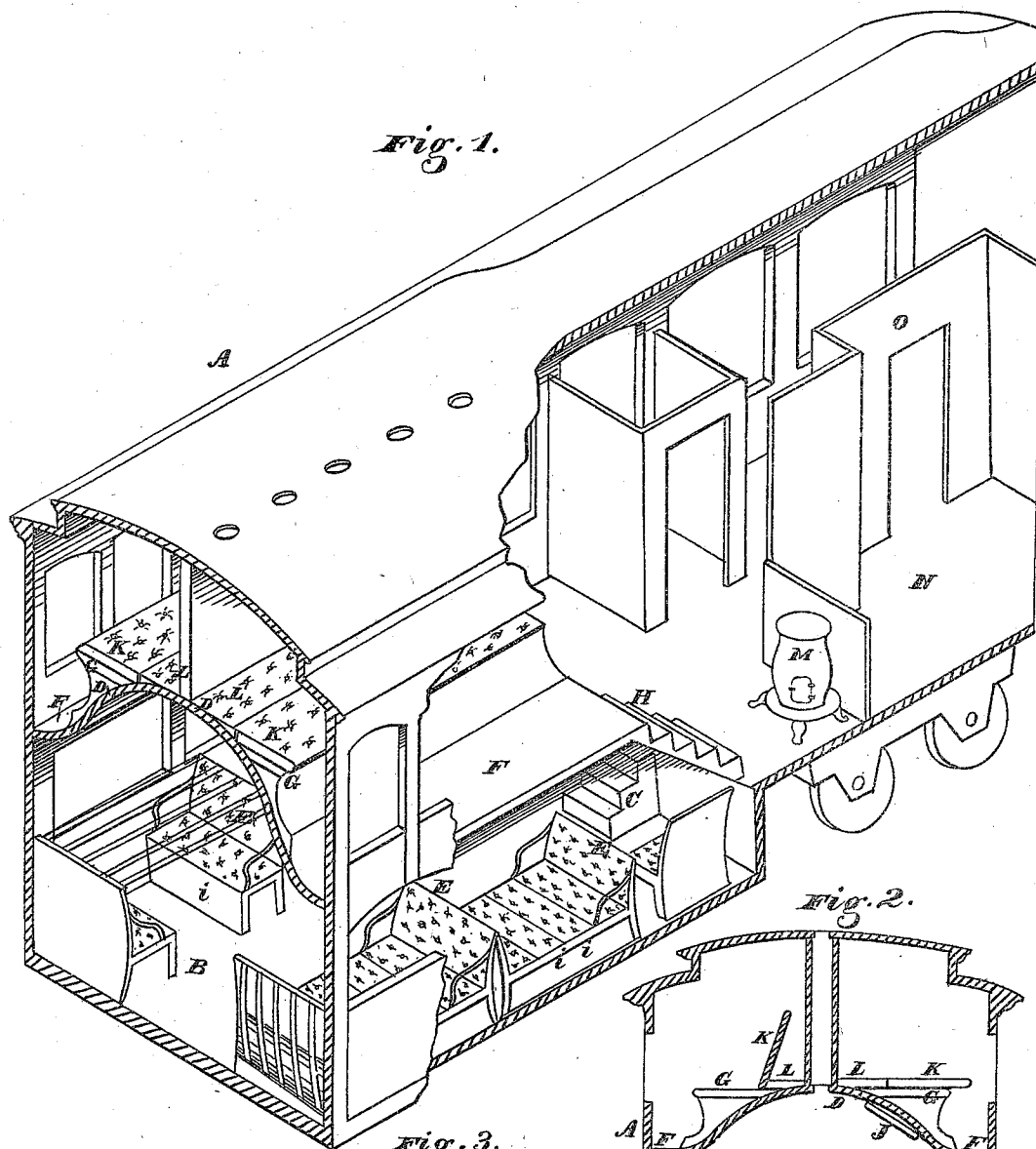


E. BLOCHMAN.
SLEEPING-CAR.

No. 177,458.

Patented May 16, 1876.



Witnesses
Geo. H. Strong,
Jno. L. Boone

Inventor
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Attys.

UNITED STATES PATENT OFFICE.

EMANUEL BLOCHMAN, OF SAN FRANCISCO, CALIFORNIA.

IMPROVEMENT IN SLEEPING-CARS.

Specification forming part of Letters Patent No. 177,458, dated May 16, 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.

My invention relates to certain improvements on railway sleeping, drawing-room, and dining cars; and it consists in a novel construction of the car-body in its central portion, so that without any increase in height I am enabled to increase the seating capacity, at the same time providing ample sleeping accommodations for all the passengers. At one end of the car I provide a kitchen and a dining-room, the size of which may be varied at will.

The construction and arrangement of the seats are also novel, and will be more fully described by referring to the accompanying drawings, in which—

Figure 1 is a perspective view. Fig. 2 is a transverse section.

A is a car-body, which, according to my plan, is made of about the same or a little greater height than the usual car-body, and may be mounted upon four or six wheeled trucks in the usual manner.

The peculiarity of my car-body consists in building the central portion, which lies between the trucks at either end, so that the floor B is considerably lower than the floor at the ends. This depressed floor may be not more than fifteen inches above the level of the road-bed; but the exact distance is immaterial to my purpose. It will be reached by a short flight of steps, C, at either end, and is provided with seats for the accommodation of passengers. The seats which I have shown will be more fully described hereafter. By thus depressing the floor of my car I provide such a height from floor to ceiling that I am enabled to introduce a series of seats above the first. This I do by making the upper floor D in the form of an arch in the center, so that those passengers who occupy the lower floor will have space enough to walk beneath the arch, while the seats E are arranged at the

sides, as in the present manner. The upper floor has a level portion at F F close to the sides of the car, along which the passengers can walk, while the seats G in this portion are arranged longitudinally, and above the arched portion D. This construction, it will be seen, economises a given space to the utmost without being inconvenient. Access is had to the upper floor by short flights of steps H at the sides near the steps C, and also by flights *h* between the sections, if desired.

The seats E are pivoted, if desired, so as to be turned to face in different directions, and they are separated so far that when two of them face each other the backs will be far enough apart to permit the occupants to lie down when a bed is prepared. The seats are made with folding or sliding extensions *i*, which, when extended, will meet and fill the open space between them so as to give an even surface upon which the bed is made. Swinging berths J are supported by hangers from the top of this compartment, and removable berths J' are fitted to be placed above the backs of the seats E, so as to further increase the sleeping accommodations for those passengers who sit at the ends of the cars and in the upper section. The seats G are made with a back, K, which may be turned down, and together with a rear extension, L, will form a double bed for a portion of the passengers who occupy the upper section. The remainder of the passengers will occupy the berths J J'.

If it is desired, seats can be placed in both of the end sections; but in case a dining-saloon is preferable, one end of the car may be fitted up for this purpose.

M is the stove which occupies the kitchen, and N is the dining-room. One side, *o*, of this room is so constructed as to move upon slides or rollers, and thus give a room which can be considerably varied in size as necessities require. Berths P can also be arranged to fill the space at the side of the saloon so as to accommodate a small number of the passengers from the upper section, if necessary.

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

1. The car A, having the central portion of

the floor B placed at a lower level than the ends, and provided with a second floor, D F, substantially as and for the purpose herein described.

2. In a car, A, having two floors, B D, the arrangement of the seats E beneath the passage F, and the seats G upon the arch D, substantially as and for the purpose herein described.

3. The seats G, constructed as shown, and having the folding back K, and the rear extension L, substantially as herein described.

4. The construction in a car, A, of two floors, B and D, having the seats E and G, respectively, and the hanging and removable berths J J', substantially as and for the purpose herein described.

EMANUEL BLOCHMAN.

Witnesses:

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