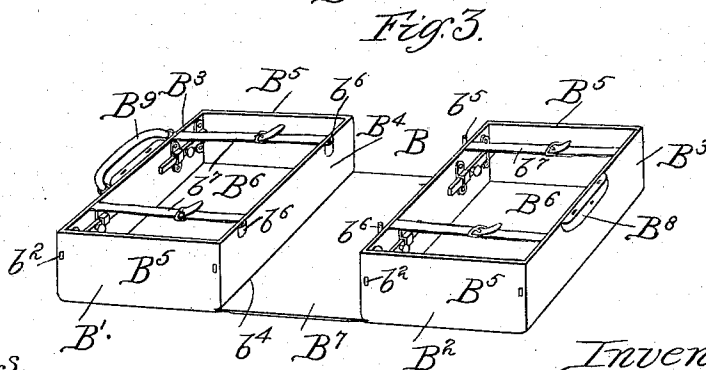
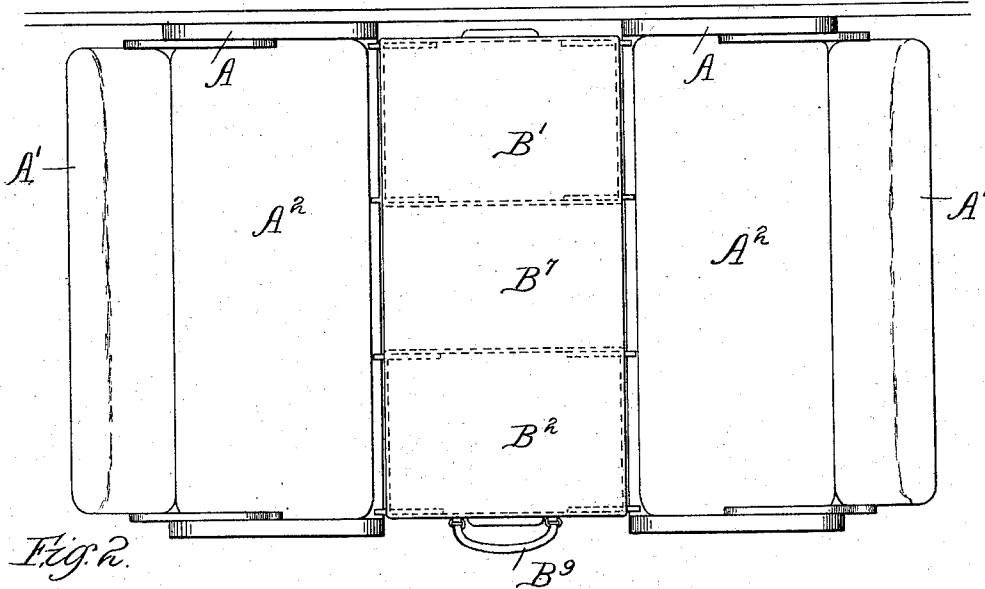
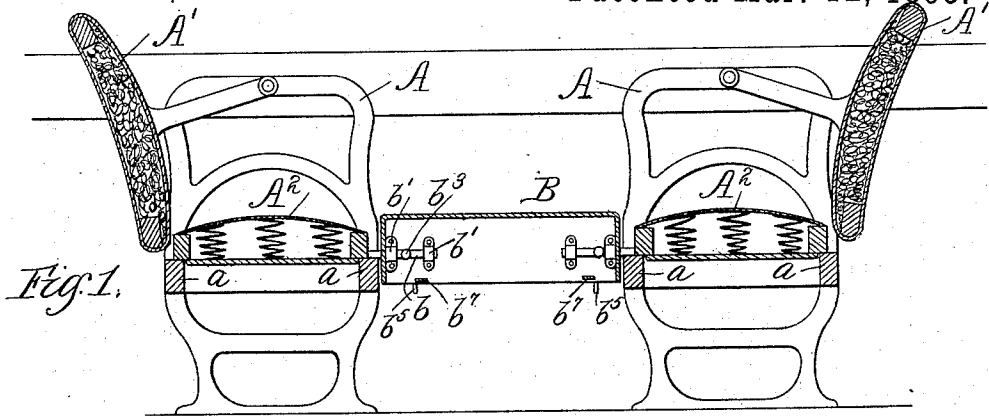


(No Model.)

G. M. FADNER.
PORTABLE CAR SEAT BRIDGE.

No. 535,365.

Patented Mar. 12, 1895.



Witnesses.

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UNITED STATES PATENT OFFICE.

GEORGE M. FADNER, OF CHICAGO, ILLINOIS.

PORTABLE CAR-SEAT BRIDGE.

SPECIFICATION forming part of Letters Patent No. 535,365, dated March 12, 1895.

Application filed July 28, 1894. Serial No. 518,791. (No model.)

To all whom it may concern:

Be it known that I, GEORGE M. FADNER, of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful
5 Improvements in Portable Car-Seat Bridges; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked
10 thereon, which form a part of this specification.

This invention relates to improvements in portable devices for bridging over the space
15 between two adjacent seats of a railway car or similar vehicle, so as to render the same available as a couch upon which the traveler may comfortably recline.

The object of the invention is to provide a device of the character referred to, which is
20 capable of being readily collapsed or folded into convenient form for transportation as ordinary hand baggage, and by the employment of which a traveler will be enabled to rest comfortably in an ordinary passenger car
25 when the superior accommodations of a sleeping car are, for any reason, denied him.

The invention consists in the matters herein referred to, and particularly pointed out in the appended claims.

30 A bridging device embodying my invention comprises in its construction a body portion, the length or width of which is substantially equal to the distance between the adjacent seat frames of a railway car, and which is provided at its opposite edges with means for en-
35 gaging the side rails of the seat frames, or is otherwise adapted to rest upon the same, in such manner that it will be firmly supported between the seats, preferably with its upper
40 surface substantially on a level with the surface of the seat cushion, so that it will co-operate therewith in forming a comfortable couch.

In one approved form in which my invention may be practically embodied, I construct
45 the body portion of the bridge in two sections which have hinged or flexible connection with each other and may be folded together in compact shape for transportation. Preferably,
50 and in the instance illustrated, each of said sections is made in the form of a hollow casing, so that when folded together they consti-

tute a receptacle within which may be packed such suitable articles as the traveler desires to carry with him. Obviously, when con-
55 structed in this form, the device becomes practically a hand satchel or bag, which, in its general features, does not differ greatly from the usual articles of that nature. A bag of this character is made of suitable dimensions to
60 properly span the distance between two adjacent seats, and is herein shown as provided with extensible parts which are normally retracted within the bag, but are adapted, when
65 extended, to securely engage the seat frames so as to support the satchel between them, in the manner suggested.

My invention will be fully understood from the foregoing statement, taken in connection with the following description of one practical embodiment thereof, which is illustrated
70 in the accompanying drawings, in which—

Figure 1 is a sectional side elevation of two adjacent car seats with my improved bridging device placed between them. Fig. 2 is a top
75 plan view thereof. Fig. 3 is a perspective view of a hand satchel or bag, constructed in accordance with my invention, and adapted to be supported between the seats, in the manner shown in Figs. 1 and 2.

80 In said drawings A designates the frame work of two adjacent seats of a railway car or similar vehicle, and A' A' the pivotally secured reversible backs thereof, which are herein shown as turned in a usual manner to
85 make the two seats face each other.

A² A² designate the seat cushions; and a a the side bars or rails of the seat frames upon which said cushions are supported.

The particular construction of the seat is, of course, immaterial, and has nothing to do
90 with my invention.

B designates a hand satchel constructed in accordance with my invention, and adapted to form a bridge between the seats A A, as
95 shown in Figs. 1 and 2. Said satchel comprises two similar sections B' B² which have hinged or flexible connection with each other, and are herein shown left open on their inner faces, so that when folded together for trans-
100 portation they constitute a closed receptacle within which the traveler's belongings may be packed, in the usual manner.

The length of the sections B' B² is made

substantially equal to the distance between the adjacent rails a of the two seats, and they are provided with extensible parts or lugs b which, when extended, project beyond the ends of the sections and are adapted to rest upon the upper faces of the seat rails a . Said extensible parts b are herein shown as made in the form of simple sliding bolts, mounted within clips b' which are secured to the inner faces of the top and bottom walls B^3 B^4 of the sections. The outer ends of the bolts b enter suitable apertures b^2 in the end walls B^5 of the sections, and by sliding the bolts endwise within their clips b' they may be made to project through the apertures b^2 a sufficient distance to secure a firm bearing on the top of the rails a .

The bolts b are preferably located at such a distance from the back walls B^6 of the sections, that when the satchel is placed in position between the seats with its bolts extended and resting upon the side rails thereof, its side walls B^6 will be supported at substantially the level of the seat cushions A^2 A^2 . Accordingly they are in this instance shown as located on the top and bottom walls B^2 B^3 about midway of the width of the same, the depth of the sections being in this instance considerably greater than the depth of the seat cushions A^2 A^2 . If, however, the depth of the sections B' B^2 were made substantially equal to that of said cushions the bolts b would have to be placed closely adjacent to the inner or open face of the sections. Projecting knobs or thumb pieces b^3 on the bolts b enable the latter to be projected or retracted as desired, and the frictional engagement between the bolts and their supporting clips b' normally maintains them in any position in which they may be placed. Obviously, however, a spring or other locking device for maintaining the bolts projected or retracted may be provided, if found necessary.

It is, of course, desirable that the bridge formed by the satchel B should be nearly as long as the seats A , in order that there may be no unoccupied space at the ends of the latter. To accomplish this without the use of a satchel of unwieldy dimensions, the sections B' B^2 , instead of being directly connected by a hinged joint as in the ordinary construction, are in this instance connected by a back piece or web B^7 which practically forms a continuation of the outside walls B^6 , and is preferably connected with the latter along its marginal edges b^4 . The width of the web B^7 is just equal to the combined widths of the bottom walls B^4 , so that when the sections B' B^2 are brought together said web will hold the edges of their bottom walls B^4 in contact, and will constitute in effect the bottom proper of the satchel.

Interfitting projections and sockets b^5 , b^6 may, if desired, be provided on the meeting edges of the bottom walls B^4 or elsewhere to additionally hold the sections in proper relation when folded together.

The upper edges of the sections may be secured by any suitable fastening device, as by an ordinary lock B^8 , and any suitable handle B^9 will enable the satchel to be conveniently carried.

As shown in this instance, the walls of the satchel are designed to be constructed of comparatively stiff material, such as heavy cloth covered strawboard or the like, so as to strongly resist being distorted under any degree of weight or pressure liable to be brought thereon, either when in use as a satchel or to span the space between the two car seats. Obviously, however, a satchel embodying my invention may readily be constructed with flexible side walls made of leather or other suitable material by providing it with a sufficiently rigid, skeleton frame work by which said flexible walls will be supported against undue deflection. The connecting web B^7 is also herein shown as made of stiff material with flexible margins b^4 at its juncture with the side walls B^6 of the sections. Obviously such web may be made flexible throughout, but when made of stiff material, is less liable to sag beneath the weight of the traveler's limbs when the satchel is used as a bridging device.

When opened and placed between the seats, the contents of the satchel may be supported therein by retaining straps b^7 , stretched across the open inner faces of the sections B' B^2 , or if desired, a hinged cover may be provided on each of the sections for this purpose. The back walls B^6 will obviously be supported more or less by the contents of the sections when the latter are completely filled and the straps b^7 are tightly buckled. It is, however, intended that the satchel shall be sufficiently rigid to support any necessary degree of pressure thereon when the sections are entirely empty, so that if desired the satchel may be used as a means of transporting blankets or other bedding, which may be taken out before the satchel is placed in position between the seats and afterward spread upon the improvised couch, in an obvious manner.

It will be understood that in its broad aspect my invention is designed to cover any form of portable bridging device adapted to be placed between two adjacent seats of a railway car, without regard to the form in which the device may be embodied. For example, I may employ a suspended device of hammock form, or a deflatable air cushion which would be capable of being conveniently collapsed and rolled up for transportation, but might be readily inflated for use as a seat bridge. All such modifications, however, I conceive to be within the broad spirit of my invention, and consequently I do not wish to be limited to the particular construction herein illustrated, although in itself that construction comprises features of value, which are also herein claimed.

I claim as my invention—

1. A portable device for bridging over the

space between two adjacent seats of a railway car comprising a body portion made of a length substantially equal to the distance between the adjacent seat frames, and provided at its opposite edges with means for engaging the side rails of the seat frames, substantially as described.

2. A portable device for bridging over the space between two adjacent seats of a railway car, comprising two sections having hinged or flexible connection with each other, and each provided at its opposite ends with means for engaging the side rails of the seat frames, substantially as described.

3. A portable seat bridge, comprising two sections having bridged or flexible connection with each other, and made in the form of hollow casings adapted to form a receptacle when folded together, and extensible parts adapted to be projected from the opposite end edge of the sections to rest upon the side rails of the adjacent seat frames, substantially as described.

4. As a means for bridging the space between two adjacent seats of a railway car, a hand bag or satchel comprising two sections having hinged or flexible connection with each other, and extensible parts adapted to be projected from the opposite ends of each of the sections to rest upon the adjacent rails of the seat frames, substantially as described.

5. As a means for bridging the space between two adjacent seats of a railway car, a hand bag or satchel comprising two sections having hinged or flexible connection with each other, and each provided at its opposite

ends with sliding bolts adapted to be projected beyond the walls of the satchel to rest upon the adjacent rails of the seat frames, substantially as described.

6. As a means of bridging the space between two adjacent seats of a railway car, a hand bag or satchel provided at each of two opposite ends with two extensible parts adapted to be projected beyond the walls of the satchel and firmly support the latter upon the adjacent rails of the seat frames, substantially as described.

7. A hand bag or satchel comprising two sections flexibly connected by a web, the width of which is equal to the combined widths of the bottom walls of the two sections, and oppositely arranged extensible parts, in each of said sections, substantially as described.

8. A hand bag or section comprising two sections, a web the width of which is equal to the combined widths of the bottom walls of the two sections, and which is flexibly connected with said sections at the juncture of their bottom and side walls, and extensible bolts, adapted to be projected from the end walls of the sections, substantially as described.

In testimony that I claim the foregoing as my invention I affix my signature in presence of two witnesses.

GEORGE M. FADNER.

Witnesses:

HENRY W. CARTER,
ALBERT H. GRAVES.