

June 20, 1939.

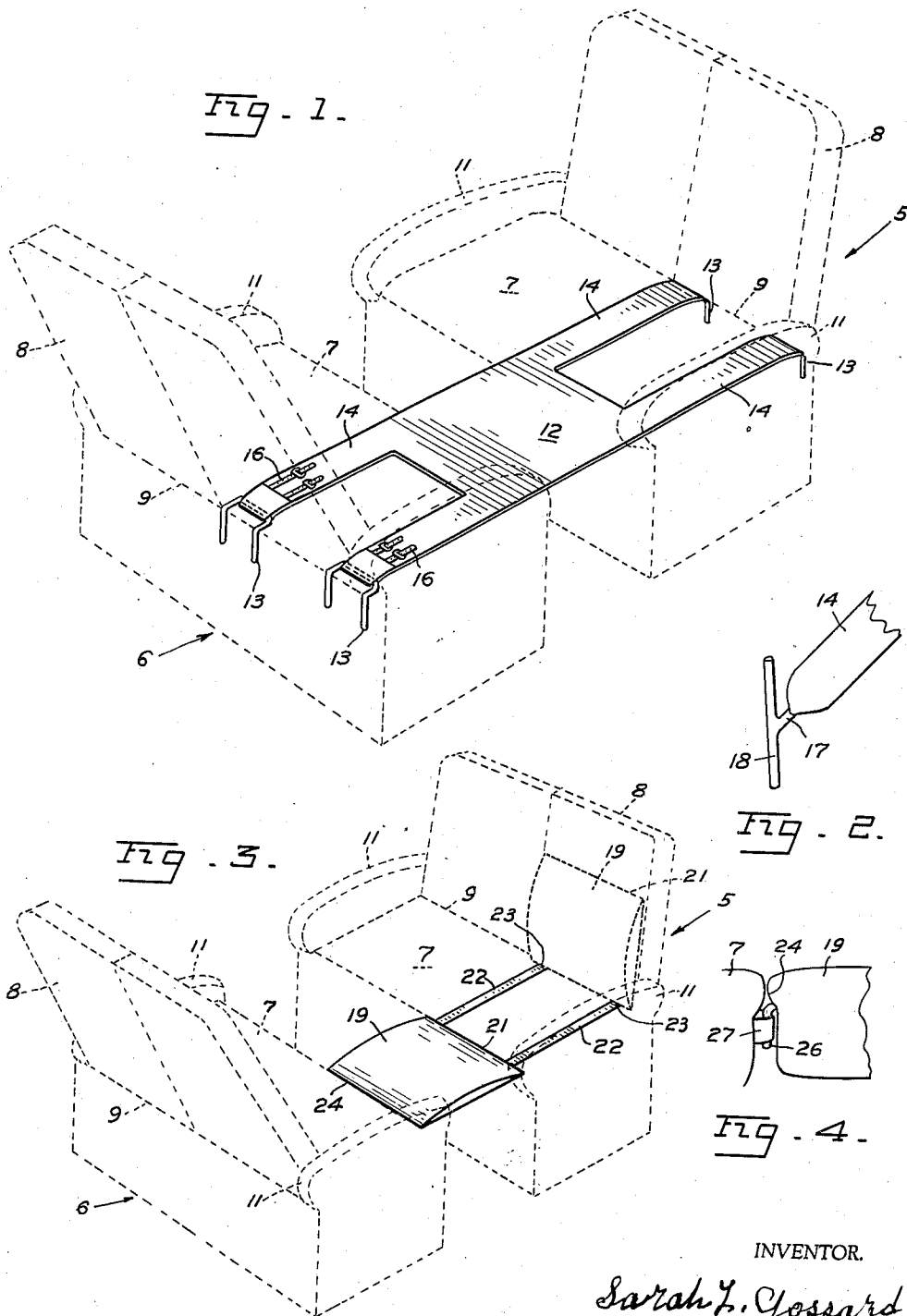
S. L. GOSSARD

2,163,198

BODY SUPPORT FOR RAILROAD COACH CARS

Filed April 12, 1937

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Fig. 5.

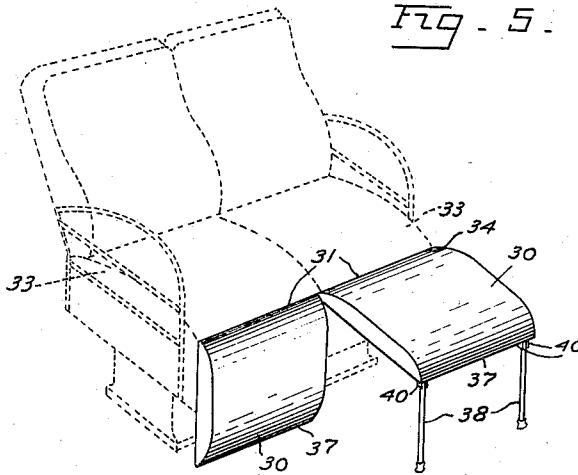


Fig. 6.

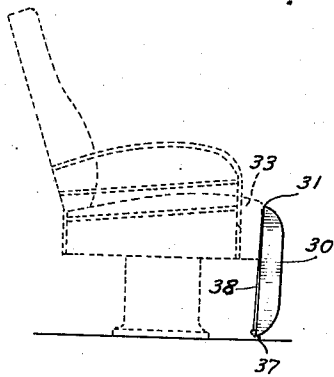


Fig. 7.

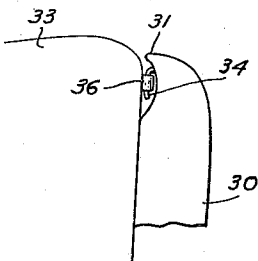
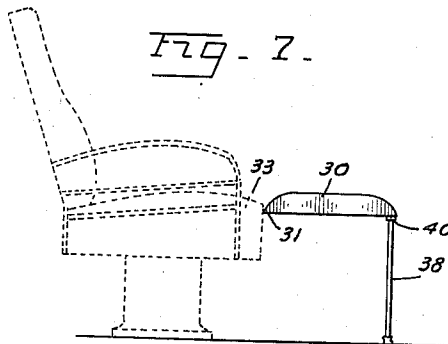


Fig. 8.

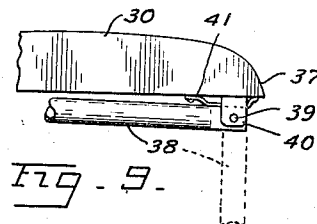


Fig. 9.

INVENTOR.

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UNITED STATES PATENT OFFICE

2,163,198

BODY SUPPORT FOR RAILROAD COACH CARS

Sarah L. Gossard, San Diego, Calif.

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1 Claim. (Cl. 155—165)

This invention relates to a body support for railroad coach cars.

Ordinarily a passenger of a coach car is permitted to use, during the night time, a chair in front of his if it is vacant to rest his feet upon. But due to a gap between the chairs, a portion of the body of the passenger remains unsupported for a long period of time which results in a great strain on the back and leg muscles of a passenger, thus causing to him great discomfort and pain.

It is the purpose of this invention to provide a device which will bridge the gap between the two chairs.

Another object of my invention is to provide a body support for railroad coach cars which may be easily attached to the chairs so as to convert the same into comfortable sleeping quarters.

Another object of my invention is to provide a support of the type described which may be easily attached to and detached from the chairs.

Another purpose of the invention is to provide a support of the type described which will be superior in point of simplicity, inexpensiveness of construction, facility and convenience in use and general efficiency.

In this specification and the annexed drawings, the invention is illustrated in the form considered to be the best, but it is to be understood that the invention is not limited to such form, because it may be embodied in other forms; and it is also to be understood that in and by the claim following the description, it is desired to cover the invention in whatsoever form it may be embodied.

Referring to the drawings:

Fig. 1 is a perspective view of the two coach car chairs and of my support as applied thereto.

Fig. 2 is a modified form of an attachment.

Fig. 3 is a perspective view of the two coach car chairs and of a modified form of my support as applied thereto.

Fig. 4 shows the method of attaching of my support to a chair.

Fig. 5 is a perspective view of a coach car chair, and of still another form of my support.

Fig. 6 is a side view of a chair and of my support, showing the latter in downward position.

Fig. 7 is a side view of a chair and of my support, showing the latter in horizontal position, ready for use.

Fig. 8 shows the method of attachment of my support to a chair.

Fig. 9 shows an attachment of a leg to the support.

A railroad coach car carries a number of chairs indicated in dotted lines at 5 and 6, each adapted to accommodate two passengers. Each chair consists of a seat 7, arm-rests 11, and a back 8 contacting the seat along the line 9. The back 8 is adapted to be swung from the back of the seat 7 to the front. As shown in Figures 1 and 3, there is a certain space between the two adjacent chairs. Generally, my device consists of a supporting element designed to fill up or bridge the space between the chairs so as to permit a passenger to rest comfortably on his seat, said supporting element and the adjacent chair.

In Fig. 1, my support is generally indicated at 12 and consists preferably of a strip of fabric or leather material, the width of which is substantially equal to that of the seat, and having a central portion covering the gap between the two seats 7. Integral with the central portion are four narrow strips 14 leading therefrom to the backs 8 of the chairs 5 and 6. The strips 14 extend between the seats 7 and the backs 8 and terminate with metal fittings 13 which extend at right angles to the strips 14 and against the vertical opposite sides of the seats 7, the purpose of which is to retain the strips 14 in place. The strips 14 are preferably made adjustable in length, as shown at 16, to accommodate possible variations in the distance between the chairs and to vary the tension of the support proper.

The fitting 13 may be of various designs and shapes, a modification thereof being shown in Fig. 2 in which a T-shaped fitting has a stem 17 extending from the strip 14 and a crossbar 18 designed to serve as an anchor to said strip. The fitting of this type is slipped between the back 8 and the seat 7, the bar 18 being in a horizontal position, and then turning the said bar into a vertical position so as to abut the back 8 and the seat 7, whereby the positive anchorage is assured.

In Figures 3 and 4, I have shown a modified form of my invention which consists of a soft cushion 19, the end 21 of which is permanently secured to the chair 5 by the narrow strips 22, the ends 23 of which are permanently secured to the seat 7. The end 24 of the cushion 19 carries a pair of metal hooks 26 adapted to be inserted into a pair of loops 27, made out of material, and attached to the back wall of the seat 6. The size of the cushion 19 is such as to fill up the gap between the two seats, so that the seats and the cushion represent a continuous surface upon which a passenger may comfortably rest. The cushion may be used as a back support during

the day time, as shown by a heavy dotted line in Fig. 3. The strips 22 being permanently secured to the seat 7 prevent taking away of the cushions 19 by the passengers.

5 In Figures 5 to 9 inclusive, I have shown another modification of my device comprising a cushion 30, having a rigid frame therein, the end 31 of which is attached to a seat 33 by hooks 34 carried by the cushion and engaging loops 36
10 affixed to the front wall of the seat. The end 37 of the cushion 30 carries a pair of tubular legs 38 adapted to be swung alongside the cushion when the latter is not in use and hangs downward. Each leg 38 is swingable about a pin 39
15 connecting said leg with a pair of tongues 40 between which the former is confined. A leaf spring 41 exerts a constant pressure on the end of the leg 38 so as to keep it either parallel to the cushion or at right angles thereto, as shown in Fig. 9.

20 The cushion 30 when not in use hangs downward. During the night time or whenever a pas-

senger desires, it may be swung into a horizontal position and the legs 38 turned downward so as to support the cushion which then will serve as an extension of the seat 33 and provide a convenient and comfortable place for rest.

Having thus described this invention what I claim and desire to secure by Letters Patent is:

In a body support for railroad coach cars, the combination with a pair of railroad coach chairs positioned one in front of the other in spaced relation with shiftable backs, said backs being disposed adjacent the outer opposite edges of the seat, a substantially rectangular flexible bridge member disposed in the plane of the seating surface and in the space between the seats, said bridge member having a strap extending from each corner thereof and parallel thereto each back bearing upon the adjacent straps and hooks at the outer ends of the straps engaging the opposite outer end faces of the seats.

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