

F. W. COOLBAUGH.
Car-Seat Attachment.

No. 223,031.

Patented Dec. 30, 1879.

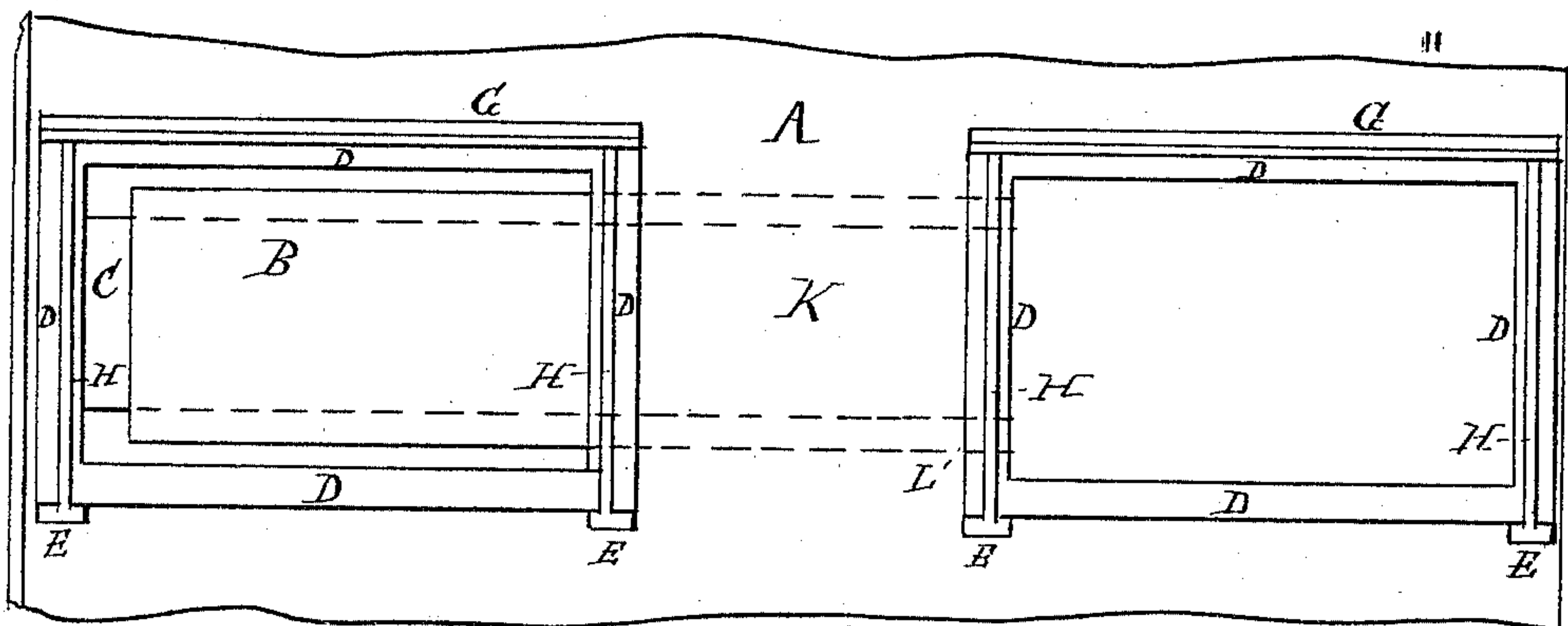


Fig 1.

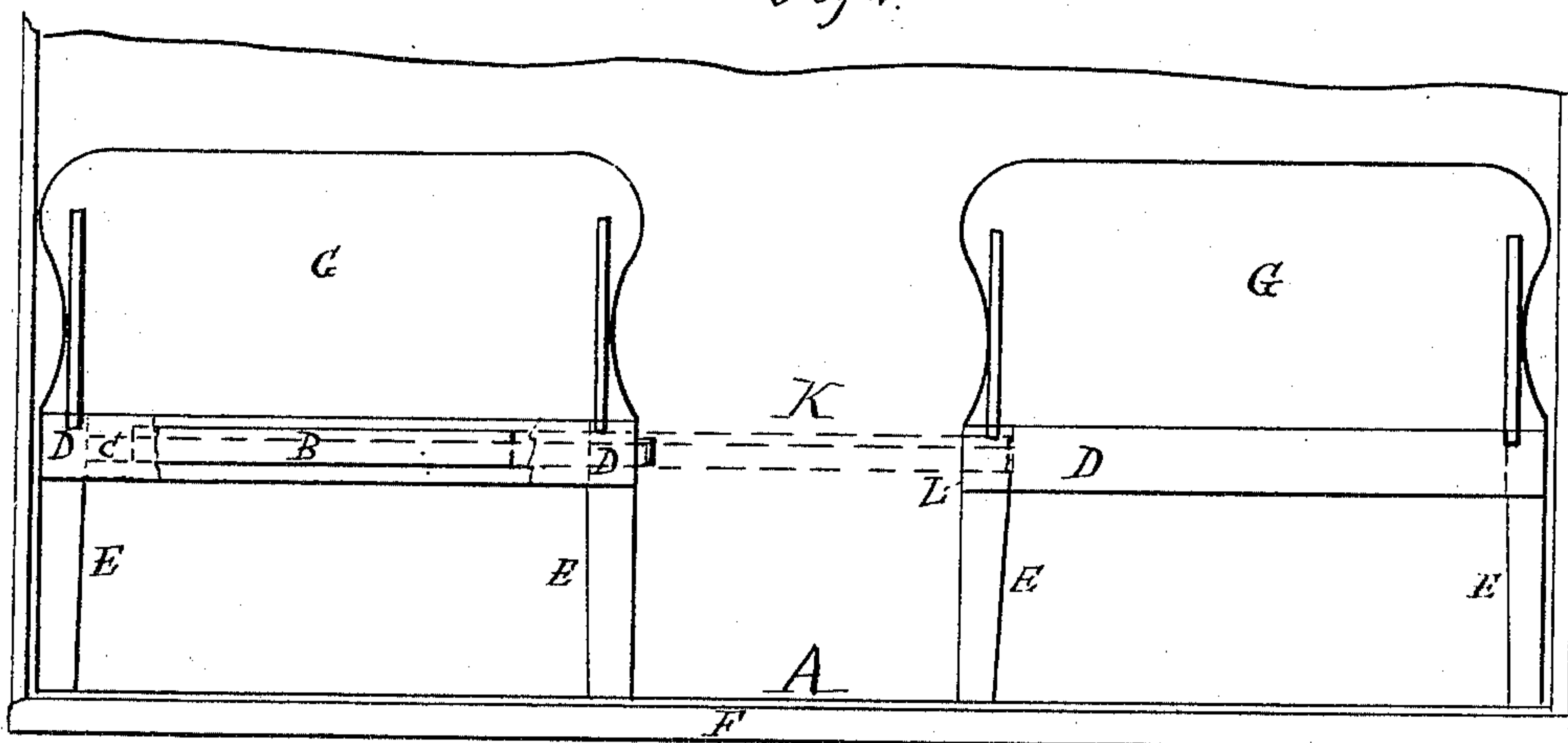


Fig 2

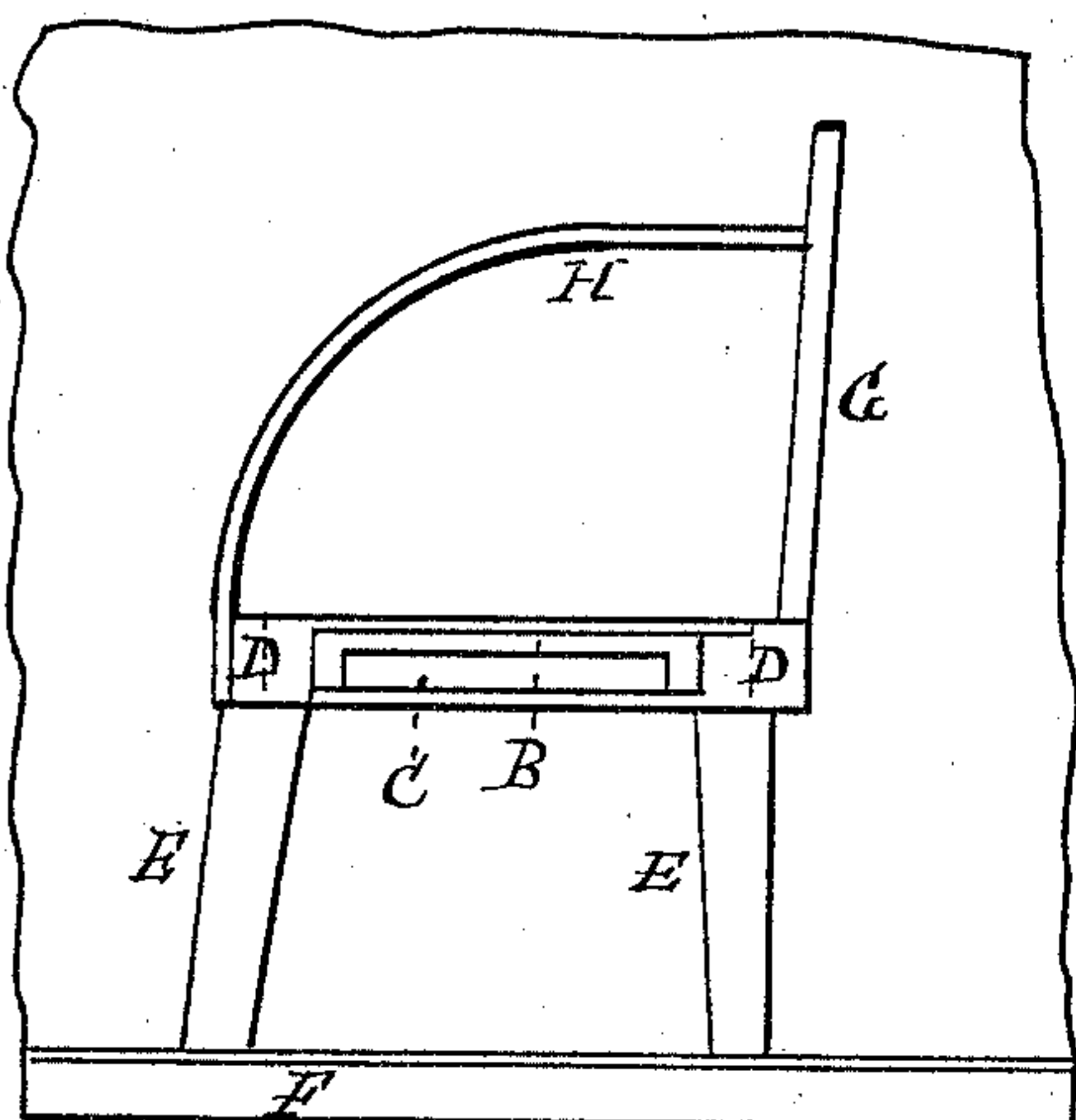


Fig 3

Witnesses
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UNITED STATES PATENT OFFICE.

FRANK W. COOLBAUGH, OF HOBOKEN, NEW JERSEY.

IMPROVEMENT IN CAR-SEAT ATTACHMENTS.

Specification forming part of Letters Patent No. **222,031**, dated December 30, 1879; application filed October 27, 1879.

To all whom it may concern:

Be it known that I, FRANK W. COOLBAUGH, of Hoboken, county of Hudson, and State of New Jersey, have made and invented a new and useful Sliding Platform or Step Attachment for a Car-Seat, for use in lighting car-lamps; and I do hereby declare that the following is a full, clear, and exact description and specification of the same, reference being had to the annexed drawings, which form part thereof.

My invention relates to means for assisting car-lamp-lighters in reaching the lamps usually hung from the central portion of the car-roof over the aisles at each end of the car; and it consists in certain combinations of mechanism with the car-seat, which combinations are specifically set forth in the claim at the end of this specification.

The car-lighter is now obliged to carry with him a step or board upon which he steps to raise himself high enough to reach the car-lights. It is inconvenient to do this for many obvious reasons.

My invention provides a platform attached to the car-seat, which is always at hand and can be slid out from the seat and back again when needed.

In order that persons skilled in the art may understand, make, and use my invention, I will proceed to describe the manner in which I have embodied it, referring to the drawings, in which—

Figure 1 is a plan view of my invention. Fig. 2 is a vertical side view of the same. Fig. 3 is a side or end view of the car-seat, looking from the aisle.

A is the car-aisle. B is the sliding platform or step. C is the guide-board on which the platform slides for a support. D is the frame-work of the car-seats. E are the legs or supports for the car-seats. F is the floor of the car. G is the back of the seat. H H are the

arms of the car-seat. K represents the sliding board in dotted lines drawn out across the car-aisle and supported by the supporting recess or lug on or in the opposite seat.

The recess or lug is marked L on the drawings, and is of the same shape as the opening in the end of the car-seat which carries the sliding platform B. When the platform is in use it has the position shown in dotted lines, Figs. 1 and 2, resting on the ends of two opposite seats. When not in use it has the position shown in Figs. 1 and 2 by full lines, and is wholly out of the way in or under the frame-work of the car-seat.

A catch or handle is shown in Fig. 2, by which it may be drawn out when needed.

Many variations of shape and position may be made without departing from the principle of my invention.

The sliding platform need not necessarily rest, when in use, on the opposite seat. A sliding platform may be attached to both seats, if desirable.

On trains provided with this arrangement the train-men need not carry with them a board or step from car to car for use in lighting and cleaning the car-lamps, as is necessary now. Its advantages over the present mode will readily be seen.

Having now fully described my invention, and the manner in which I have constructed and applied it, what I claim as my invention, and desire to secure by Letters Patent, is—

The combination, substantially as described, of a railway-car seat with a sliding piece arranged to slide in the frame-work of the seat, from the end of one seat toward the end of the opposite seat, across the car-aisle, substantially as and for the purposes specified.

FRANK W. COOLBAUGH.

Witnesses:

WM. C. HICKS,
E. L. SHERMAN.