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Patented July 22, 1902.

H. S. HALE.
CAR SEAT.

(Application filed Apr. 2, 1902.)

(No Model.)

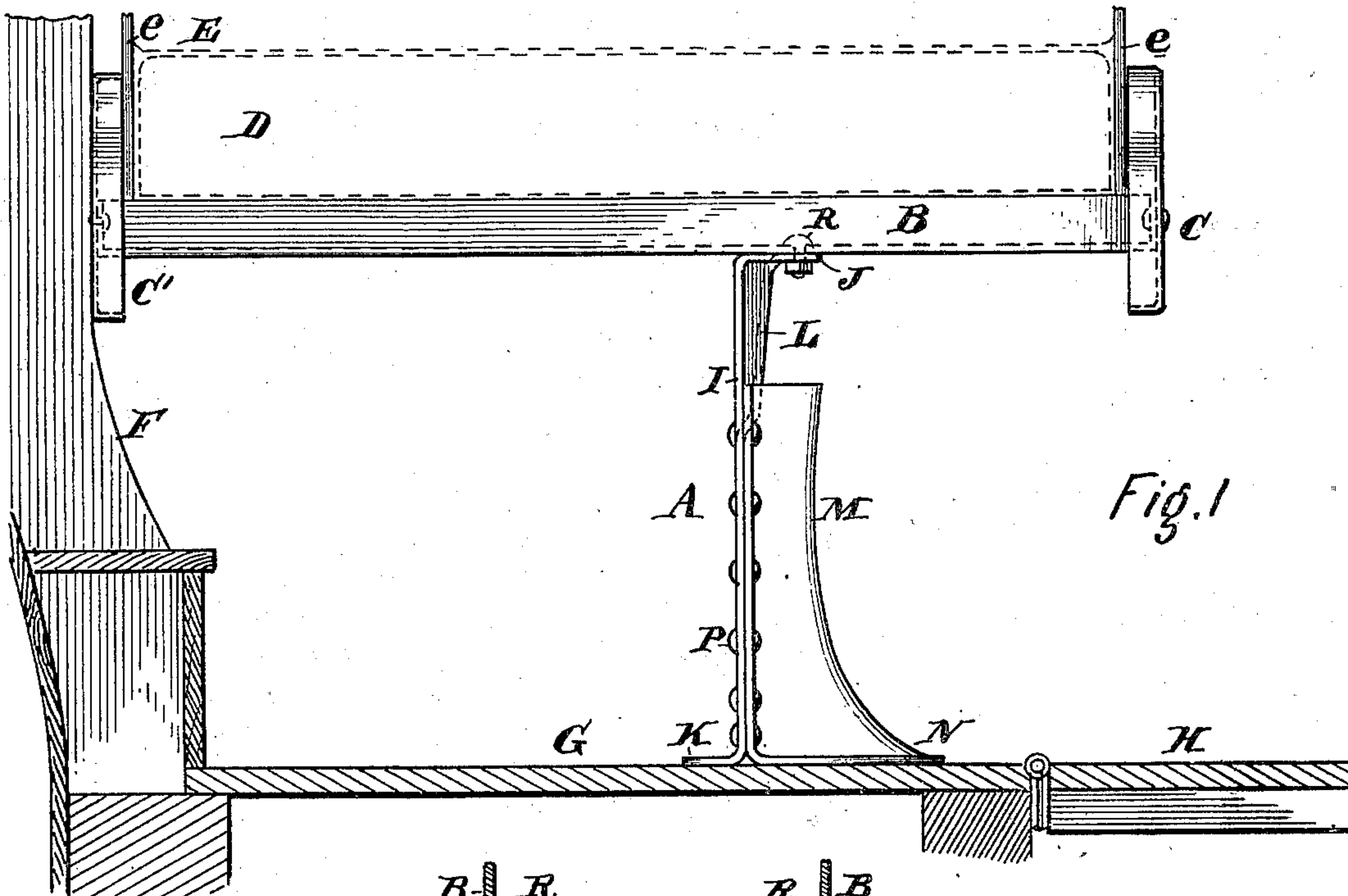


Fig. 1

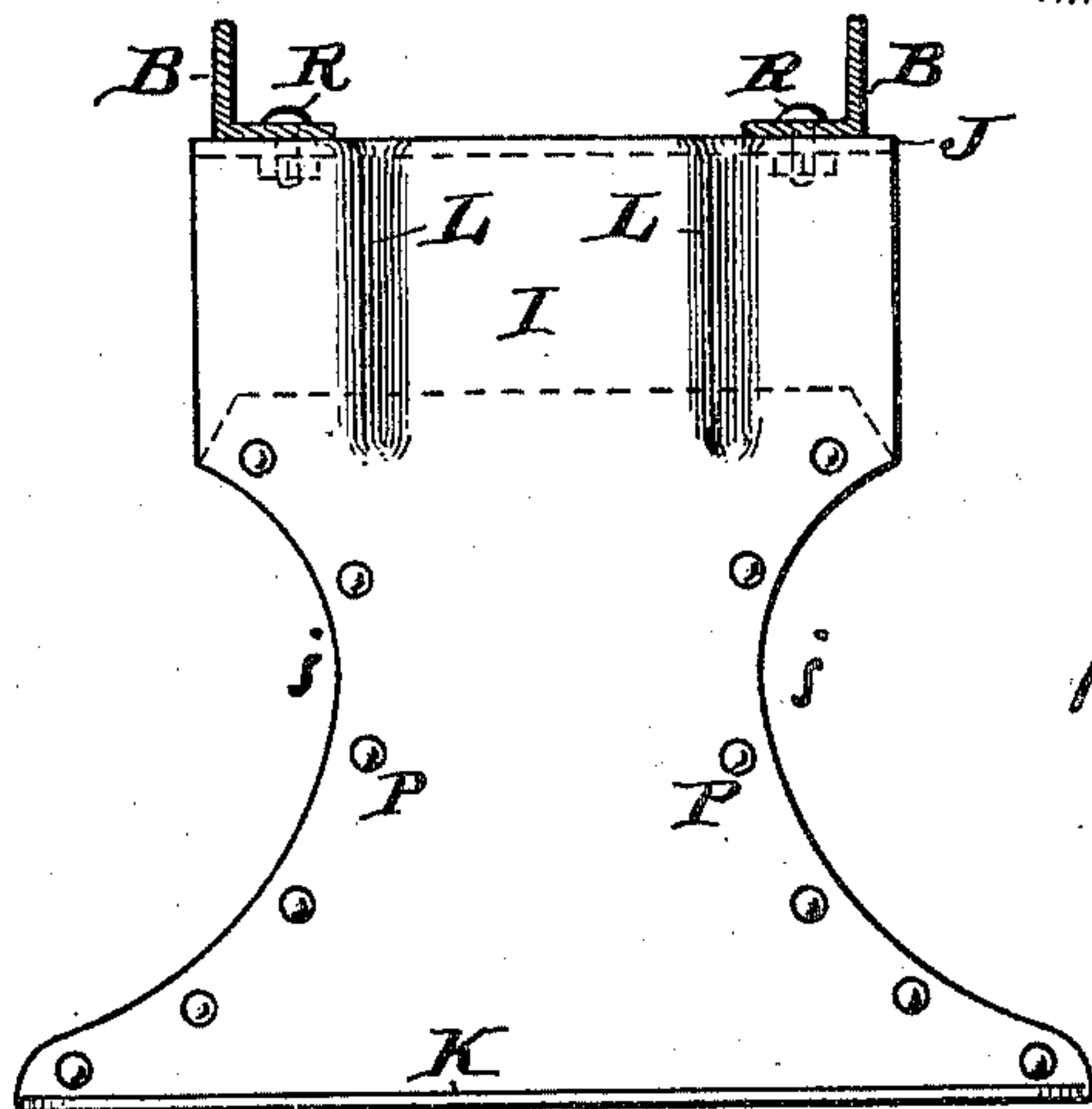


Fig. 2

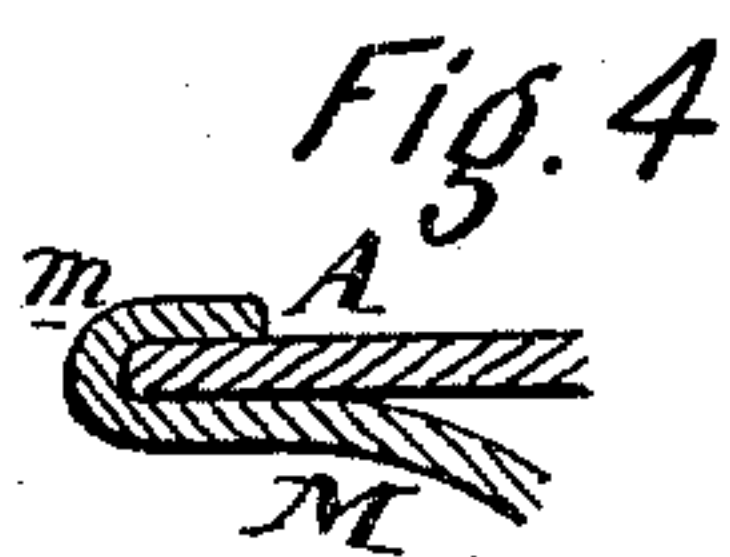


Fig. 4

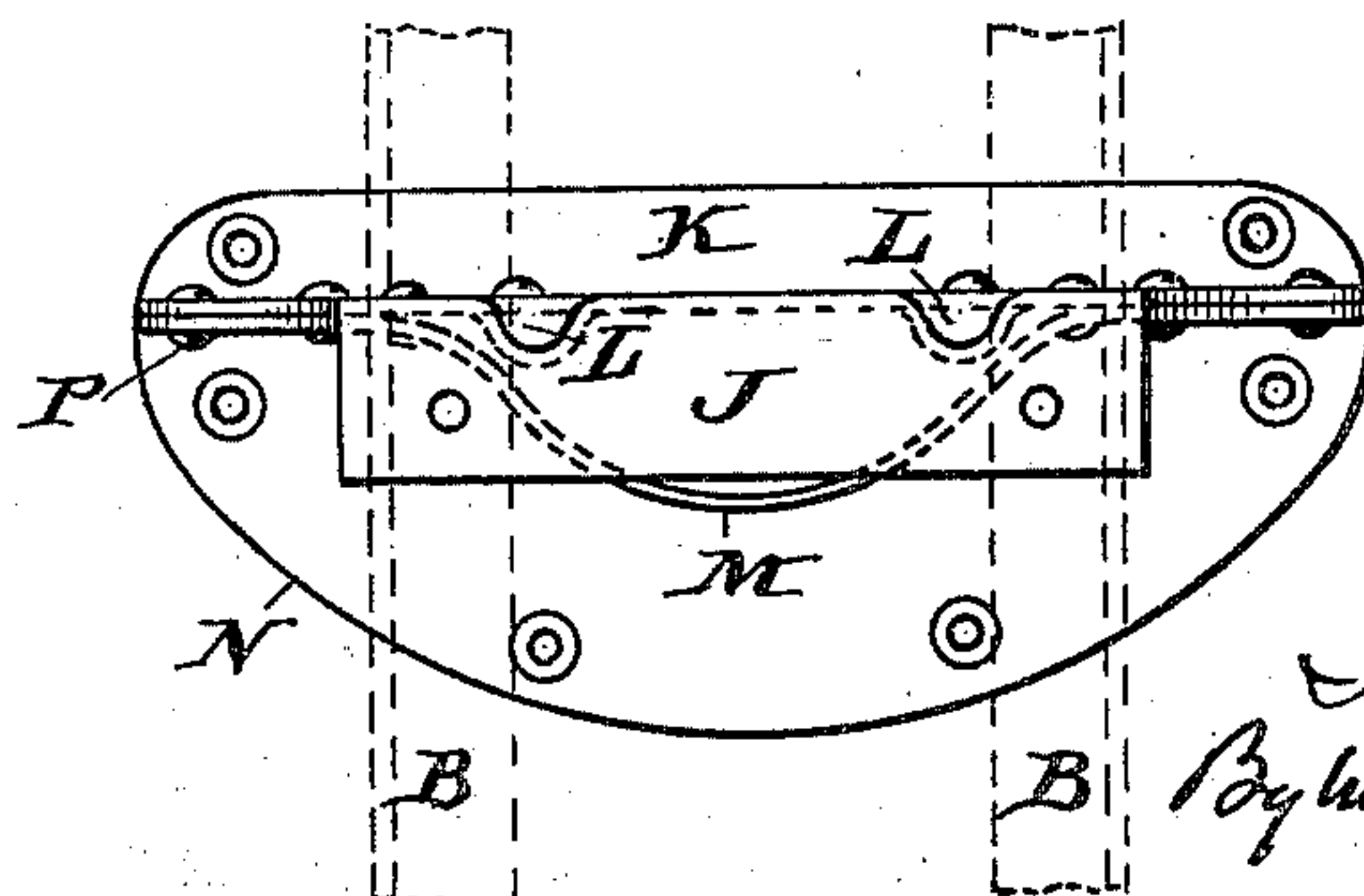


Fig. 3

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CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 705,075, dated July 22, 1902.

Application filed April 2, 1902. Serial No. 101,109. (No model.)

To all whom it may concern:

Be it known that I, HENRY S. HALE, of the city and county of Philadelphia, State of Pennsylvania, have invented an Improvement in Car-Seats, of which the following is a specification.

My invention has reference to car-seats; and it consists of certain improvements, which are fully set forth in the following specification and shown in the accompanying drawings, which form a part thereof.

The object of my invention is to provide a construction of pedestal or cricket for car-seats, more particularly adapted to street-cars, in which provision is made in the floors for securing access to the motors and which prevents the use of the ordinary pedestals or supports at the aisle end of the seats.

In carrying out my invention I form a pedestal of two pieces of pressed steel riveted or otherwise secured together, one of which is formed with a flat body having a foot at the bottom and a flange at the top and the other of which is made with a bulged front and semi-elliptical or spreading base and of less height than the first-mentioned part.

My invention also comprehends other features, all of which will be better understood by reference to the drawings, in which—

Figure 1 is an elevation of a car-seat embodying my invention and shows also the car-body in section. Fig. 2 is a rear elevation of the pedestal with the longitudinal seat-bars in section. Fig. 3 is plan view of same, and Fig. 4 is a cross-section of one of the lateral edges of the pedestal.

A is the pedestal or cricket and is screwed to the floor G of the car. It supports the longitudinal bars B of the seat, to which it is bolted at R. The longitudinal bars are of angle-iron and have secured at each end the end frames C and C'.

D is the seat-cushion. E is the seat-back, and e represents the arms for supporting said back from the end frames in the usual manner.

The window end of the seat has its end frame C' screwed to the side framing F of the car in any convenient way.

While I prefer to use angle-iron for the bars B, they may be of wood, if so desired.

The pedestal is independent of the end

frame C, and being secured to the bars B it is evident that its position may be as far inward from the aisle end of the seat as desired or necessary to clear the door H over the motors and usually found in the floors of the cars.

Referring more specifically to the pedestal A, it may be described as follows: The inner or rear plate I is of the shape shown in Fig. 2 and has its upper end flanged, as at J, preferably toward the outer end of the seat and its lower end flanged rearwardly, as at K, to form a foot. The upper flange J may be strengthened by the hollow ribs L, forced up in the body and also extending into the flange, constituting, in effect, corner ribs or braces. Riveted to the body I at P and extending nearly to the top thereof is a second or front plate M of the shape shown—viz., bulged or curved outward in the middle and flaring at the bottom to form a semi-elliptical or spreading base N. The upper edge of this front portion M preferably extends upward to or a little beyond the ribs L and also sufficiently high so that its upper edge is not seen when walking down the aisle because of the overhang of the seat structure. This form of pedestal is inexpensive and strong and has a large base for attachment to the floor for the purpose of securing stability. The contour is graceful and ornamental, and, moreover, the contracted portions at i, forming the neck of the pedestal, give space for the introduction of a valise or packages into the space between the two seats. The shape of the pedestal, while of considerable width in the direction of the length of the car, is narrow in the direction of the length of the seat, so as not to offer needless obstruction to the feet of the passengers—a feature especially advantageous in view of the location of the pedestal well in from the end of the seat, as shown. While in Fig. 1 the width of the pedestal seems great, it is to be remembered that the width there shown is at the central portion, as will be apparent by examining Fig. 3, the real width obstructing the feet being only the double thickness of the metal plates and the gradual curvature of same as we approach the middle of the pedestal.

In place of riveting the edges of the two plates A and M together these may be other-

wise secured—for instance, by bending the edge of one plate over the edge of the other and by pressure clamping them together. This construction is shown in Fig. 4. I have
 5 here shown the bulged plate M with the bent-over or flanged edges *m*, as that gives a neater appearance from the front; but it is evident that it is immaterial which plate is flanged.

While I prefer to reduce the width of the
 10 pedestal, as at *i*, it is not essential nor is it necessary that the ribs L be employed. It is also evident that the attachment to the bars B might be accomplished otherwise than by a flange J. Hence the said flange may be
 15 omitted, if desired.

While I prefer the construction as shown, the details may be modified without departing from the spirit of my invention.

Having now described my invention, what
 20 I claim as new, and desire to secure by Letters Patent, is—

1. A pedestal for a car-seat consisting of a flat vertical plate having its bottom flanged, combined with a second plate secured at its
 25 side edges to the corresponding edges of the flat plate and having its middle portion curved or bulged outward and its lower part curved outward into a flanged foot on a level with the bottom flange of the flat plate.

30 2. A pedestal for a car-seat consisting of a flat vertical plate having its top and bottom flanged, combined with a second plate secured at its side edges to the corresponding edges of the flat plate and having its middle portion
 35 curved or bulged outward and its lower part curved outward into a flanged foot on a level with the bottom flange of the flat plate.

3. A pedestal for a car-seat consisting of a flat vertical plate having its top and bottom
 40 flanged and also formed with hollow corner-ribs at the juncture of the body and top flange, combined with a second plate secured at its edges to the corresponding edges of the flat plate and having its middle portion curved
 45 or bulged outward and its lower part curved

outward into a flanged foot on a level with the bottom flange of the flat plate.

4. A pedestal for a car-seat consisting of a flat vertical plate having its top and bottom flanged, combined with a second plate secured
 50 at its edges to the corresponding edges of the flat plate and having its middle portion curved or bulged outward and its lower part curved outward into a flanged foot of semi-elliptical shape on the level with the bottom flange of
 55 the flat plate.

5. In a pedestal, the combination of the vertical flat plate A having the flange J at the top and foot K at the bottom and recessed on its edges as at *i*, a front plate M of correspond-
 60 ing shape but not so high curved or bulged at its middle and flanged at the bottom to form a flaring semi-elliptical base, and secured to the plate A at the side edges thereof.

6. In a pedestal, a rear flat plate having a
 65 flange at its top, combined with a front plate secured to the side edges of the flat plate and having its middle part rounded outward or bulged and its lower part flared into a semi-elliptical base.
 70

7. A car-seat pedestal consisting of two sheet-steel plates secured together at their side edges one of which plates is flat and the other outwardly curved or bulged and flared at the bottom to form a spread or extended
 75 base.

8. A car-seat pedestal consisting of the combination of two plates of metal meeting at their side edges and separated in the middle and further united at their side edges by hav-
 80 ing the edge of one plate flanged over and clamped upon the edge of the other plate and also having the lower parts of these plates shaped to form a flaring base.

In testimony of which invention I have here-
 85 unto set my hand.

HENRY S. HALE.

Witnesses:

GEO. H. RAPSON,
 R. M. HUNTER.