No. 825,804. PATENTED JULY 10, 1906.

E. G. BUDD.

SEAT FRAME.

APPLICATION FILED OCT. 28, 1905.

2 SHEETS—SHEET 1.

Fig. 1

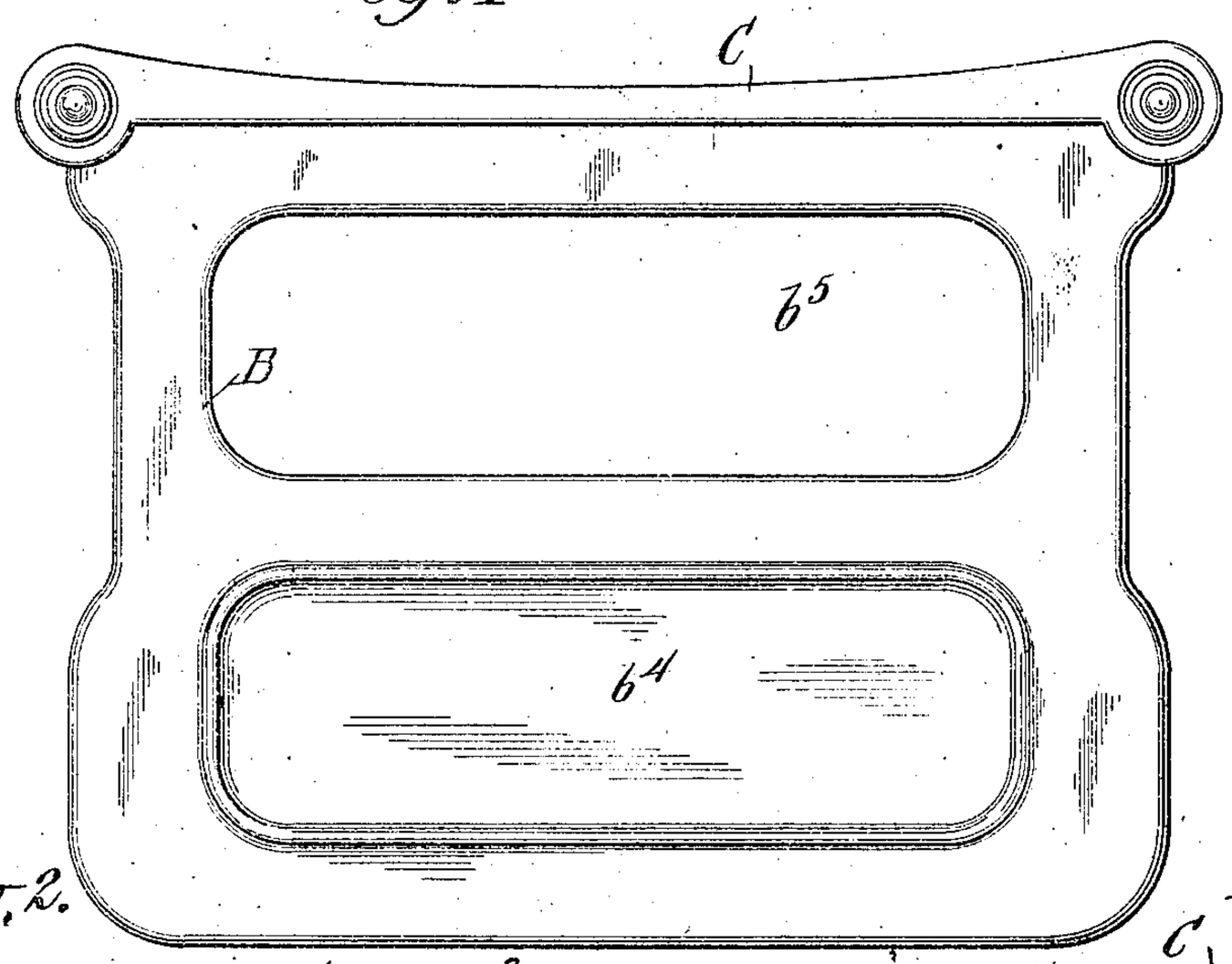


Fig. 2.

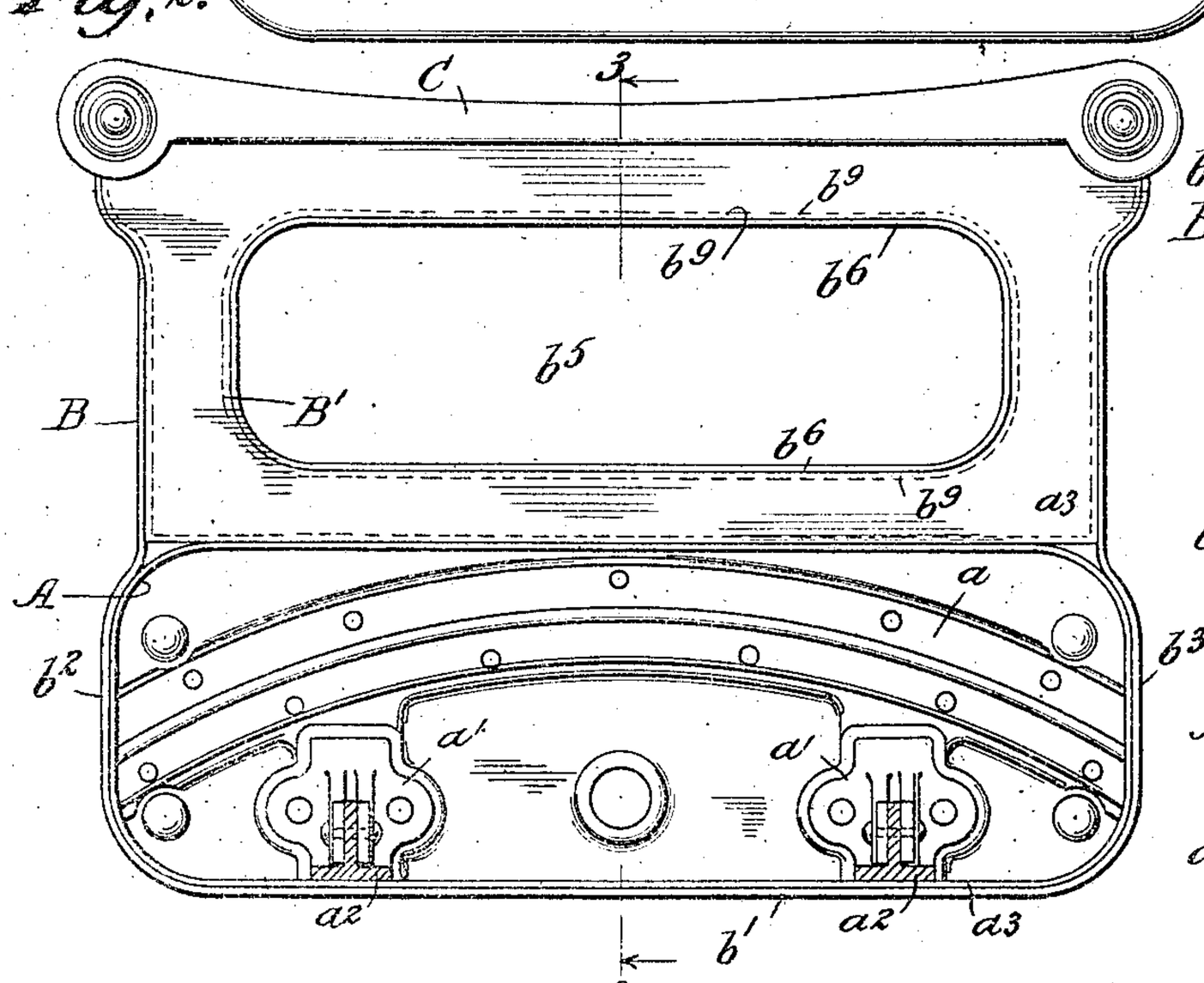
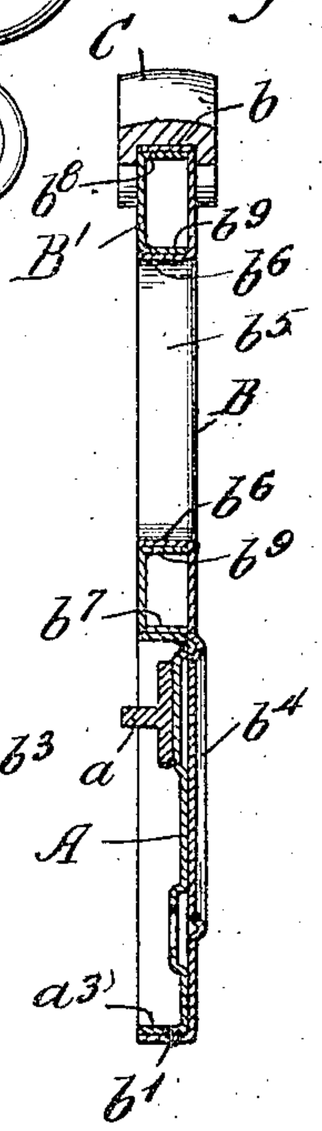


Fig. 3.



3

WITNESSES:

A. McIntosh

J. Edmonds

INVENTOR

Edward G. Budd

BY

J. C. Edmonds

ATTORNEY

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2 SHEETS—SHEET 2.

Fig. 4.

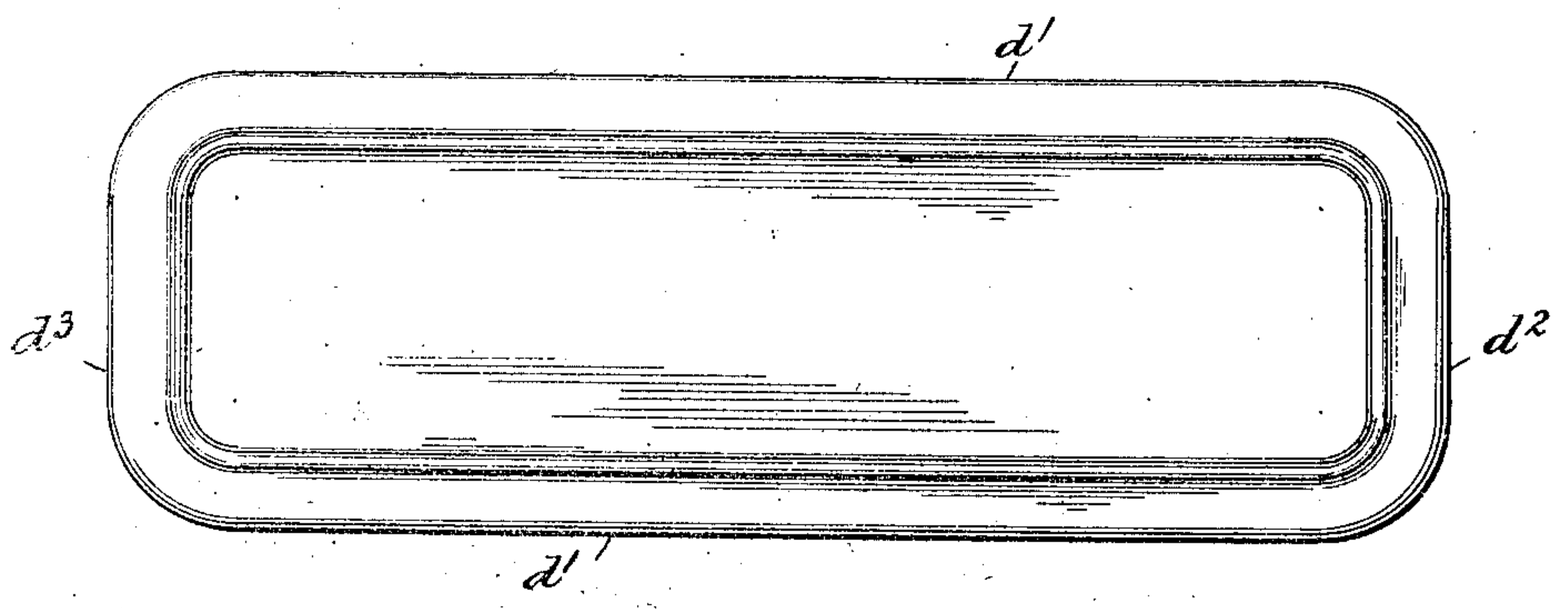


Fig. 5.

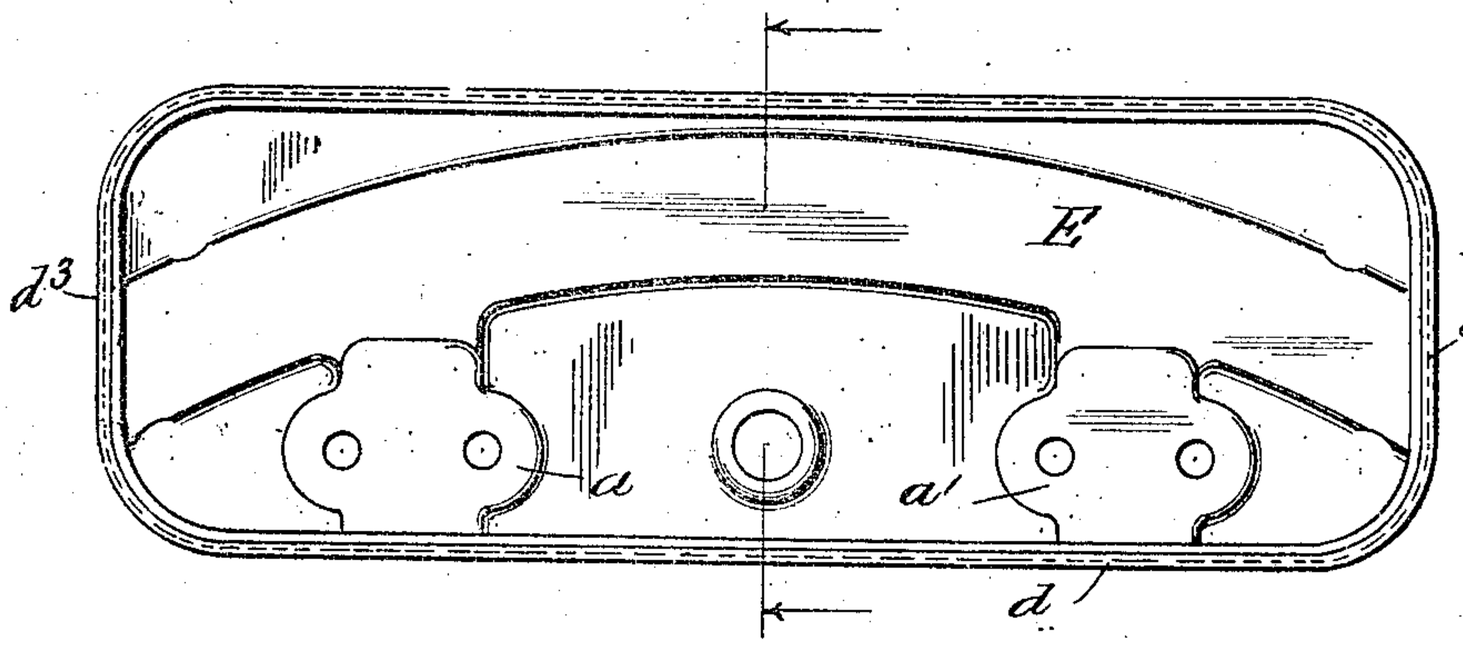
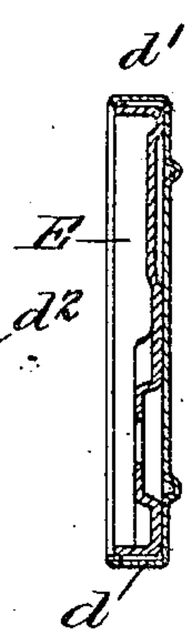


Fig. 6.



WITNESSES:

L. McIntosh

J. Edwards

INVENTOR

Edward G. Budd

BY

J. C. Edwards

ATTORNEY

UNITED STATES PATENT OFFICE.

EDWARD G. BUDD, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR TO HALE-KILBURN METAL COMPANY, OF PHILADELPHIA, PENNSYLVANIA, A CORPORATION OF PENNSYLVANIA

SEAT-FRAME.

No. 825,804. Specification of Letters Patent. Patented July 10, 1906.

Application filed October 28, 1905. Serial No. 284,890.

To all whom it may concern:

Be it known that I, EDWARD G. BUDD, a citizen of the United States, and a resident of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Seat-Frames, of which the following is a specification.

The present invention relates particularly to that part of a seat-frame known as the "seat end" in the art for which the invention is especially adapted—*i. e.*, the car-seat art; and my object is to provide a structure of this character which may be readily formed or stamped in sheet-steel or similar material, which shall have maximum strength and rigidity, which may, with its adjuncts, be easily assembled, and which shall be capable of expression in symmetrical and ornamental form.

In carrying out the invention in a preferred form I employ, generally speaking, an end plate or "pan," which may be provided with means for supporting and guiding suitable seat and back cushions. With this is combined a seat end formed, preferably, of two generally parallel-pressed steel sheets secured together and the outer one of which, paneled, ornamented, or otherwise formed, incloses such end plate or pan, to which it is secured, thereby contributing to the strength and rigidity of the structure as a whole, hiding from view the bolt-heads, which ordinarily extend through the end plate, and greatly improving the appearance of the device. Additionally said seat end is adapted to advantageously support an arm-rest, which may be of the same material or of wood, as desired.

The invention is illustrated in the accompanying drawings, in which—

Figure 1 is an elevation of a seat end employing my invention. Fig. 2 is a similar view of the reverse side thereof. Fig. 3 is a section on the line 3 3, Fig. 1; and Figs. 4, 5, and 6 are views corresponding to Figs. 1, 2, and 3, but illustrating a modification.

Referring to said drawings, in which similar letters denote corresponding parts, A designates the end plate or pan of a seat-frame adapted for use in a railway-car. This may, if desired, be provided with the arc-shaped guide a, coacting with the back-supporting arm, (not shown,) and rail-supports a' a', coacting with the cushion-carrying connecting-rails a^2 a^2. The edges a^3 of said plate A are flanged inwardly, as clearly shown in Figs. 2 and 3.

The seat end is shown as formed in two sections, an outer section B and an inner section B'. These may be of any suitable design, preferably one contributing both strength and grace to the structure. The outer section is substantially rectangular in the present instance, both the horizontal edges b b' and the vertical edges b^2 b^3 being flanged inwardly at right angles to the body, as best seen in Figs. 2 and 3. This section is shown as provided with a panel b^4 and with an opening b^5, its edges adjacent to said opening being flanged inwardly at right angles to the body at b^6.

The inner section B' is here shown as but little more than half the size of the outer section B, the lower edge thereof b^7 and the upper edge thereof b^8 being flanged outwardly at right angles to the body. Said inner section is also provided with an opening corresponding to the opening b^5 in the outer section B, and its edges adjacent to said opening are flanged outwardly at right angles to the body at b^9. If desired, however, the section B' may be of substantially the same size as the outer section B to provide a portion extending from the end of the flange b^7 downward between the section B and the pan A and having at its lower edge a flange similar to and lying alongside the flange b'.

The sections B B' may be secured together in any suitable manner. Thus the coaction between the engaging flanges of the two sections may be such that said sections may be permanently and rigidly connected by mere pressure, or, if desired, such engaging flanges may be soldered or riveted together. This applies also to the end plate or pan, which is permanently and securely positioned by its connection with the cushion-supporting rails a^2 a^2 and which is encircled by (and preferably secured to) the flanges b', b^2, and b^3 of the outer section B and the flange b^7 of the inner section B'. The engagement of the flanges b^6 of the outer section and the flanges b^9 of the inner section adjacent to the opening b^5 is clearly illustrated in Fig. 3, as is also the engagement between the flange b of the outer section and the flange b^8 of the inner section at the upper

edges of both. At the latter point the composite structure is provided with an arm-rest C, preferably, although not necessarily, formed separable from the sections B B′ and if separable of wood or other material, as desired.

Figs. 4, 5, and 6 illustrate but a slight departure from the structure above described. Here the inner section of the frame is dispensed with, and the outer section follows a somewhat different design, being adapted for a seat not provided with the usual arm-rest. In other essentials, however, the frame is the same, being provided with the inwardly-extending upper and lower flanges *d* *d′* and side flanges d^2 d^3, said flanges engaging with the corresponding flanges on the end plate E and the body, which may be paneled for strength and ornamented as well, if desired, completely covering, concealing, and protecting the outer surface of said end plate and hiding from view the bolt-heads thereon.

What I claim, and desire to secure by Letters Patent, is—

1. In a seat-frame, the combination with an end plate adapted to coact with the seat mechanism and having a peripheral flange, of a metallic casing extending over and covering the outer surface of said end plate and coacting with said flange, substantially as described.

2. In a seat-frame, the combination with an end plate adapted to coact with the seat mechanism, said plate having inturned flanges, of a correspondingly-flanged metallic casing extending over and covering the outer surface of said plate, substantially as described.

3. In a seat-frame, the combination with an end plate adapted to coact with the seat mechanism and having a flange at its upper edge, of a metallic casing extending over and covering the outer surface of said end plate and formed to coact with said flange, and an arm-rest coacting with the upper edge of said casing, substantially as described.

4. In a seat-frame, the combination with an end plate adapted to coact with the seat mechanism, of a two-part metallic casing and an arm-rest coacting therewith, one part of said casing extending over and covering the outer surface of said plate, substantially as described.

5. In a seat-frame, the combination with an end plate adapted to coact with the seat mechanism, of a metallic casing extending over and covering the outer surface of said end plate, said casing being formed in two parts provided with engaging flanges, substantially as described.

6. In a seat-frame the combination with an end plate having inturned flanges, of a two-part metallic casing, each part having engaging flanges, certain of said flanges coacting with the flanges of said end plate, substantially as described.

7. In a seat-frame the combination with an end plate having inturned flanges, of a two-part metallic casing, each part having engaging flanges, a flange upon the outer of said parts and a flange upon the inner of said parts coacting with the flanges upon said end plate, substantially as described.

8. In a seat-frame the combination with an end plate having inturned flanges, of a two-part metallic casing, each part having engaging flanges, one of said parts covering the outer surface of said end plate and certain of the flanges of said casing coacting with the flanges of said end plate, substantially as described.

9. In a seat-frame the combination with an end plate having inturned flanges at its upper and lower edges, of a two-part metallic casing, the outer part having a flange at its lower edge coacting with the flange at the lower edge of said plate and the inner part having a flange at its lower edge coacting with the flange at the upper edge of said plate and means for securing the upper edges of said parts together, substantially as described.

10. In a seat-frame, the combination of a metallic end plate adapted to coact with seat mechanism and having a flange, and a metallic casing extending over and covering the outer surface of said plate and having a portion intermediate its edges coacting with said flange, substantially as described.

11. In a seat-frame, the combination of a metallic end plate adapted to coact with seat mechanism and having a flange, a metallic casing extending over and covering the outer surface of said plate and having a portion intermediate its edges coacting with said flange, and an arm-rest secured upon the upper edge of said casing, substantially as described.

This specification signed and witnessed this 29th day of August, 1905.

EDWARD G. BUDD.

Witnesses:
E. CAMILLE KLONOWER,
R. M. FRIES.