

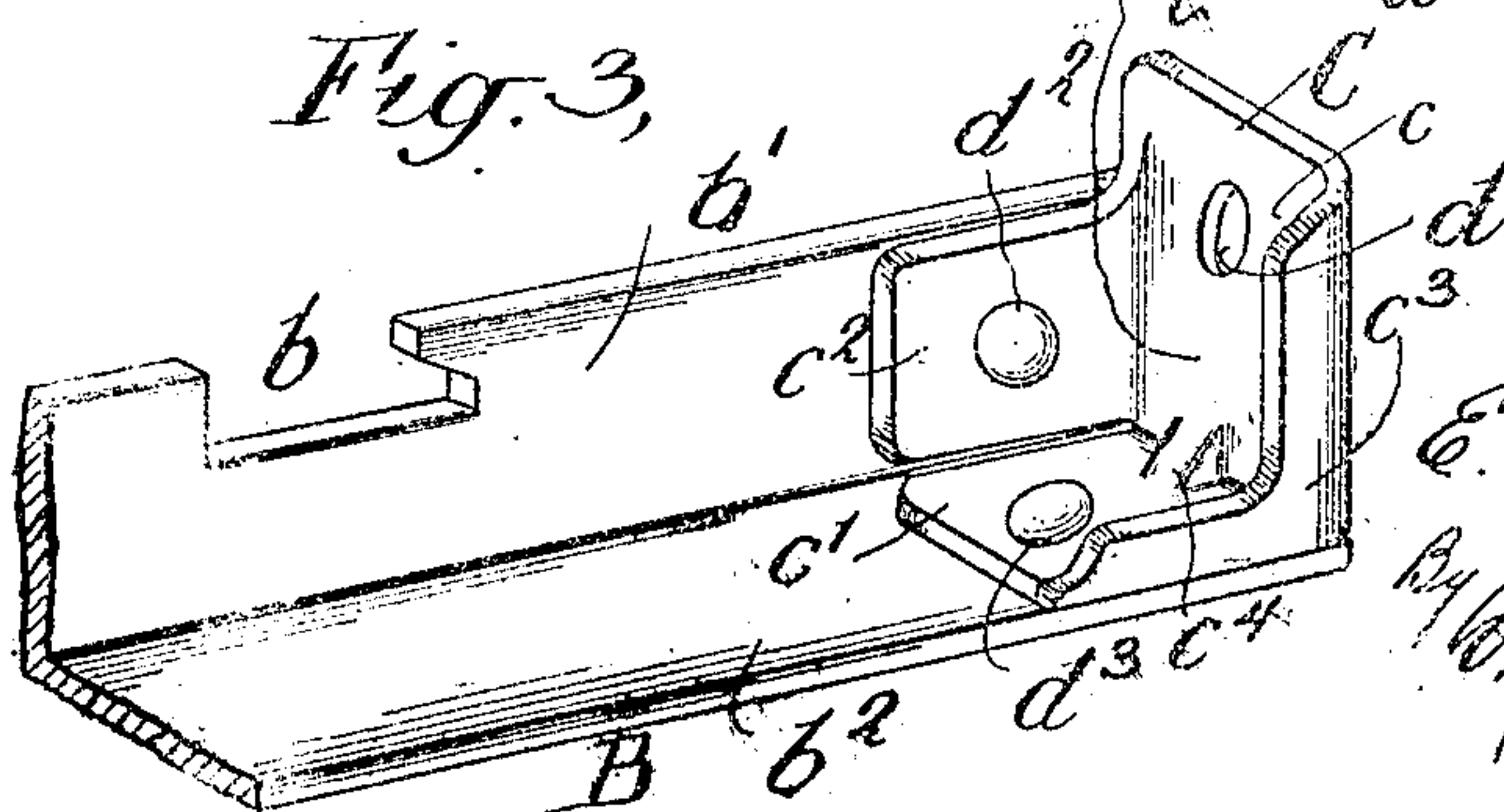
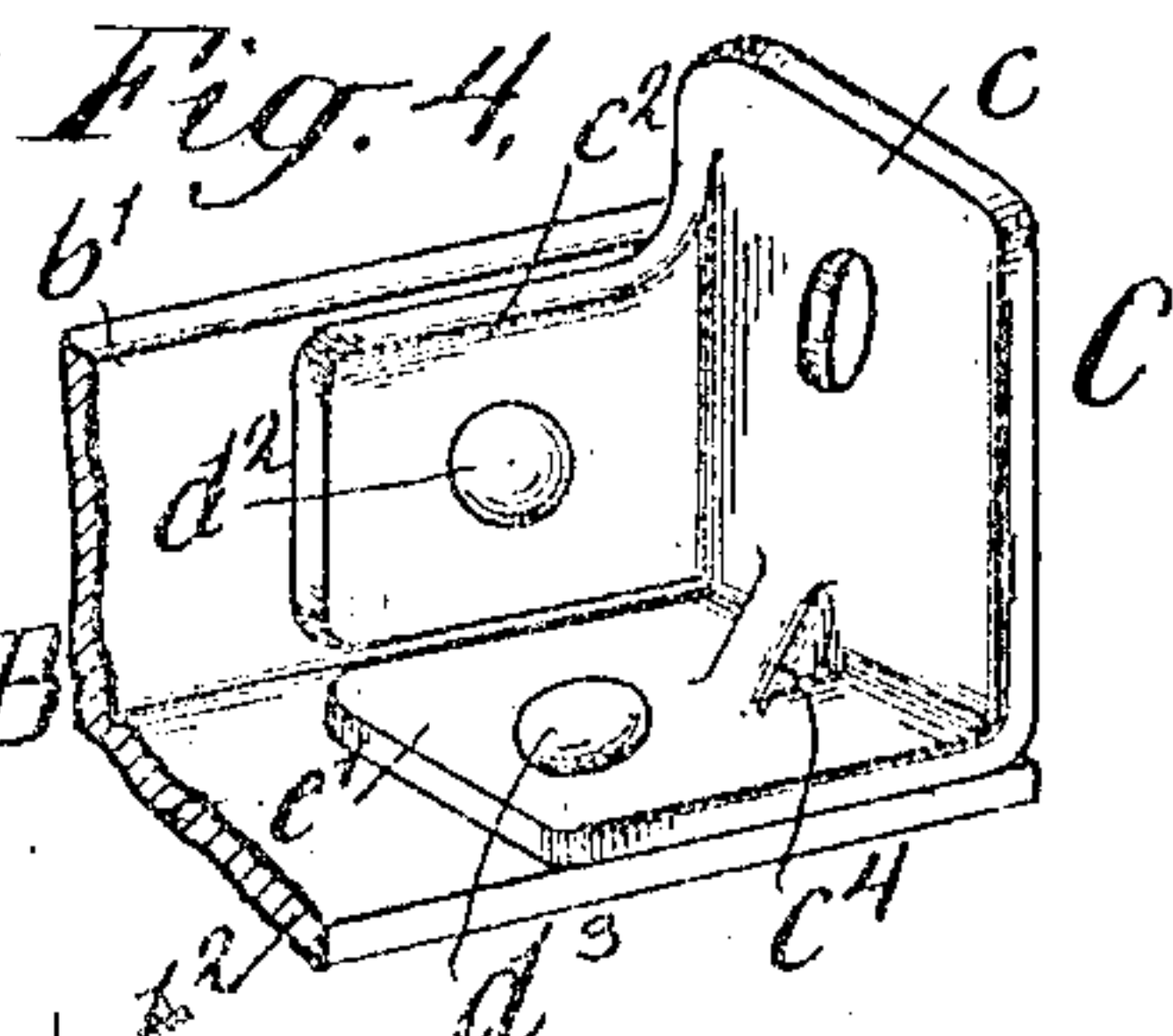
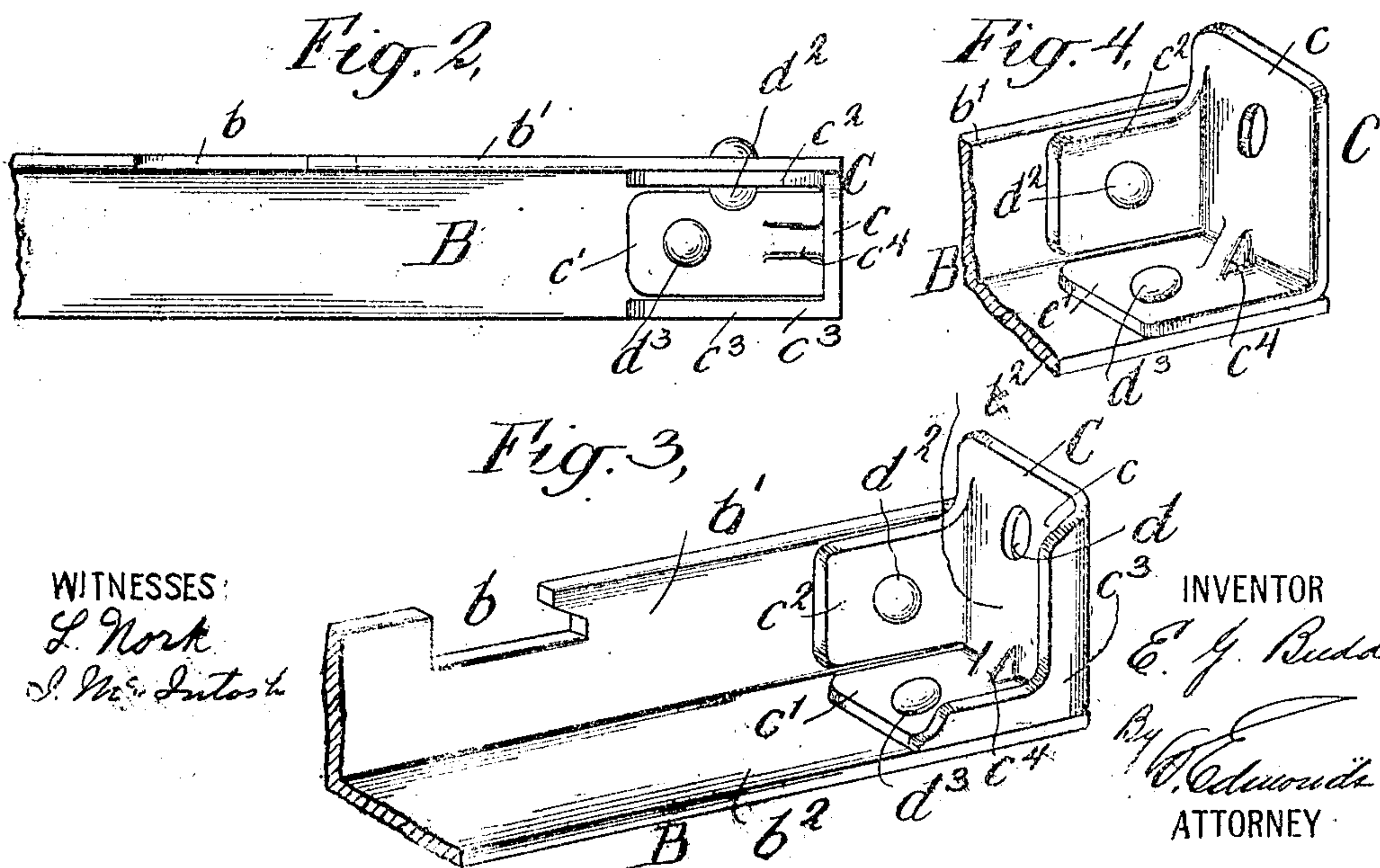
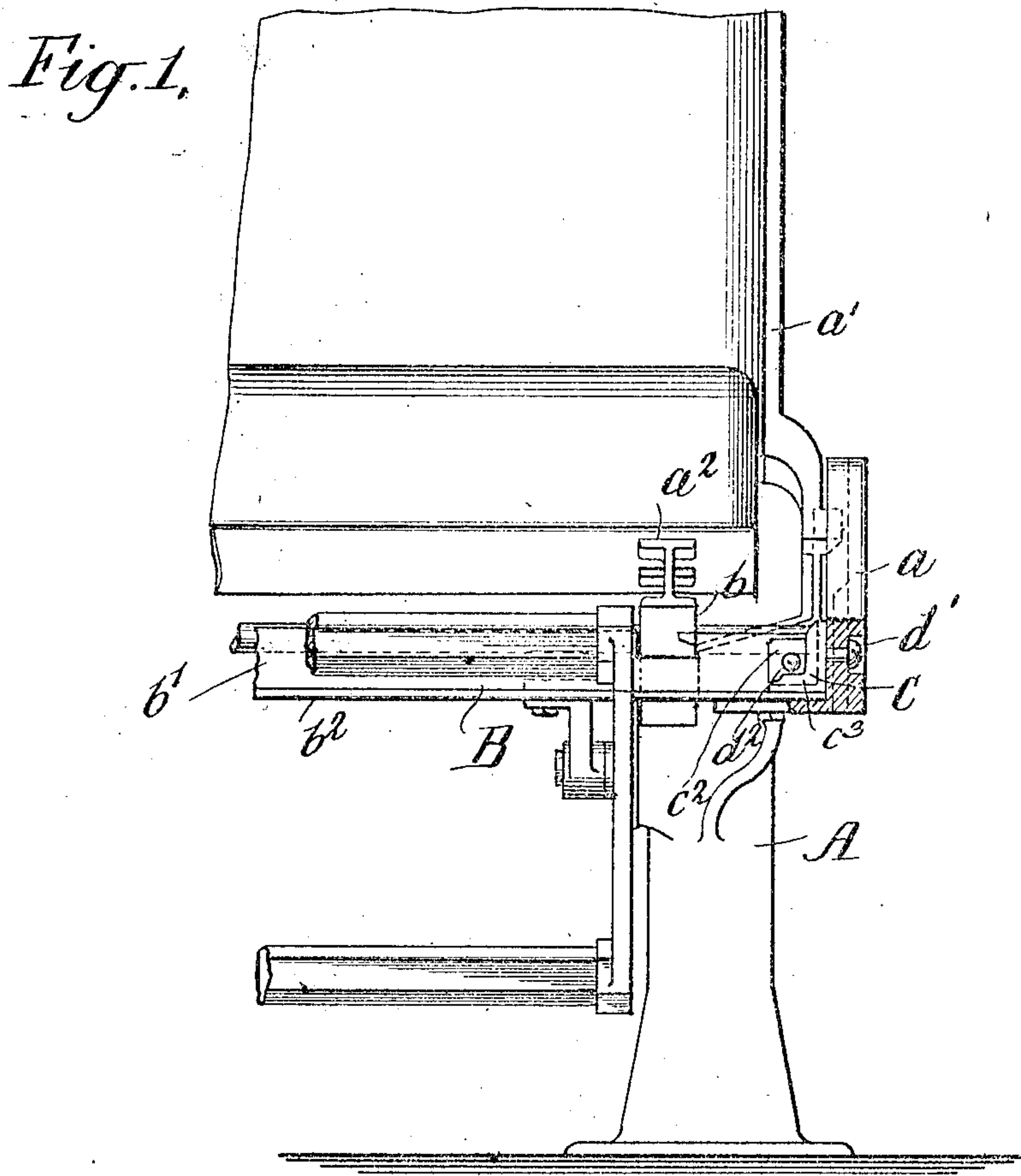
No. 849,657.

PATENTED APR. 9, 1907.

E. G. BUDD.

RAIL CONNECTION FOR CAR SEATS AND THE LIKE.

APPLICATION FILED APR. 26, 1905.



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RAIL CONNECTION FOR CAR-SEATS AND THE LIKE.

No. 849,657.

Specification of Letters Patent.

Patented April 9, 1907.

Application filed April 26, 1905. Serial No. 257,539.

To all whom it may concern:

Be it known that I, EDWARD G. BUDD, a citizen of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented a certain new and useful Improvement in Rail Connections for Car-Seats and the Like, of which the following is a specification.

The object of the present invention is to provide means of a simple and durable character for supporting a sill or rail of angular cross-section at either end thereof.

The invention is particularly applicable to the construction of car-seating, wherein sills or rails are employed extending between and connecting the side plates or frames and upon which commonly operate the rockers carrying the seat-cushion. In apparatus of this class it is desirable that so far as possible each of the various components shall be complete in itself and capable of being constructed as a separate entity in order to facilitate assembly. In the present invention this is accomplished with regard to the sills or rails by providing them at their ends with permanently-attached bearing-pieces having means for ready attachment to the side plates or frames of a car-seat. The bearing-pieces themselves are peculiar to this invention, comprising a novel construction of great strength, not only in itself, but also in its connection with the sill or rail and the adjacent side plate or frame. Additionally, such bearing-piece operates to strengthen the sill or rail, which is commonly subjected to considerable strain, since it carries much of the weight of the overlying seat-cushion and its supporting-rockers and of the occupant of the seat.

In carrying out the invention I employ a sill or rail of angular cross-section (such, for example, as angle-iron) having preferably a perpendicular web and an integral horizontal web. In such perpendicular web may be formed the rocker-run which receives the rocker of the seat-cushion. At each end of such sill or rail I provide a bearing-piece comprising a perpendicular member perforated for the reception of a bolt coacting with the side plate or frame of the seat and extensions therefrom projecting inwardly toward the body of the sill or rail, serving not only to strengthen the bearing-piece, but also to af-

ford means for the attachment thereof to the perpendicular and horizontal members of the sill or rail. To further strengthen the construction, said bearing-piece, preferably either of stamped or pressed steel, may be provided with a gusset between the perpendicular and horizontal members thereof, all as hereinafter described in detail.

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

Figure 1 is an elevation, partly in section, of a portion of a car-seat provided with my invention. Figs. 2 and 3 are respectively a plan view and a perspective illustrating the invention on enlarged scale, and Fig. 4 is a perspective view illustrating a modification of the bearing-piece whereby the sill or rail is connected with the side plate or frame of the seat.

Referring to the drawings, in which similar letters denote corresponding parts, A designates a seat-pedestal, upon which the seat-frame is supported, said frame including the side plate *a*, to which are secured the sills B, preferably two in number. Supported by said frame in any suitable manner are reversible back-supporting arms *a'*, preferably so connected with the seat-cushion or cushion-supporting rockers *a''* as that the reversing movement of said back will transmit corresponding movement to said cushion. Each sill or rail B is provided with a rocker-run *b*, adapted to receive the flange formed on the bottom of one of the rockers *a''* and to permit such rocker to operate therein under the influence of the back-reversing mechanism above referred to. In the present instance I have shown the sills or rails B as formed of angle-iron, having the perpendicular member *b'* and the horizontal member *b''* integral therewith.

C designates the bearing-piece whereby one end of a sill or rail is secured to the side member of the seat. This bearing-piece, preferably of pressed steel, comprises the perpendicular member *c* and integral lateral extensions as follows—to wit, the horizontal extension *c'*, the perpendicular extension *c''*, and the angular extension *c'''*, one portion whereof is formed at substantially a right angle to the perpendicular member *c* and the other portion at substantially a right angle to the horizontal extension *c'*.

c^4 designates a gusset formed between the members c c' of the bearing-piece and contributing strength thereto. The perpendicular member c is preferably provided with an orifice d , adapted to receive a screw or bolt d' , whereby the bearing piece and sill or rail connected therewith may be secured to the side plate a . The lateral extensions c' and c^2 are also provided with orifices to receive bolts or rivets d^2 d^3 , whereby these extensions may be secured to the adjacent members of the sill or rail B, the bolt or rivet d^2 coacting with the perpendicular member b' of such sill or rail and the bolt or rivet d^3 coacting with the horizontal member b^2 of such sill or rail.

In Fig. 4 the bearing-piece C is shown as unprovided with the lateral extension c^3 . (Shown in Figs. 2 and 3.) This form is also efficient for the purpose named, although lacking the degree of strength of the bearing-piece C, due to such lateral extension.

In the commercial manufacture of car-seating the bearing-pieces C may be manufactured in large quantities and at a single operation, save so far as concerns providing them with the orifices for the bolts or rivets. Such bearing-pieces may also be readily assembled with the sills or rails by merely securing them in position in the manner stated, so that in assembling the various

parts of the seat structure it is only necessary to place the sills or rails in position between the side plates and to secure them by suitable means, such as the screws or bolts d' .

The connection described may not only be readily and quickly made, but is also of great durability, the several parts being firmly and permanently bound together, in the preferred form illustrated in the drawings the sills or rails B abutting the internal faces of the side plates, thus contributing rigidity to the structure as a whole.

Having now described my invention, what I claim as new therein, and desire to secure by Letters Patent, is as follows:

The combination with a sill or rail, angular in cross-section, of a bearing-piece comprising a perpendicular portion and means for securing the same to an adjacent plate, lateral extensions and means for securing the same to the webs of said sill or rail, and a lateral strengthening extension formed integral with said perpendicular portion, substantially as set forth.

This specification signed and witnessed this 18th day of April, 1905.

EDWARD G. BUDD.

Witnesses:

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