

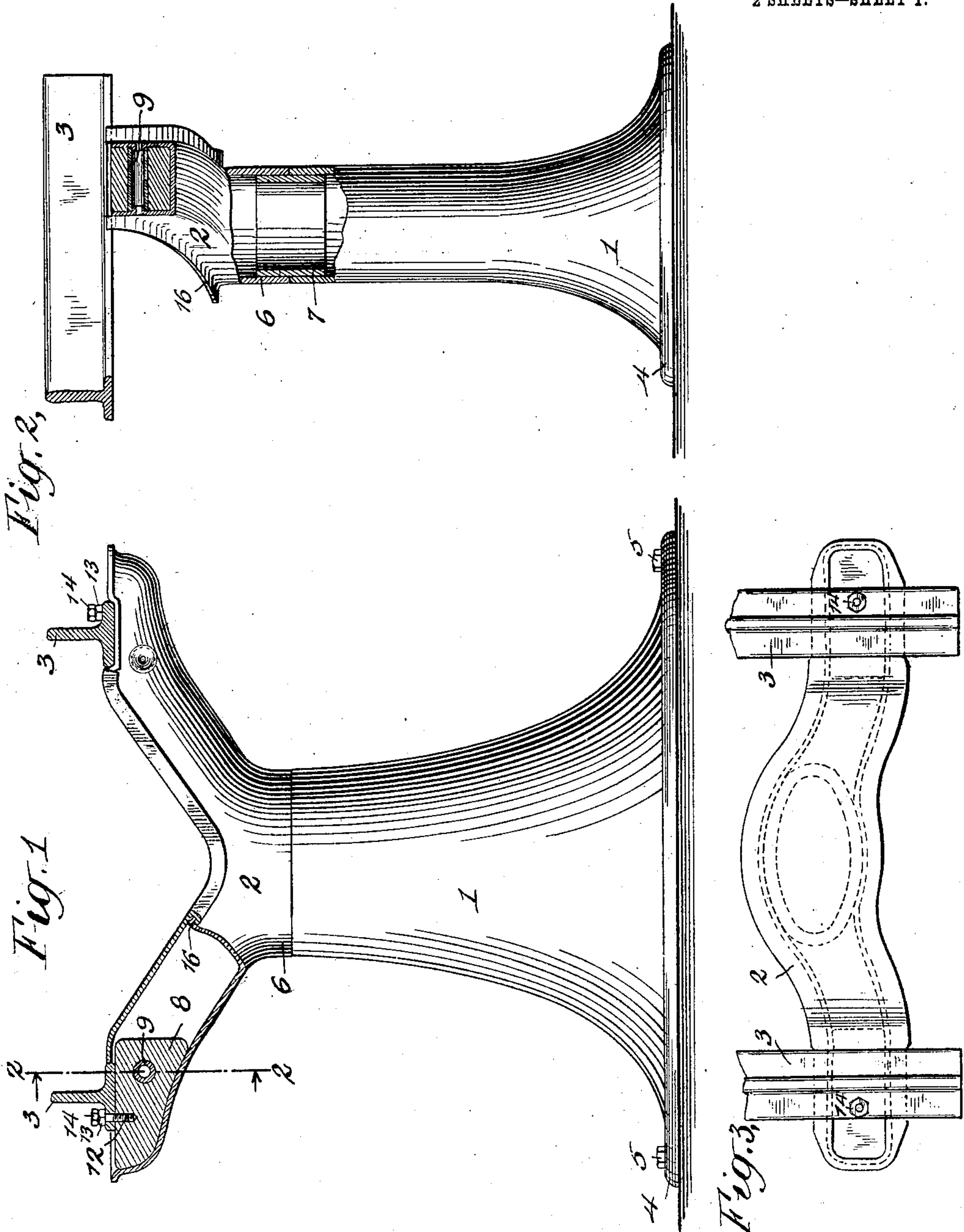
No. 887,914.

PATENTED MAY 19, 1908.

E. G. BUDD.  
SEAT FRAME.

APPLICATION FILED APR. 7, 1906

2 SHEETS—SHEET 1.



WITNESSES:

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*E. G. Budd*

INVENTOR

*Edward G. Budd*

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ATTORNEY

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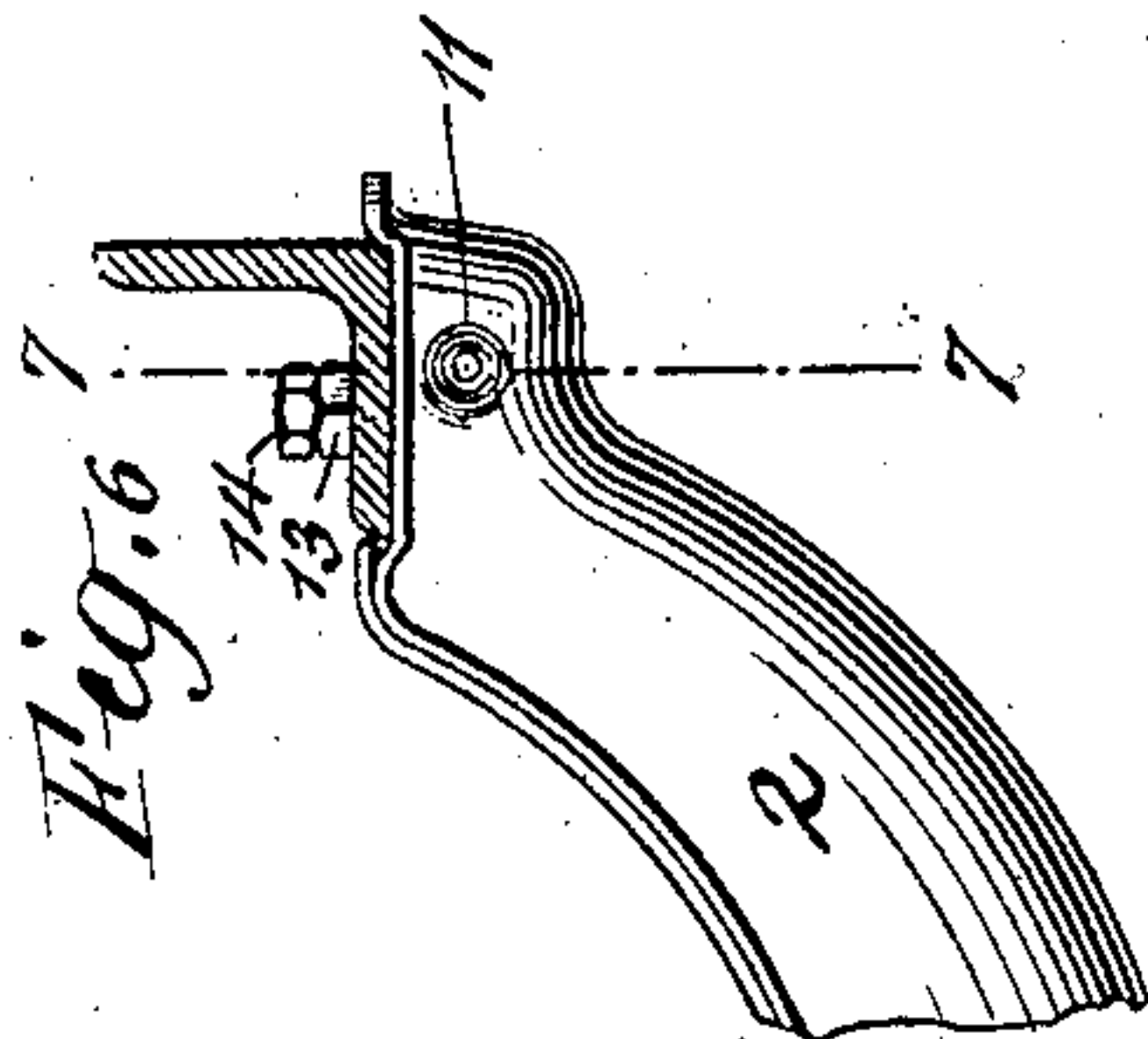


Fig. 7.

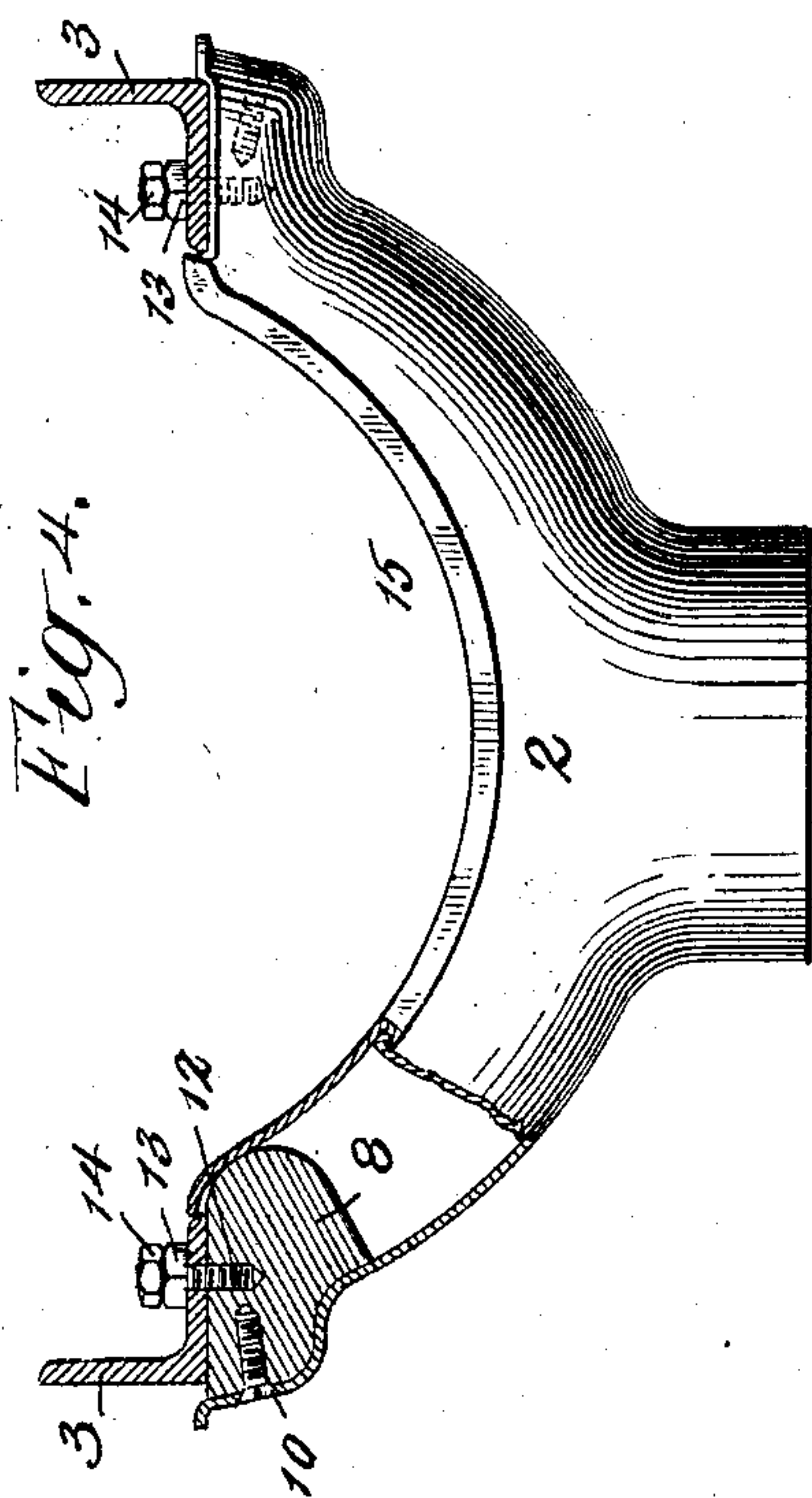
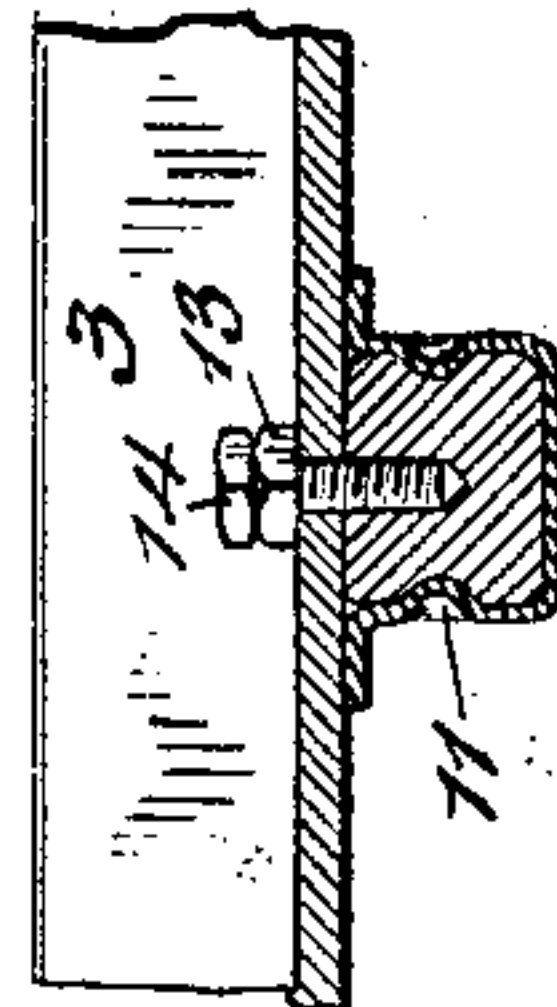
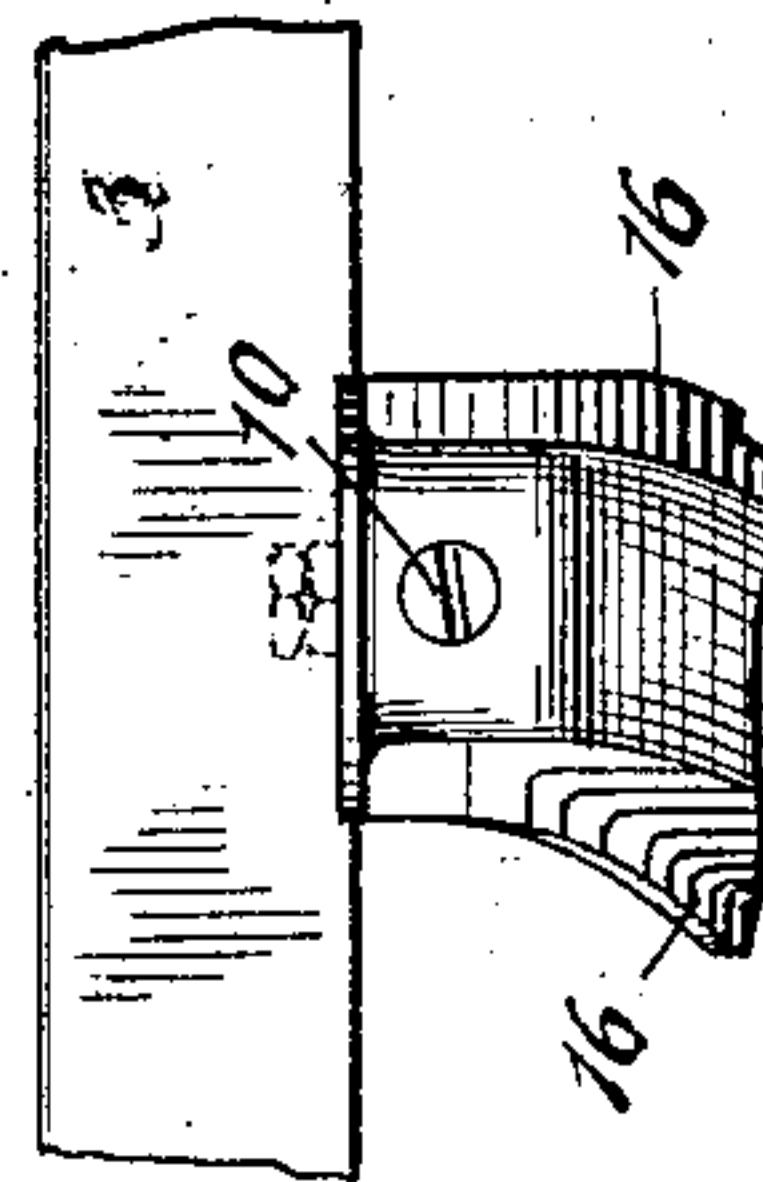


Fig. 5.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

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## SEAT-FRAME.

No. 887,914.

Specification of Letters Patent.

Patented May 19, 1908.

Application filed April 7, 1906. Serial No. 310,463.

*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 certain new and useful Improvements in Seat-Frames, of which the following is a specification.

This invention relates to seat-frames and more particularly to frames adapted for use with seats of the type now commonly employed in cars.

The object of the invention is to provide a structure suitable for supporting one end of such a seat which is of simple construction and ornamental appearance, which possesses ample strength, though occupying comparatively small space, and which consists of few parts arranged so that they can be readily assembled and will be held securely in position.

A seat frame constructed in accordance with my invention consists preferably of a hollow pedestal of pressed sheet-metal arranged for securing it upon a floor or other support and a yoke supported on but separable from this pedestal and arranged to carry the connecting rails on which the parts of the seat are mounted. The yoke carrying the connecting rails has a hollow portion preferably formed integral therewith and of the same dimensions as the portion of the hollow pedestal on which it rests and is detachably mounted on the pedestal by securing within the end of the latter, as by brazing or riveting, a metallic band or collar whose upper edge extends beyond the end of the pedestal and over which the open end of the tubular portion of the yoke may be moved to hold the yoke and the parts carried thereby in position. This yoke may also be formed of pressed sheet-metal and in order to provide a simple and inexpensive method of mounting the connecting rails thereon permitting ready assemblage and affording ample strength, I secure within each of the arms of the yoke a body of metal which serves as a support for a stud. The connecting rails may be angular in cross section and may be cut to the proper size from long lengths; this being done it is only necessary to provide an opening in the web of the rail for the stud the end of which may be threaded to receive a nut by which the rail

is held down upon the yoke securely. Between the rails I provide a cover plate closing the upper open side of the yoke to prevent dust from entering into and filling the interior of the yoke and pedestal.

My improved seat frame will be more readily understood by reference to the accompanying drawings which show the preferred embodiment thereof and in which

Figure 1 is an elevation of the seat-frame partly in section, Fig. 2 is a similar view at right angles to that of Fig. 1, the section of the end of the yoke being on line 2—2 of Fig. 1, Fig. 3 is a top view, and Figs. 4 to 7 are detail views showing modifications, the section line of Fig. 7 being the line 7—7 of Fig. 6.

Referring to these drawings, 1 indicates the pedestal and 2 the yoke supporting the connecting rails 3 3 on which the seat cushion is adapted to be mounted in any usual or suitable manner. The pedestal 1 is formed of pressed sheet-metal and at its lower edge is provided with an integral flange 4 perforated to receive screws 5 by which it may be secured to the floor. The yoke 2 is also formed of pressed sheet-metal and on its lower side at about the middle a tubular extension 6 is drawn out, this portion being of the same dimensions as the upper end of the pedestal 1.

In order to hold the yoke securely upon the pedestal, I secure within the upper end of the pedestal a metallic band or collar 7. This collar may be secured to the pedestal by brazing in such position that about half of its width extends beyond the end of the pedestal. As thus constructed the extension 6 of the yoke fits over the collar 7, its edge resting upon the upper edge of the pedestal, and is held by the collar securely in position. By making the pedestal in two parts in this manner, the parts may be manufactured in large numbers, and when a seat is to be assembled, the coacting edges of one or both of these parts may be trimmed so that the completed seat will be of the desired height. The yoke 2 is so shaped that the ends of the arms are displaced laterally from the axis of the pedestal so that the latter will be located some distance in from the end of the seat. Each of the arms of the yoke supports one end of one of the connecting rails 3.

In the end of each arm of the yoke is a body of metal 8 conforming generally in



shape to the interior of the arm and therefore held thereby against displacement. In order to prevent any movement whatever of the bodies 8, independently of yoke 2, additional securing devices may be employed. In Figs. 1 and 2 I have shown for this purpose a collar 9 fitting snugly within an opening in the body 8 and the material of the sides of the yoke is sunk into the ends of this collar to hold it against movement. In Figs. 4 and 5 the metal block 8 is shown secured by a screw 10 which extends through a perforation in the yoke 2 and into a threaded opening in the block. In Figs. 6 and 7 depressions are formed in the sides of the block 8 and the metal of the yoke is driven into these depressions, as indicated at 11. Any one of these methods may be employed for holding block 8 securely in position.

Extending upward vertically from the upper surface of block 8 is a stud 12; this stud may be threaded throughout its length and may be screwed into a threaded opening in the top of the block. The rails 3 are angular in cross section and may be of the form shown in Fig. 1 or that shown in Fig. 4, and are cut to the length necessary for the desired seat. The bottom flanges which are adapted to rest upon the upper surface of the block 8 are perforated to correspond with the studs 12 and when the rails are in position holding nuts 13 and jam nuts 14 are screwed on the ends of the studs and down upon the flanges of the rails to hold the latter securely upon the blocks.

The yokes 2 as thus formed by pressing sheet-metal to the desired configuration, are open at the top between the blocks 8 in the ends thereof and in order to prevent the collection of dust within the pedestal I provide a cover plate 15 fitting down upon the top of the yoke and closing the space between the sides of the latter and the rails. This cover plate is secured in position preferably by flanging the upper edges of the sides of the yoke as indicated at 16 and turning the edges of the cover plate over this flange.

A seat-frame constructed in this manner, besides being of symmetrical and ornamental appearance, is simple and inexpensive, the parts can be quickly and easily assembled and the frame as a whole is quite strong enough to withstand the strain and jars to which it is subjected in use.

While the studs 12 and the nuts coacting therewith are preferred as a means for holding the rails in the bodies of metal 8, I do not wish to be understood as limited to the use of this particular securing device except by the terms of the claims appended hereto, as other securing means may be employed, such as a headed bolt extending through the flange of the rail with its threaded end entering a threaded opening in the body 8.

What I claim is:

1. The combination of a seat-frame consisting of sheet-metal pressed into form and having a base and arms at the upper end of said base, said arms being generally U-shaped in transverse cross-section, connecting rails resting upon the outer ends of said arms, studs extending upwardly from said arms through openings in said rails and means within the U-shaped part for securing said studs to said arms, substantially as described.

2. A seat-frame having arms at its upper end, bodies of metal filling the ends of said arms, connecting rails, and means securing said rails to said bodies of metal, substantially as described.

3. A seat-frame having arms at its upper end, bodies of metal within said arms at their outer ends, connecting rails, and means securing said rails to said bodies of metal, substantially as set forth.

4. A seat-frame having a hollow yoke-shaped upper end, bodies of metal within said yoke-shaped portion, means securing said bodies in position and studs carried by said bodies, substantially as described.

5. A seat-frame having a hollow yoke-shaped upper end, bodies of metal secured within said yoke-shaped portion and means for securing rails to said bodies, substantially as described.

6. A seat-frame comprising a pedestal, a yoke detachably secured thereon and having forwardly and rearwardly extending arms, a block of metal secured in each of said arms, a stud projecting upwardly from each of said blocks, rails resting on each of said blocks with the stud thereon extending through an opening in the rail and nuts on the studs holding the rails in position, substantially as described.

7. A hollow sheet-metal seat-frame having forwardly and rearwardly extending arms at the upper end thereof, supports for rails at the ends of said arms, said frame being open at the top, and a cover plate closing the opening to the interior of the seat-frame at the top thereof between said rails, substantially as set forth.

8. A hollow metallic seat-frame having a yoke-shaped upper end, supports for rails at the ends of said yoke-shaped portion, flanges on the sides of said yoke-shaped portion and a cover-plate coacting with said flanges to secure the plate upon the top of the seat-frame, substantially as described.

This specification signed and witnessed this 31st day of March, 1906.

EDWARD G. BUDD.

Witnesses:

R. M. FRIES,  
P. J. TUCKER.