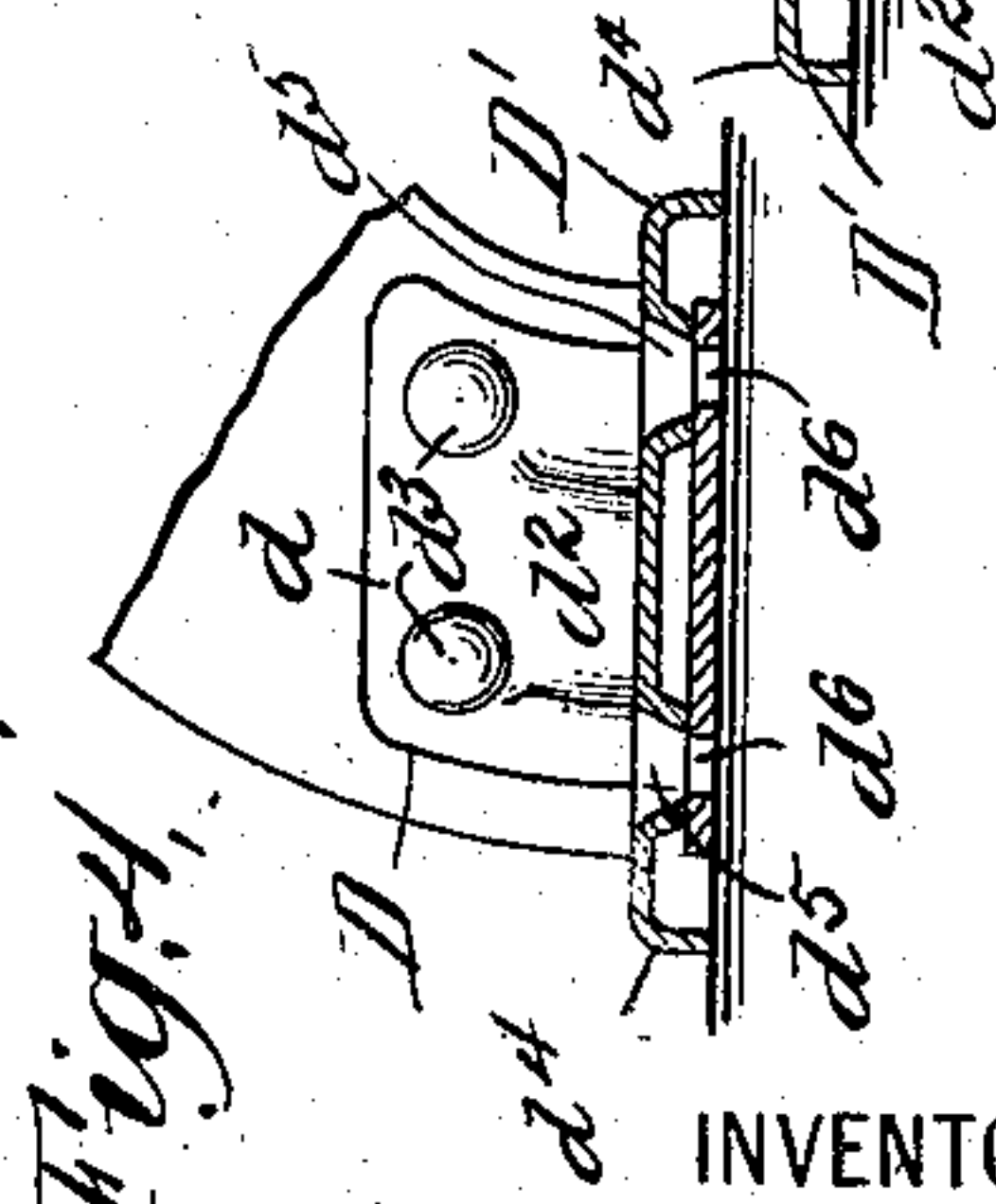
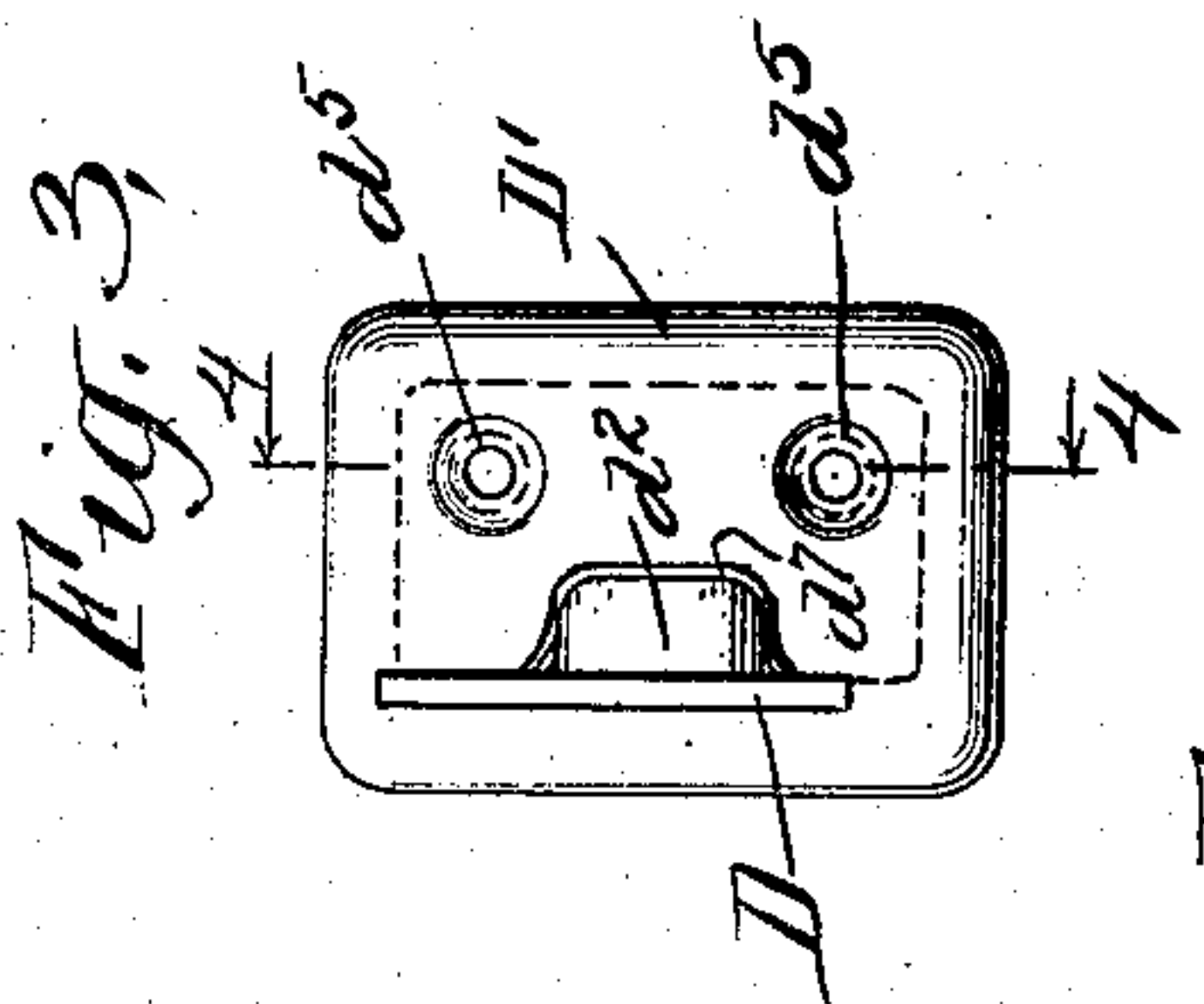
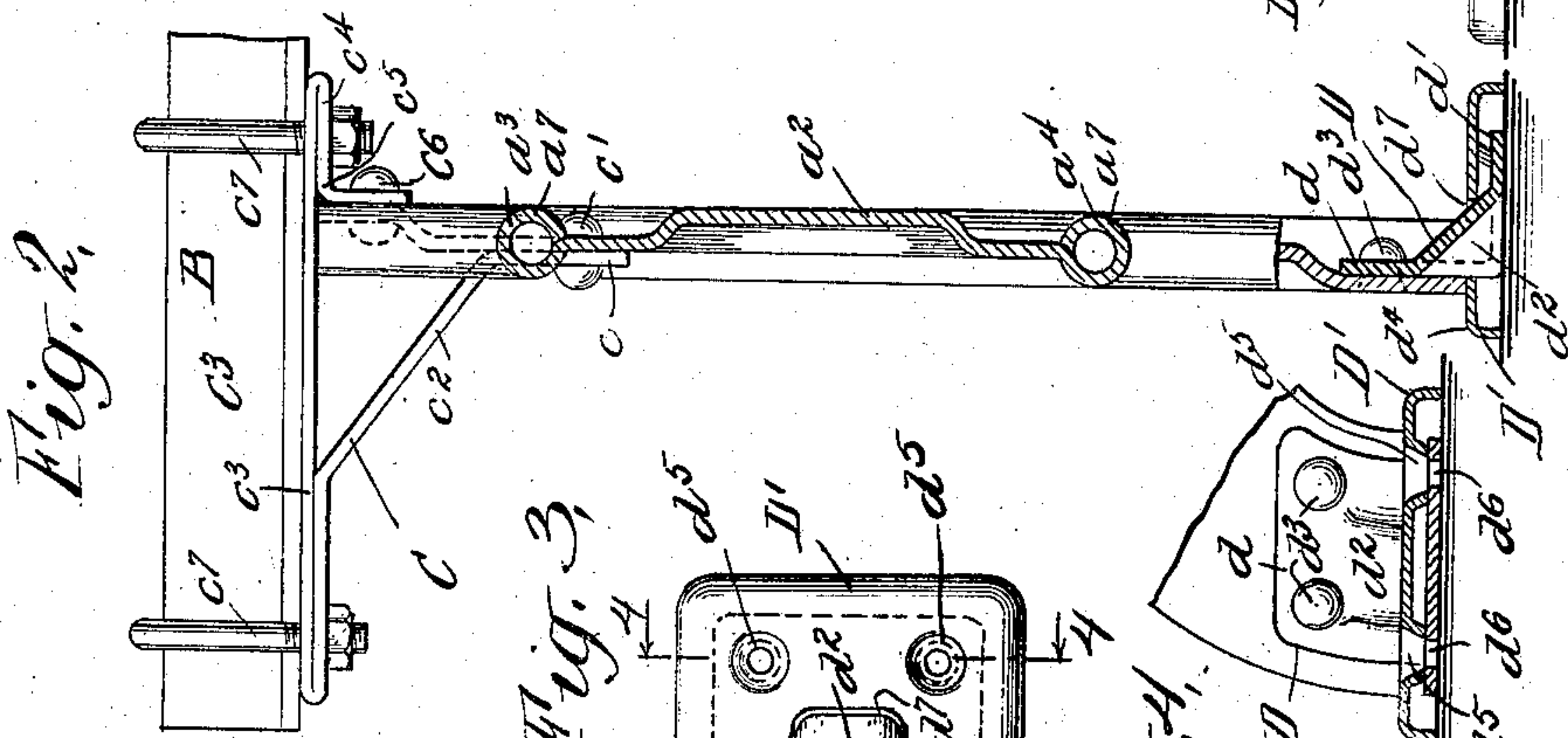
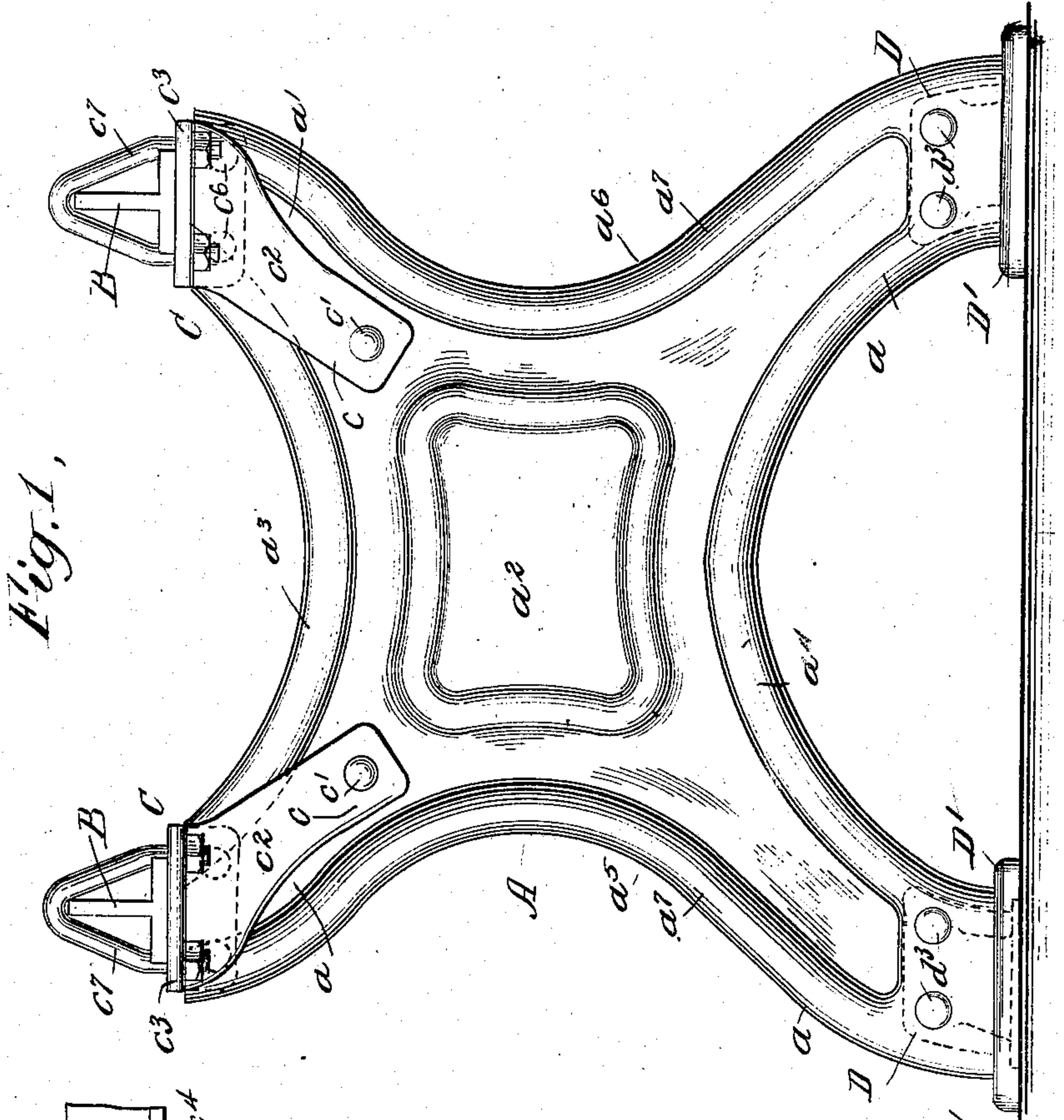


E. G. BUDD.
SEAT FRAME.

APPLICATION FILED SEPT. 14, 1905.

923,809.

Patented June 8, 1909.



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SEAT-FRAME.

No. 923,809.

Specification of Letters Patent.

Patented June 8, 1909.

Application filed September 14, 1905. Serial No. 278,498.

To all whom it may concern:

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

The object of the present invention is to provide a supporting frame, preferably of pressed steel, for car and other seats, which shall possess maximum strength and rigidity frame in addition to being incombustible, and be capable of easy assemblage with respect to the various adjuncts employed in connection therewith.

A further object is to provide means for readily and firmly securing the frame to the floor.

In carrying out the invention in the manner, for example, hereinafter specifically set forth, the objects are attained in a structure which is symmetrical and graceful, lending itself readily to ornamentation in various ways.

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

Figure 1 is an end elevation of a seat frame showing a preferred form in which my invention may be employed; Fig. 2 is a central vertical section of the seat-frame of Fig. 1 showing one of the feet in vertical section; Fig. 3 is a plan view of the foot and foot-plate shown in Figs. 1 and 2, but detached from the frame member proper, and Fig. 4 is a section on the line 4—4, Fig. 3, the foot being shown, however, connected with one of the legs of said member.

Referring to these drawings, in which similar letters denote corresponding parts, the main frame member is here shown in the form of a single sheet A of pressed steel having downwardly extending legs a a, and upwardly extending portions a' a', presently to be described. The steel sheet A may be pressed or stamped into any desired configuration. Preferably, however, this operation will result not only in giving it a symmetrical and therefore ornamental appearance, but also in desirably strengthening it to withstand the effects of use. Thus the center of the sheet is here shown as provided with a panel a² pressed inwardly from the outer surface and the upper and lower edges (a³ and a⁴ respectively) as well as the side edges (a⁵ and a⁶ respectively) are shown as

provided each with a bead a⁷ approximately round in cross section (see Fig. 2), thus adapting the frame to resist extraordinary strains, and, at the same time, giving it a finished appearance.

B B designate cushion supporting rails either extending between two such frame plates as that just described or supported at their outer ends upon one such plate and at their inner ends by a car-wall or other suitable support.

C C designate rail supports, which may be the same in construction if desired. Each of said supports comprises the vertical portion c, riveted, or otherwise secured, as at c¹ to an upwardly extending portion a', of the sheet or plate A, the angular portion c², the horizontal portion c³, upon which the rail B rests, and the portion c⁴, inwardly and downwardly turned and provided, at its end with the angular portion c⁵, also secured to the sheet or plate A, in a suitable manner, as by a rivet c⁶. Each of said supports is preferably perforated to receive yokes c⁷ c⁸ whereby one of the rails B may be secured thereto.

D D designate angular feet and D' D' foot-plates co-acting therewith. Each of said feet comprises the vertical portion d, the integral horizontal portion d' and the integral strengthening gusset d², the whole being preferably of pressed or cast steel. Near its upper end the portion d is perforated to receive rivets d³ whereby said foot may be firmly secured to the downwardly extending leg a of the plate or sheet A. Each of the foot-plates D' is provided with down-turned edges d⁴ and with perforations d⁵ d⁶ adapted to receive screws which pass also through registering perforations d⁶ d⁷ near the end of the horizontal portion d' of one of the feet D and thence into the floor. Also, each foot-plate D' is provided with an opening d⁷ permitting a portion of the coacting foot to be passed therethrough as shown in Fig. 3.

The precise design illustrated and above described is, of course, immaterial so far as concerns the present application and the same may be varied within substantial limits. Also, it may be noted that so far as concerns certain features, such as the rail supports, the feet, etc., it is immaterial whether the frame be a single integral part or a plurality of parts.

What I claim and desire to secure by Letters Patent is:

1. In a seat frame, the combination with a frame member, of a rail support secured at one end on one side of said member, and at the other end on the other side of said member, substantially as described.
2. In a seat frame, the combination with a frame member, of a rail support secured at one end on one side of said member, and at the other end on the other side of said member, a rail carried by said support and securing mechanism co-acting with said rail and said support, substantially as described.
3. In a seat frame, the combination with a frame member and a rail, of a support having a horizontal portion co-acting with said rail and down-turned portions secured to said member, substantially as described.
4. A seat-frame comprising a vertically disposed metallic frame member, rail sup-

ports secured at their ends to opposite sides of said frame member and having horizontally disposed portions intermediate the ends, rails resting upon said rail supports, and means for securing the rails in position, substantially as set forth.

5. A seat-frame comprising a vertically disposed metallic frame member, rail supports formed of strips of metal bent to form vertically disposed end portions and horizontal portions intermediate the ends, means for securing the ends of said supports to said frame member, rails resting upon said supports, and means for securing said rails in position, substantially as set forth.

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

EDWARD G. BUDD.

Witnesses:

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