

E. G. BUDD.

PEDESTAL.

APPLICATION FILED JULY 18, 1906.

1,020,740.

Patented Mar. 19, 1912.

2 SHEETS—SHEET 1.

Fig. 1,

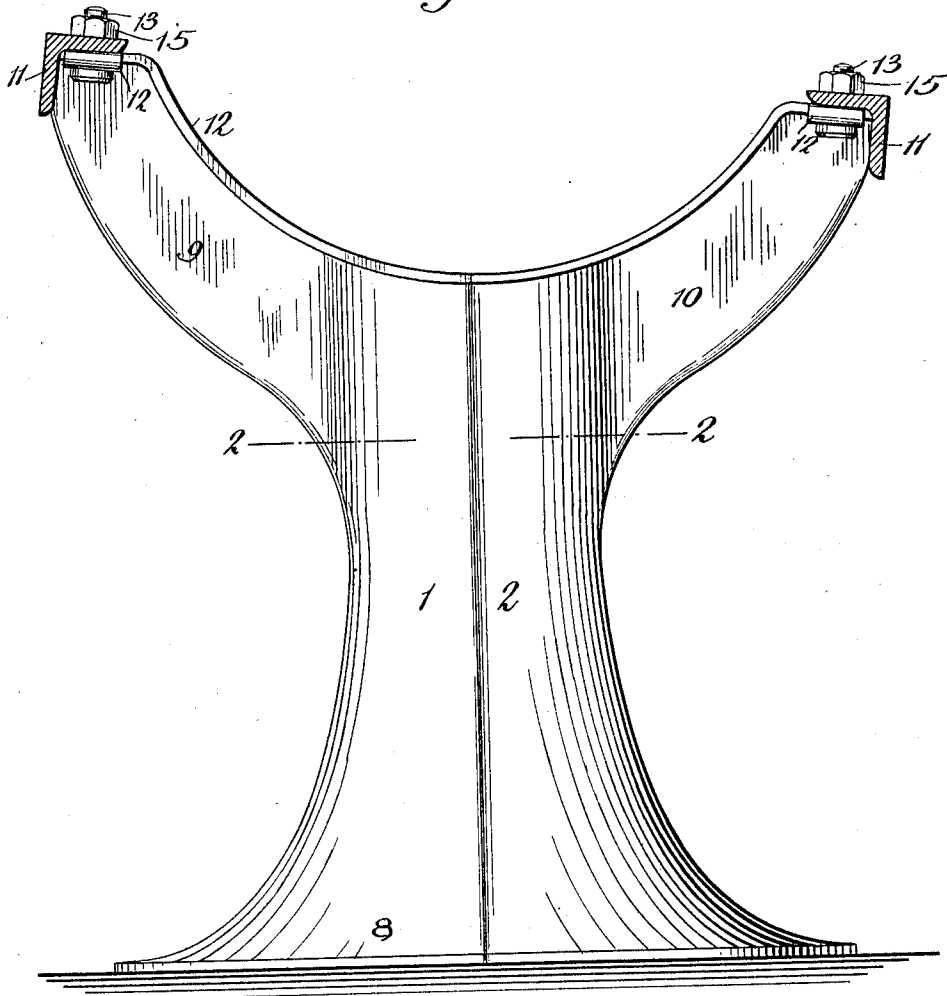
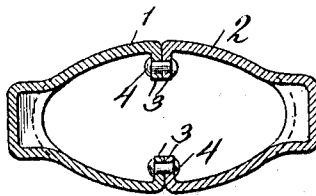


Fig. 2



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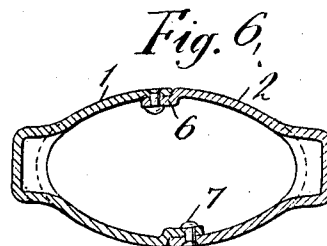
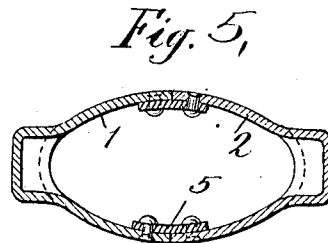
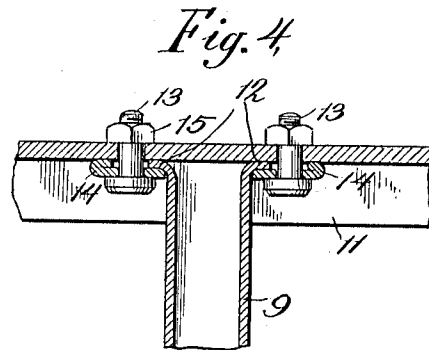
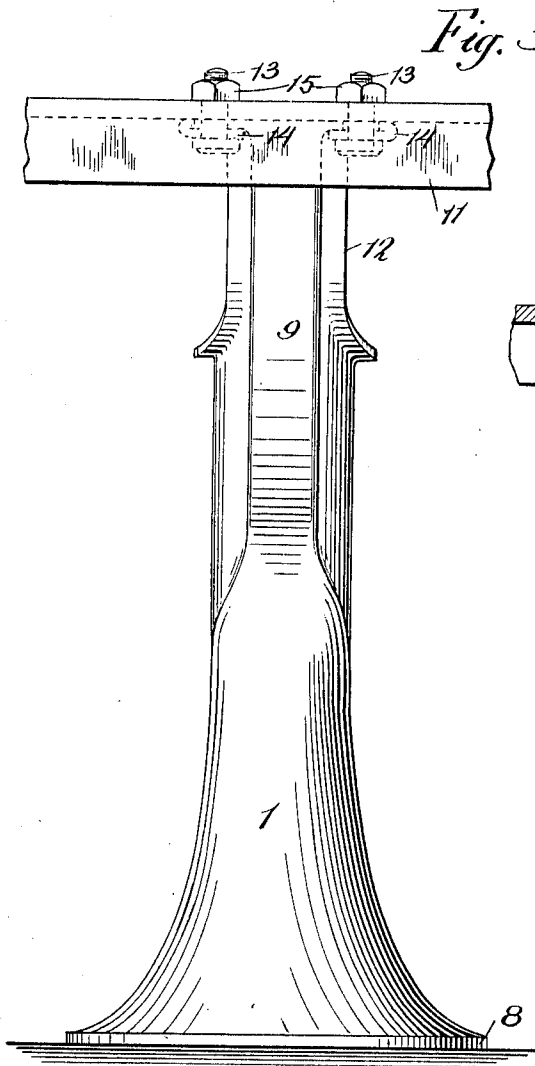
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UNITED STATES PATENT OFFICE.

EDWARD G. BUDD, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR, BY MESNE ASSIGNMENTS, TO HALE AND KILBURN COMPANY, OF PHILADELPHIA, PENNSYLVANIA, A CORPORATION OF DELAWARE.

PEDESTAL.

1,020,740.

Specification of Letters Patent.

Patented Mar. 19, 1912.

Application filed July 18, 1906. Serial No. 326,719.

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 Pedestals, of which the following is a specification.

This invention concerns metallic pedestals such as are used as a support for the end of a seat of the type commonly employed in cars.

The object of the invention is to effect certain improvements in the construction of such pedestals whereby is provided a pedestal which is of ample strength, graceful design and attractive appearance and which can be produced at low manufacturing cost.

A pedestal constructed in accordance with my invention comprises two sheet-metal parts pressed to the desired form and secured together at their adjacent edges as by riveting, brazing or welding. These two parts of the pedestal are so formed that their engaging edges which are secured together lie in a plane transverse to the general plane of the pedestal and each constitutes one half of the completed pedestal. By this method of construction using pressed sheet-metal parts, a pedestal possessing ample strength though occupying little space is provided, which is of light weight and is inexpensive to manufacture and when the parts are given a graceful curvature an attractive appearance is presented. By making the division between the two parts transverse to the general plane of the pedestal, the latter consists of only two parts, these parts may be so secured together that the joints between them are almost unnoticed and the curve of the pedestal may be continuous from the flange at the base to the top.

My invention will be better understood by reference to the accompanying drawings, which show the preferred embodiment of the invention and in which—

Figure 1 is a side elevation of the pedestal, Fig. 2 is a section of the same on line 2—2 of Fig. 1, Fig. 3 is a front view, Fig. 4 is a sectional view illustrating the method of securing the connecting rails upon the arms of the pedestal, and Figs. 5 and 6 are views similar to Fig. 2 showing other ways of securing the parts of the pedestal together.

Referring to these drawings, the pedestal consists of two parts, indicated at 1 and 2, each of which is of sheet-metal and is pressed to the desired form. Each of these parts is so shaped as to constitute one half of the completed pedestal, the line of division being a plane transverse to the general plane of the pedestal so that each part constitutes substantially half of the body portion of the pedestal and one of the arms of the yoke. The edges of the two parts are secured together in any suitable manner, preferably in such a way that the joint between the two parts will be little noticed.

In Fig. 2 I have shown the engaging edges of the two parts 1 and 2 as provided with inwardly-extending flanges 3 and rivets 4 extending through these flanges.

In Fig. 5 the edges of the two parts abut against each other and a strip 5 is placed over the joint inside the pedestal and riveted to each part.

In Fig. 6, the parts are shown as provided with portions 6, each extending within and overlapping the edge of the other part and rivets 7 hold the two parts together.

Instead of riveting, any other suitable method such as brazing or welding may be employed for securing the two parts together.

The shape of the parts is preferably that illustrated in Fig. 1. At the base is an enlarged portion terminating in a horizontal flange 8, through openings in which screws extend to secure the pedestal to the floor, and from this flange upward the walls of the pedestal curve inwardly to form a contracted portion and then outward into the arms 9 and 10 of a yoke on the ends of which are secured the rails or other devices for supporting the parts of the seat. In most cases two parts 1 and 2 which are similar in all respects may be employed in the construction of a pedestal; the pedestal shown in the drawings is adapted for use in a seat which is not reversible and for this reason one of the arms of the yoke is a little longer than the other. These arms are of U-shaped cross section as shown in Fig. 4 and are preferably bent laterally so that their ends lie on the same side of the axis of the pedestal.

The parts of the seat are carried by rails which are supported on the ends of the arms of the yoke. These rails 11, 11 are prefer-

ably of angular cross-section and are positioned on the arms of the yoke with one web extending downwardly over the end of the arm of the yoke. The rails may be secured in position in any desired manner.

Referring to Fig. 4 of the drawings, I will describe the securing devices I prefer to use. The upper side of the yoke of the seat-frame is usually flanged outwardly as shown at 12. In the horizontal flanges of the rails I provide openings to receive bolts 13 and below this web are spacers 14, each folded over at the edge away from the yoke to make them of double thickness at this outer edge. These spacers receive the heads of bolts 13, their doubled edges bear on the rail and their single-thickness edges bear on the flanges of the yoke. Nuts 15 are then screwed down upon the threaded ends of the bolts to secure the parts firmly together.

It will be seen that a pedestal constructed in this manner is of simple and attractive appearance, occupies little space, and being of metal is of ample strength. Forming the pedestal of two parts united on lines lying in a plane transverse to the general plane of the pedestal and each part pressed to the desired shape from sheet-metal permits of manufacturing the pedestal at small cost.

Having now described my invention, what

I claim as new therein and desire to secure by Letters Patent is as follows:—

1. The combination of a pedestal having outwardly-extending flanged portions at its upper end, a rail bearing on each of said portions, and means securing each of said rails to the flanged portion on which it bears comprising a bolt extending through an opening in said rail and a spacer engaged by said bolt and having the portion thereof on one side of the bolt engaging the flange of the pedestal, substantially as set forth.

2. The combination of a pedestal having outwardly-extending flanged portions at its upper end, a rail bearing on each of said portions, and means securing each of said rails to the flanged portion on which it bears comprising a spacer and a bolt extending through openings in said rail and said spacer, said spacer engaging the flange on said outwardly-extending portion at one edge of the spacer and the rail at the opposite edge, substantially as set forth.

This specification signed and witnessed this 14th day of July, 1906.

EDWARD G. BUDD.

Witnesses:

M. GETZ,

P. TUCKER.