

(No Model.)

2 Sheets—Sheet 1.

H. COCHRAN.
CAR SEAT.

No. 461,544.

Patented Oct. 20, 1891.

FIG. 1.

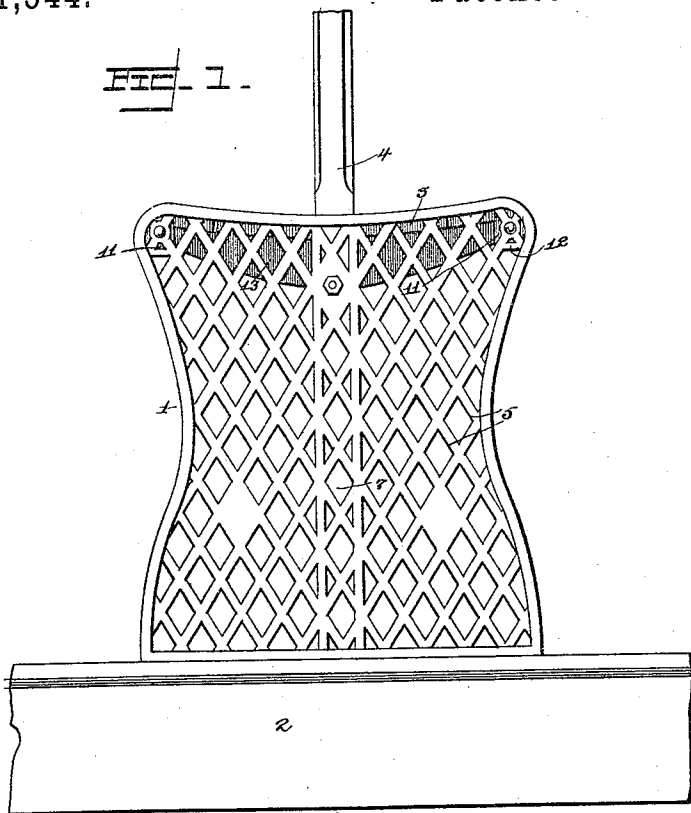
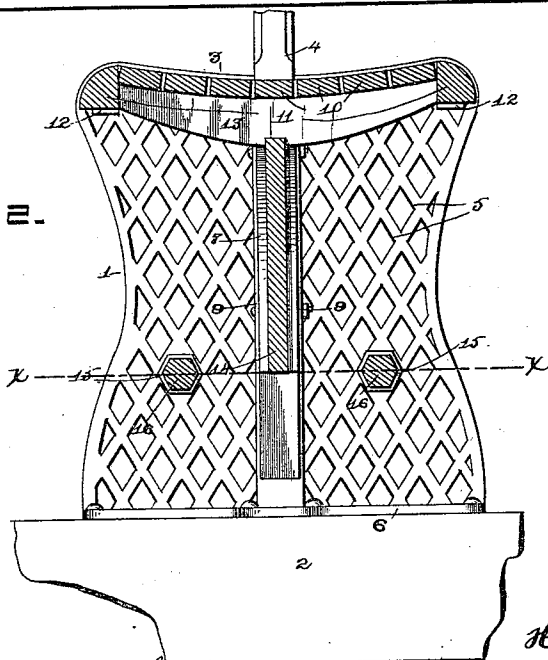


FIG. 2.



Witnesses

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Inventor

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FIG. 3.

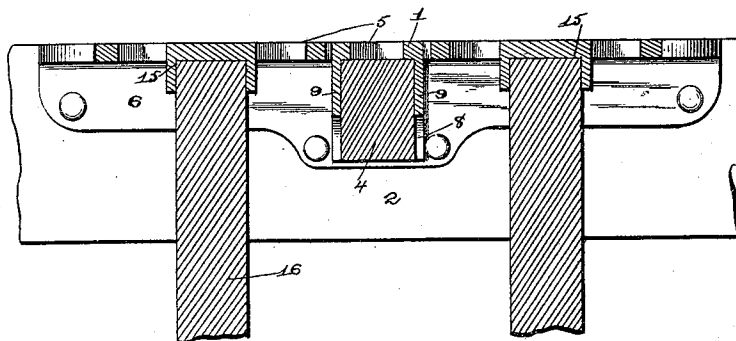
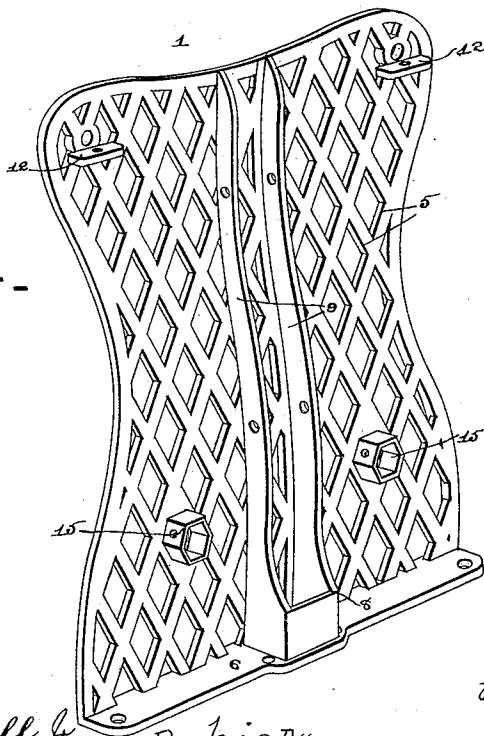


FIG. 4.



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UNITED STATES PATENT OFFICE.

HENRY COCHRAN, OF CHESTER, PENNSYLVANIA.

CAR-SEAT.

SPECIFICATION forming part of Letters Patent No. 461,544, dated October 20, 1891.

Application filed April 23, 1891. Serial No. 390,163. (No model.)

To all whom it may concern:

Be it known that I, HENRY COCHRAN, a citizen of the United States, residing at Chester, in the county of Delaware and State of Pennsylvania, have invented a new and useful Car-Seat, of which the following is a specification.

The invention relates to improvements in car-seats.

The object of the present invention is to provide for horse, electric, steam, and other open cars a simple, inexpensive, strong, and durable end panel adapted to be readily secured in place and capable of supporting a seat and the adjacent posts and enabling the same to successfully withstand the strains incident to their use.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings, Figure 1 is an end elevation of a car-seat provided with an end panel embodying the invention. Fig. 2 is a vertical transverse sectional view. Fig. 3 is a horizontal sectional view on line *xx* of Fig. 2. Fig. 4 is a perspective view of the panel detached.

Referring to the accompanying drawings, 1 designates an end panel constructed of suitable material, preferably cast metal, and adapted to be secured to a side sill 2 of a car to support a seat 3 and to provide means for securing or stepping a side post 4 without recessing the sill of a car. The end panel is curved slightly longitudinally, it being curved outward from its bottom toward the top, and it is preferably reticulated or constructed of open-work, the drawings illustrating diamond-shaped openings 5. This open-work insures lightness and strength and adds to the beauty and attractiveness of a car. The end panel will outlast in durability one car and may then be secured to another car.

The bottom of the end panel is provided with an inwardly-extending flange 6, provided with perforations for the reception of bolts which secure the panel to the sill 2, and this flange also adds to the strength of the panel.

The post 4 has its lower portion 7 conforming to the configuration of the panel, being slightly curved, and the lower end of the post is stepped in a socket 8, which is formed in-

tegral with the flange 6 and the panel and is rectangular in horizontal section. The curved portion 7 of the post is the weaker part and is the place where the post is liable to be broken, and the post is braced at this part by parallel ribs or flanges 9, which are formed integral with the panel and are arranged on the inner face of the same and are formed by extensions of the sides of the socket 8. They are provided with perforations through which pass bolts for securing the post to the panel. The ribs or flanges 9 greatly add to the strength of the panel and render the same fully capable of successfully withstanding the strains incident to its use.

The seat 3 consists of slats 10 and bars 11, which latter are secured to perforated lugs 12, formed integral with the panel and extending inward therefrom and arranged at the top near the sides. The slats 10 are supported by cross-pieces 13, which are secured to the bars 11 and are centrally supported by a board 14, which is secured to the post 4.

On the inner face of the panel and on opposite sides of the ribs or flanges are sockets 15, which are formed integral with the panel and are horizontally disposed and are adapted for the reception of bars 16, which form foot-rests. The sockets 15 are preferably polygonal or circular in cross-section, and the bars are secured in them by screws which pass through perforations of the sockets. The panel is solid and has no open portion opposite the sockets, as is the case where the bolts which secure the post and the bars 11 to the panel pass through.

It will be seen that the end panel is simple, inexpensive, light, strong, and durable, and adapted to be readily and quickly secured to a sill of a car and is capable of supporting and bracing the seat and the post.

From the foregoing description and the accompanying drawings the construction and advantages of the invention will readily be understood by those skilled in the art to which it appertains.

By the use of my improvement mortising of the car-sills to receive the lower end of the post is obviated, thereby adding fifty per cent. to the strength of the same.

What I claim is—

1. An end panel constructed of metal and

provided at its lower end with a flange 6 and having a vertical socket 8 formed integral with it and the flange, substantially as described.

5 2. An end panel constructed of metal and provided at its bottom with a horizontal flange and having vertical parallel ribs or flanges formed integral with it and arranged to receive the lower portion of a side post, substantially as described.

10 3. An end panel constructed of metal and provided at its bottom with the horizontal flange 6 and at its top with the lugs 12 and having vertical parallel flanges 9, substantially as described.

15 4. As a new article of manufacture, an end panel constructed of metal and having openings 5, the horizontal flange arranged at the bottom, the lugs 12, arranged at the top, the
20 vertical socket 8, formed integral with the flange and the panel, the vertical parallel flanges or ribs 9, extending longitudinally of

the panel and forming continuations to the sides of the socket 8, and the sockets 15, arranged on opposite sides of the flanges, substantially as described.

5. An end panel constructed of metal and provided with a vertical socket to receive the lower end of the post and having vertical parallel ribs, substantially as described.

6. An end panel constructed of metal and provided with a vertical socket and having vertical parallel ribs extending to the top of the panel and the horizontal flange at the bottom, whereby mortising the car-sills is dispensed with, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

HENRY COCHRAN.

Witnesses:

W. F. HIRONS,
J. M. ALLEN.