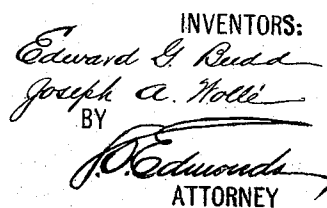


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UNITED STATES PATENT OFFICE.

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SEAT-FRAME.

939,389.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that we, EDWARD G. BUDD and JOSEPH A. WOLLÉ, both citizens of the United States, and both residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented a certain new and useful Improvement in Seat-Frames, of which the following is a specification.

10 The object of the present invention is to provide a seat-frame adapted for use especially in connection with car seating, which, while being symmetrical and therefore ornamental in appearance, shall have
15 maximum strength, and shall consist of but few parts which may be readily assembled and brought into permanent correlation for the use required.

In carrying out the invention, we employ
20 a supporting member in the form of a hollow pedestal adapted to be secured to the floor, said pedestal being preferably of pressed steel and provided at its lower edge with an outwardly projecting flange which
25 may be perforated to receive screws or bolts. The upper end of this pedestal, preferably of less diameter than its lower end, is adapted to receive a correspondingly shaped boss formed on a yoke, also preferably of pressed
30 steel adapted to support, and have secured thereto, the connecting rails, extending from one seat-end to the other, on which the seat-cushion or other mechanism is mounted. Said boss and the upper end of the pedestal
35 may be secured together in any suitable manner as, for instance, by riveting or by expanding said boss outwardly against the interior of said pedestal.

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

40 Figure 1 is an end elevation, partly in section, of a frame embodying our invention; Fig. 2 is a side elevation, partly in section; Fig. 3 is a top plan view, the lower end of the supporting pedestal being omitted; and
45 Fig. 4 is a section on line 4—4 of Fig. 2.

Referring to these drawings, in which similar letters denote corresponding parts, A designates the pedestal, preferably of
50 drawn or pressed steel and here shown as flaring outwardly toward its lower end. The extreme lower edge *a* is folded upon itself, as clearly shown in Figs. 2 and 3, and both thicknesses may, if desired, be provided

with perforations *a'* adapted to receive 55 screws for securing said pedestal to the floor. The upper end *a*² of said pedestal is of less diameter than the lower end, as shown in Fig. 2, and the cross-sectional shape may be oval, as illustrated, round, or otherwise. B
60 designates a yoke, also preferably formed of pressed steel, and here shown as generally U-shaped in cross-section. Said yoke is provided with a central, downwardly projecting boss *b* formed integral therewith and of a
65 size and shape corresponding with those of the interior of the upper end *a*² of the pedestal A. Said boss is adapted to be received snugly within such upper end, as far as the annular shoulder *b'*, and may, if desired, be
70 secured thereto in any suitable manner, as, for instance, by placing within said boss an angular plate *b*² of brass or other material, the edges whereof bear against the internal
75 faces of said boss, then applying pressure to such plate to flatten the same and thereby force said boss into permanent contact with the upper end of said pedestal. The upper
80 edges of said yoke are preferably flanged or beaded, as shown at *b*³, and in such edges may be formed seats *b*⁴ adapted to receive the connecting rails C upon which a cushion or its rockers may be supported. Below
85 each of such seats the yoke is preferably provided with bolt-bosses *c*, perforated to receive the downwardly projecting, screw-threaded ends of U-clips D, held in position by nuts *d* and serving to secure the rails C
90 firmly in place. As here shown (see particularly Figs. 1 and 3), the yoke projects farther on one side of the vertical axis of the pedestal than on the other, the object being
95 to throw the pedestal inward from the end of the cushion supported on the rails C. If desired, said yoke may support, in place of or in addition to the rails C, the usual wood or steel seat-end to which the back-supporting and guiding mechanism may be secured. Such seat-end and mechanism being well
100 known in the art are not illustrated herein. Also, it should be understood that we do not limit ourselves to the particular means shown for securing the rails C to the yoke, for such means may be modified without departing
105 from the spirit of the invention.

Having now described our invention, what we claim as new therein and desire to secure by Letters Patent is:—

1. In a seat-frame, the combination of a hollow pedestal and a yoke having an integral boss closed at its end adapted to fit within the end of said hollow pedestal, and means located within said boss for spreading the walls thereof, substantially as set forth.
2. In a seat-frame, the combination of an integral yoke and means for supporting the same, said yoke being generally U-shaped in transverse cross-section and provided with bolt-bosses adapted to receive bolts coacting with an overlying structure, substantially as set forth.
3. In a seat-frame, the combination of a yoke of U-shaped transverse section and means for supporting the same, the arms of said yoke extending forwardly and rearwardly, respectively, and both said arms being arranged upon one side of the general plane of the seat-frame, substantially as set forth.
4. The combination of a support, a yoke mounted thereon having arms of U-shaped transverse cross-section extending forwardly and rearwardly respectively, both said arms being arranged upon one side of the general plane of said support, bearing surfaces for connecting-rails on the top of the ends of said arms, and means for securing such rails upon said surfaces, substantially as set forth.
5. The combination of a pedestal, a yoke secured thereon and having arms extending forwardly and rearwardly respectively, connecting-rails, bearing surfaces for said rails on the upper side and bosses on the lower side of the ends of said arms, and means coacting with said rails and said bosses for securing the rails upon the arms of the yoke, substantially as set forth.

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

EDWARD G. BUDD.
JOSEPH A. WOLLÉ.

Witnesses:

E. CAMILLE KLONOWER,
R. M. FRIES.