

C. A. LINDSTRÖM.
SEAT FRAME.
APPLICATION FILED AUG. 2, 1909.

947,342.

Patented Jan. 25, 1910.

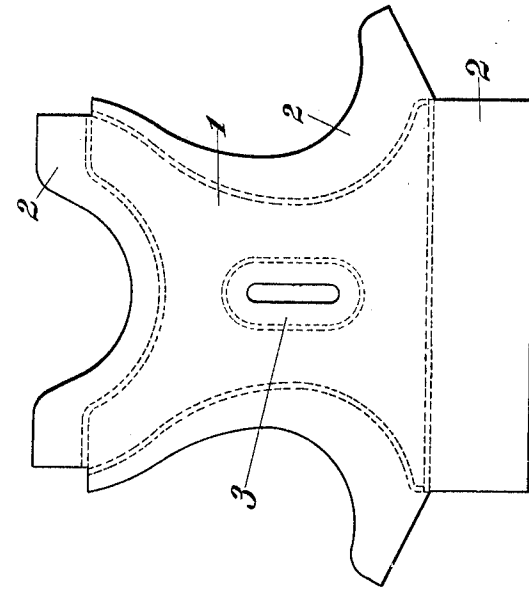


Fig. 4.

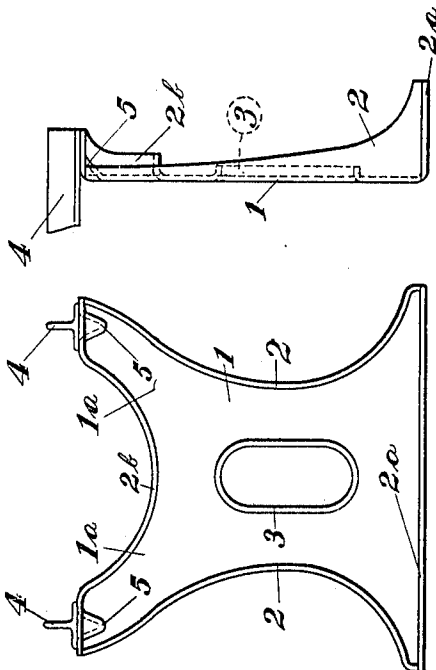


Fig. 1.

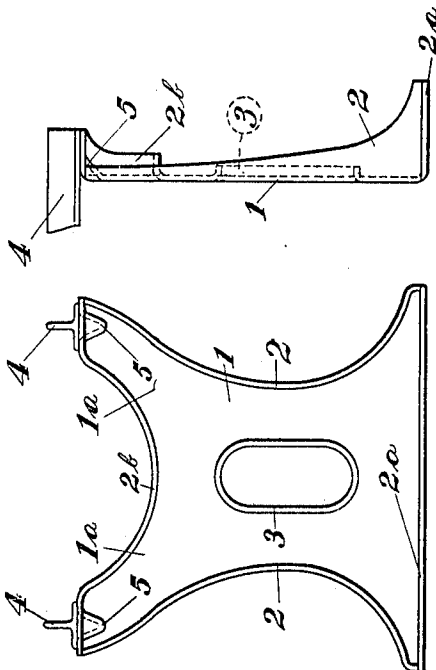


Fig. 2.

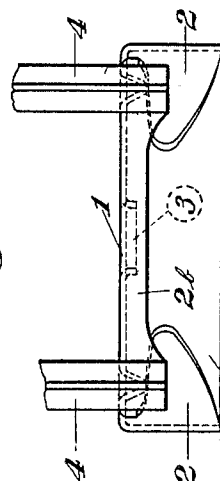


Fig. 3.

Witnesses
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UNITED STATES PATENT OFFICE.

CHARLES A. LINDSTRÖM, OF PITTSBURG, PENNSYLVANIA, ASSIGNOR TO PRESSED STEEL CAR COMPANY, OF PITTSBURG, PENNSYLVANIA, A CORPORATION OF NEW JERSEY.

SEAT-FRAME.

947,342.

Specification of Letters Patent.

Patented Jan. 25, 1910.

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To all whom it may concern:

Be it known that I, CHARLES A. LINDSTRÖM, a citizen of the United States, residing at Pittsburg, Northside, in the county of Allegheny 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 for car seats, and has for its object to provide a frame extremely economical in cost, in disposition of material, one which is neat and ornamental in appearance, and one which occupies the smallest possible space consistent with the objects for which it is designed.

The frame is intended to support one end of a car seat, the opposite end being supported by a similar frame if desired, or being supported by any other suitable means.

The frame is formed preferably of pressed steel, although it may be formed otherwise, such as by casting.

In the drawings, Figure 1 represents a face view of the concave or preferably outer face of the improved seat frame, showing the seat retaining angles mounted thereon; Fig. 2 is an edge view of the same, showing the seat retaining angles broken away; Fig. 3 is a plan view of the same, and Fig. 4 shows a blank from which the frame may be pressed.

Referring now in detail to the drawings: the frame comprises a piece of material, such as is shown in Fig. 4, pressed into a form having a web 1, a peripheral flange 2, the sections of which may be welded to each other if desired, and a central reinforcing flange 3, the inner lines of the flanges 2, 3 being indicated by dotted lines. The frame is of greater length and width at its base 2^a than at its upper or top portion, the sides of the frame being bent or curved inwardly to provide a graceful appearance and properly distribute the material in the lines of strain. The upper or top portion of the seat frame is of greater length than the intermediate portion, is shaped or formed into a pair of arms 1^a, separated by a depression in the upper edge of the frame to space seat retaining angles 4 apart, and to add grace to the outline of the frame and to properly distribute the material in the lines of strain. Arms 1^a at the top of the frame, thus formed,

are reinforced or stiffened vertically beneath the points of support of the angles 4 through means of diagonal ribs 5 extending from web 1 to flange 2 immediately beneath the points of support of the angles 4. The flange 2 at 2^b or beneath the angle supporting arms 1^a is of greater depth than at the edges of the frame in the same horizontal plane to stiffen the frame with a view to counteracting any twisting strains which may exist in the arms 1^a in use.

The seat may be mounted on the frame in any desired manner and the frame may be used with either face in or out.

A frame so constructed is extremely simple and cheaply made, especially when made of pressed metal as, once the dies are formed, the same may be stamped out with great rapidity and very cheaply.

The frame is so constructed that it may easily be kept free from dust, dirt or other foreign matter, and has another advantage, namely, the leaving practically free and clear of a space beneath the seat substantially equal in area to the area of the seat. Furthermore, a seat frame of this shape forms a convenient support for foot rests or other attachments which may be applied thereto, it being an exceedingly simple matter to drill the web for securing bolts, rivets or the like.

Having thus described my invention, the following is what I claim as new therein and desire to secure by Letters Patent:

1. A seat frame consisting of a single piece of sheet metal stamped to form a web, a securing flange at the base of said web, a flange at the top of said web narrower than said securing flange and upwardly tapering side flanges between the securing and top flanges.

2. A seat frame consisting of a single piece of sheet metal stamped to form a web, a securing flange at the base of said web, a flange at the top of said web narrower than said securing flange and inwardly curved, upwardly tapered side flanges between the securing and top flanges.

3. A seat frame consisting of a single piece of sheet metal stamped to form a web, a securing flange at the base of said web, a flange at the top of said web narrower than said securing flange and depressed and nar-

rowed centrally and upwardly tapered side flanges connecting said securing and top flanges.

5 4. A seat frame consisting of a single piece of sheet metal stamped to form a web, having a securing flange at the base, a flange at its top narrower than said securing flange and upwardly tapering side flanges connecting the top and securing flanges, said web

being perforated in its intermediate portion 10 and having a curved reinforcing flange surrounding said perforation.

In testimony whereof I affix my signature in presence of two witnesses.

CHARLES A. LINDSTRÖM.

Witnesses:

G. O. LAMBE,

HARRY A. KNIGHT.