

W. J. BENNETT.
 PEDESTAL SUPPORT FOR RAILWAY CAR SEATS.
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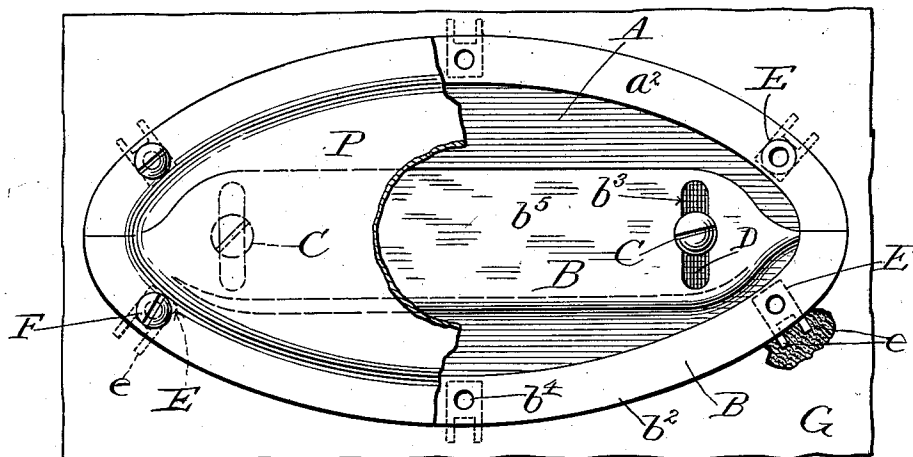


Fig. 1.

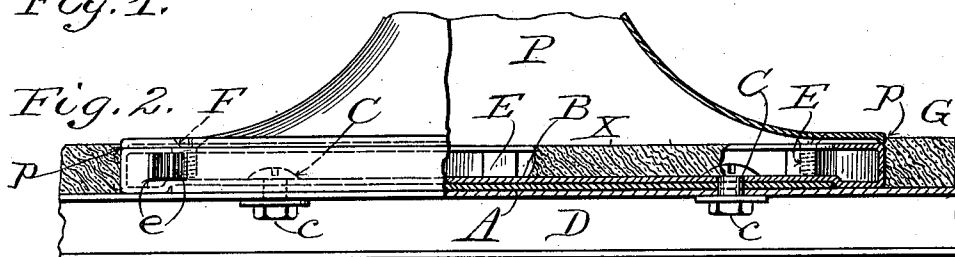


Fig. 2.

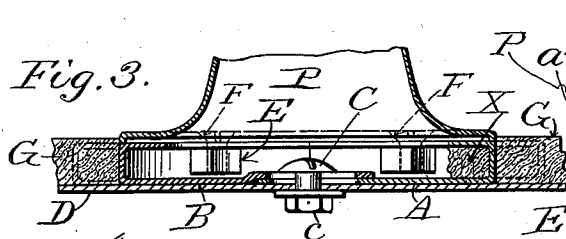


Fig. 3.

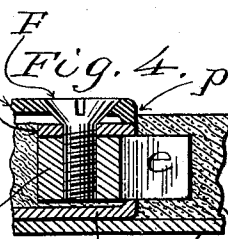


Fig. 4.

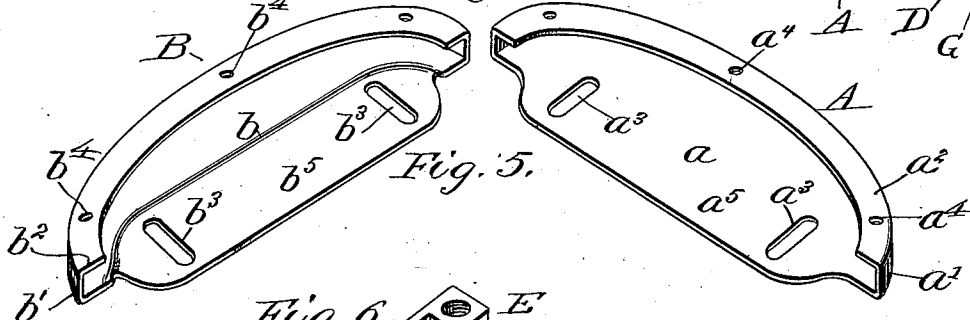


Fig. 5.

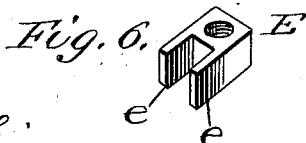


Fig. 6.

WITNESSES
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PEDESTAL-SUPPORT FOR RAILWAY-CAR SEATS.

1,023,294.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, WALTER J. BENNETT, a citizen of the United States, residing in Michigan City, in the county of Laporte and State of Indiana, have invented certain new and useful Improvements in Pedestal-Supports for Railway-Car Seats, of which the following is a specification.

This invention relates to the construction of pedestal supports for railway car seats especially such as are adapted for use in railway cars having floors made of metal and cement. In such floors it is usual to employ a metal frame and to cover this with a cement composition. Difficulty has been experienced in properly attaching the pedestals of car seats to such floors. It has been heretofore proposed to embed in the cement floor covering a metal ring to which the pedestal may be attached in much the same way that metal rings or socket pieces have been embedded in cement or similar material to facilitate the attachment of other articles. In all such cases, however, so far as I am aware, no provision has been made for adjusting the ring or pedestal support to accommodate pedestals of different sizes.

According to my invention I provide a pedestal support which is made in sections adjustable relatively to each other and which are provided with devices for securing them together when adjusted to the proper extent. The pedestal support is attached to the metal frame of the car floor and the concrete floor covering is made to surround it. The support carries nuts which receive screws or bolts passing through the base of the pedestal by which means the pedestal is very firmly attached to its support. By my improvements the pedestal support may be adjusted to accommodate pedestals of different sizes. When the dimensions of the pedestal are known, the support may be adjusted to the proper extent, then secured to the metal frame of the car and then the cement applied to the floor frame in the usual way.

My invention does not involve any change in or special construction of the car seat pedestal.

In the accompanying drawings:—Figure 1 is a view, partly in plan and partly in section, of my pedestal support showing how the car seat pedestal is connected therewith.

Fig. 2 is a view, partly in side elevation and partly in section, of the same. Fig. 3 shows a horizontal section. Fig. 4 is a detail sectional view, on an enlarged scale, showing the manner in which the base of the pedestal is attached to its support. Fig. 5 is a perspective view of the two members or sections of the support. Fig. 6 is a perspective view of one of the nuts employed to connect the support with the pedestal.

My invention, as before stated, does not involve any change in the construction of the car seat pedestal as usually made, but the pedestal support and the manner of mounting it in the floor of the car is believed to be novel. The support is preferably constructed in the manner clearly indicated in Fig. 5; that is to say, it is preferably made of pressed steel, although it may be otherwise constructed of metal, and comprises two members A and B which when connected together produce a substantially oval support as shown in Fig. 1 as the bases of car seat pedestals are usually oval.

The member A comprises a body portion a which is substantially semi-elliptical but which is prolonged at a^5 to provide a portion that is overlapped by a corresponding portion b^5 of the member B, as will be presently described. The body portion a has an upwardly projecting flange a' which connects with a top flange a^2 . The body portion is slotted at a^3 and the flange a^2 is provided with apertures a^4 for a purpose hereinafter described.

The member B is similar to the member A except that the part b^5 and a part of the body portion b is slightly raised, as shown, in order to overlap the part a^5 of the member A and a portion of the body a . This is clearly illustrated in Fig. 1 as well as in Figs. 2 and 3. When the members are assembled, as shown in Fig. 1, a substantially oval-shaped pedestal support is formed with the ends of the flanges a' and a^2 abutting the corresponding flanges b' and b^2 , and the support is adjusted to accommodate a pedestal of the narrowest size, but by drawing the members apart the width of the support may be increased to accommodate pedestals of a greater width. Bolts C extend through the slots a^3 and b^3 and connect with the metallic frame D of the floor. When the support members are adjusted to the proper extent the nuts c on the bolts C are tightened.

The support carries a series of nuts E which are arranged beneath the flanges a^2 and b^2 and have arms e extending through corresponding openings in the flanges a' , b' by which means the nuts are prevented from turning. These nuts are adapted to receive screws or bolts F extending through openings in the base of the pedestal P. I would say, however, that after the support has been attached to the metal frame D and before the pedestal is applied, the cement floor covering G is laid over the metal structure D and surrounds the pedestal support, preferably projecting some distance above the top of the support. It will be understood, of course, that as many supports as are required in the car are attached in this way to the metal structure D before the cement is laid.

A car floor equipped with my pedestal supports, adjusted to the proper sizes of the pedestals to be used is then ready to receive the pedestals which are applied in the manner indicated in the drawings, that is to say the screws F are made to pass through apertures in the bases of the pedestals and to enter the nuts E in the manner shown. As indicated in Fig. 4 the pedestal is provided with a peripheral flange p which extends a short distance down below the top of the cement covering G and rests on the top of the support. It is obvious that in a similar way the length of the pedestals may be adjusted. Preferably after the pedestal support is attached to the floor frame the cement composition is not only made to closely surround the support but it is made to fill or cover the interior thereof, as indicated at X. In this way a solid and firm construction is provided and one which will not rust.

While my improvements are especially designed to connect car seat pedestals with railway car floors embodying in their construction a metal floor frame covered with cement, it is obvious that my improvements may be applied to a floor or foundation embodying other materials in its construction.

I claim as my invention:—

1. The combination with the floor frame of a railway car, of a pedestal support made in adjustable sections and attached to said

frame, and a floor covering resting on said floor frame and surrounding the support.

2. The combination with the frame of a railway car floor, of a pedestal support made in sections having overlapping portions and adjustable relatively to each other, means for adjustably connecting the sections with the floor frame, devices carried by the support for connecting it with a car seat pedestal, and a floor covering resting on the frame of the floor and surrounding the pedestal support.

3. The combination with the car floor frame of a pedestal support comprising two sections having flanged peripheries, nuts arranged in said flanged portions of the sections, and devices adjustably connecting the sections with the frame of the floor.

4. The combination with a car floor frame, of the pedestal support comprising two members having overlapping bases and overhanging flanges at their peripheries, nuts arranged in the flanged portions of the support and adapted to receive screws or bolts passing through the base of a car seat pedestal, and a floor covering resting on the floor frame and surrounding the pedestal support.

5. The combination with the floor frame of a railway car, of a pedestal support made in adjustable sections and attached to said frame, and a covering applied to the interior of the support and also resting on said floor frame and surrounding the support.

6. The combination with a floor frame of a pedestal support, comprising two sections having flanged peripheries, nuts arranged in said flanged portions of the sections, and devices adjustably connecting the sections with the floor frame.

7. A pedestal support, comprising two sections having overlapping bases and overhanging flanges at their peripheries, and nuts arranged in the flanged portions of the support and adapted to receive screws or bolts passing through the base of a pedestal.

In testimony whereof, I have hereunto subscribed my name.

WALTER J. BENNETT.

Witnesses:

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