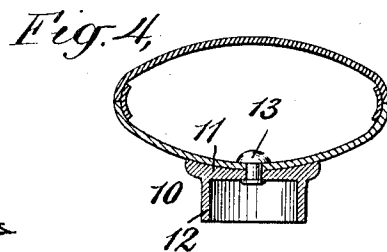
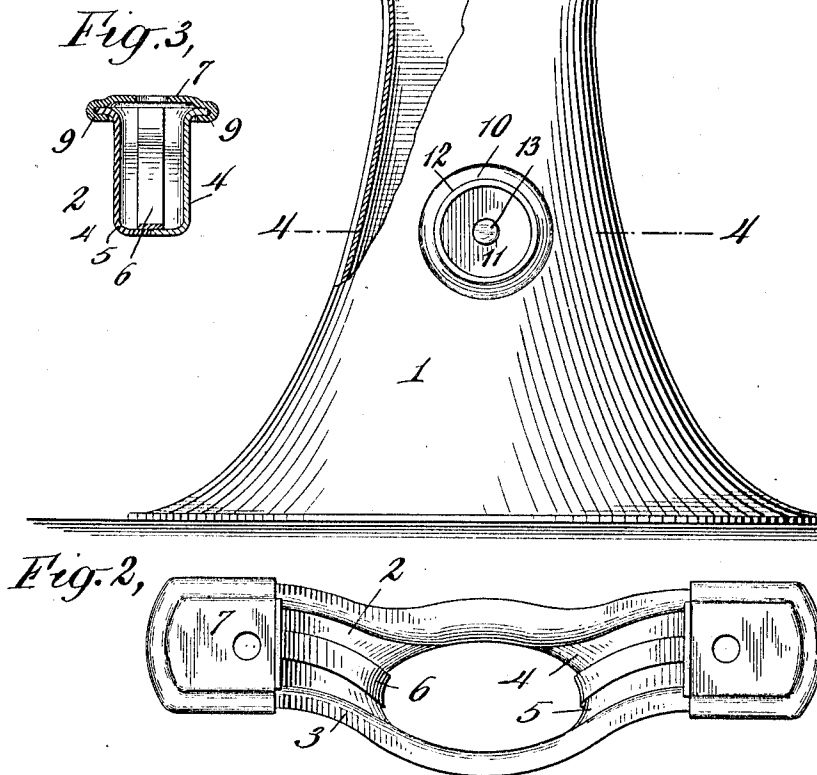
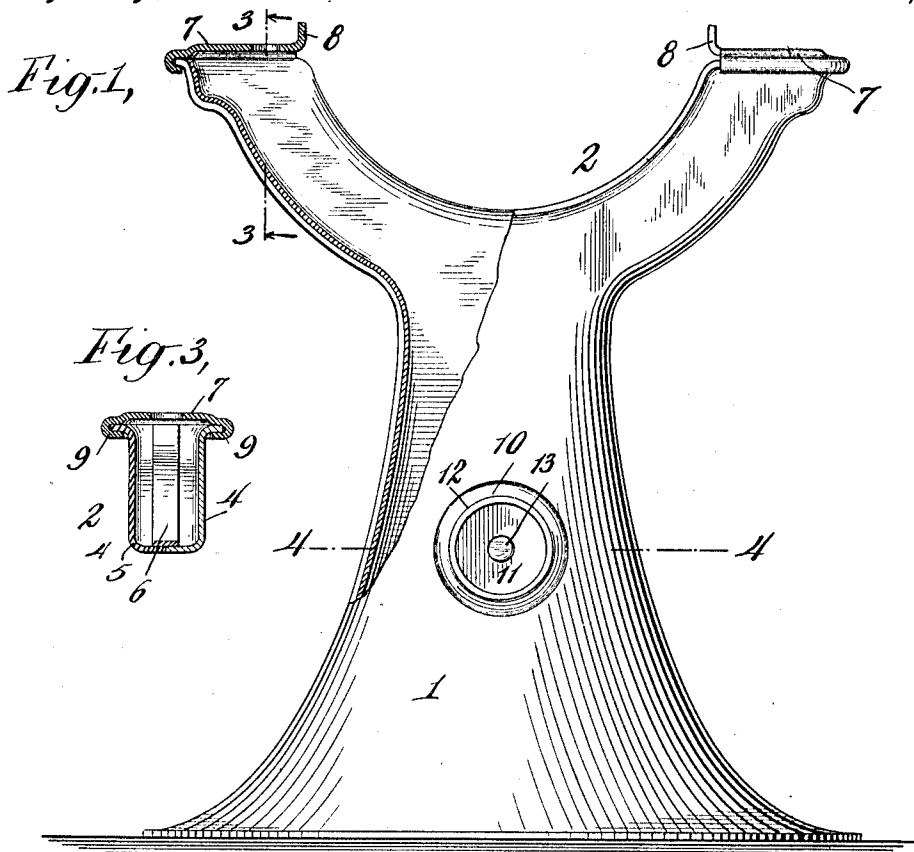


E. G. BUDD.
PEDESTAL.

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1,020,741.

Patented Mar. 19, 1912.



WITNESSES:

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

PEDESTAL.

1,020,741.

Specification of Letters Patent.

Patented Mar. 19, 1912.

Application filed October 24, 1906. Serial No. 340,333.

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 relates to pedestals made wholly of metal and adapted particularly for use as a support for one end of a seat of the type used in railway cars.

The object of the invention is to so improve the construction of pedestals of this type as to provide a pedestal which can be manufactured at small cost, which is simple and strong in construction and of attractive appearance, and on which a seat structure and foot rest rail can be readily mounted.

I have illustrated the preferred embodiment of my invention in the accompanying drawings in which—

Figure 1 is an elevation of the pedestal, broken away and sectioned in part, Fig. 2 is a top view of the same, Fig. 3 is a section on line 3—3 of Fig. 1 and Fig. 4 is a section on line 4—4 of Fig. 1.

Referring to these drawings, the pedestal comprises a base portion and an integral yoke at the upper end thereof. The base portion 1 is largest at the bottom thereof where it is provided with a flange for securing the pedestal to the floor and tapers from this flange upward to the yoke 2, the entire base portion being of oval cross-section as shown in Fig. 4. The arms of the yoke 2 extend forward and rearward in the general plane of the pedestal and are preferably bent laterally somewhat so that their ends are slightly displaced from that plane both on the same side thereof, as shown in Fig. 2. The arms of the yoke are of U-shape cross-section open at the top as shown in Fig. 3, and outwardly turned flanges 3 are formed at the top thereof. The entire base portion and yoke of the pedestal are made from two pieces of sheet-metal; each of these when cut to the proper dimensions, is pressed into form to constitute one-half of the complete base and yoke, the division between the two parts being in the general plane of the pedestal and along the greater axis of the oval. I have found that by this construction, the pedestals may be manufactured quickly and at small cost. The two parts 4 and 5 thus

formed, are united in any suitable manner but preferably in such manner as will make the joint between them practically unnoticeable. Their edges may be butted and brazed, soldered or welded together or straps 6 may be employed overlying the joints on the interior of the pedestal and these straps may be secured to the two parts as by soldering or brazing.

The seat proper is usually carried by two connecting rails the ends of which are secured on the arms of the yoke. For effecting this connection in an economical manner, I provide sheet-metal plates 7 having openings therethrough for bolts which extend through the plates and the web of the rails to secure the latter to the plates. In punching out the plates 7, each is provided with integral flanges at the edges thereof. One of these flanges 8 is turned up to form a wall against which the edge of the rail is carried to position the latter and the other three flanges 9 are turned down and under the flanges 3 at the top of the yoke to hold the plates firmly in place on the ends of the arms of the yoke. Figs. 1 and 3 show sections through the plates 7 illustrating the manner in which they are secured in place and Fig. 2 a top view showing the body portions on which the rails rest with the openings therethrough for the bolts.

In seats for use in cars, it is usual to provide a foot-rest rail extending between the pedestals or between a pedestal and the wall of the car. For mounting such a rail, I provide a socket 10 having a rear wall 11 and an integral annular flange 12 thereon. This socket is secured to the inner side of the pedestal by means of a single rivet 13 and the surface of the wall 11 is concaved on the same curvature as that of the pedestal to hold the socket more firmly and prevent turning thereof on the rivet.

Having described my invention what I claim as new therein and desire to secure by Letters Patent of the United States is:

1. A pedestal having a base portion of oval cross-sections and flaring at its lower end and arms of U-shaped cross-section extending in opposite directions from the upper end of said base portion, said pedestal consisting of two sheet-metal plates pressed into form and secured together with their edges abutting and each of said plates constituting substantially one-half of said base

portion and of each of said arms, and strips of metal within said pedestal secured to said plates and overlying the joint between them, substantially as described.

5 2. In a pedestal, a yoke having flanges at the ends of the arms thereof, and sheet-metal plates having integral flanges coacting with those on said yoke to secure the plates on the ends of said arms and openings
10 therethrough to receive devices for securing an overlying structure to said plates, substantially as described.

3. In a pedestal, a yoke having arms of U-shaped cross-section and flanges at the edges
15 thereof, and sheet-metal plates having integral flanges extending under the flanges on said arms and openings therethrough to re-

ceive devices for securing an overlying structure to said plates, substantially as described.

4. A pedestal formed of sheet-metal and
20 having a base portion, arms of U-shaped cross-section extending in opposite directions from the upper end thereof, outwardly turned flanges at the sides and ends of said arms, and plates having integral flanges
25 turned under the flanges on said arms to secure the plates on the ends of the arms, substantially as described.

This specification signed and witnessed this 18th day of October, 1906.

EDWARD G. BUDD.

Witnesses:

M. GETZ,

WALTER M. SWOPE.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."