No. 798,574. PATENTED AUG. 29, 1905.

R. DUNNING.

PEDESTAL FOR CAR SEATS.

APPLICATION FILED OCT. 17, 1904.

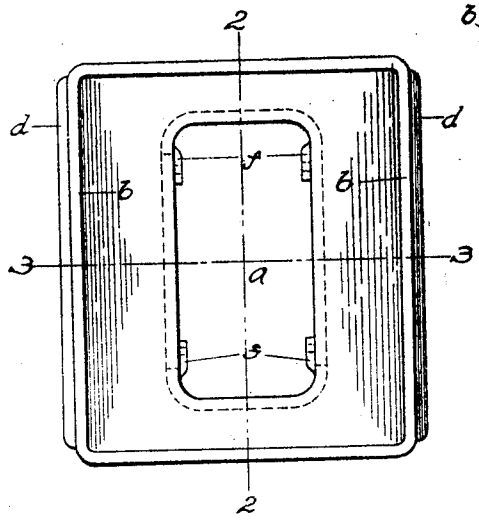


Fig 1

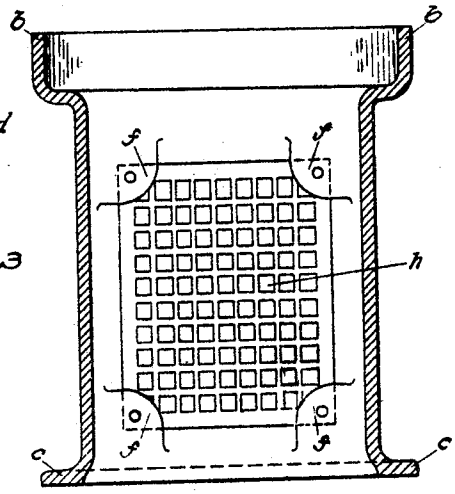


Fig 2

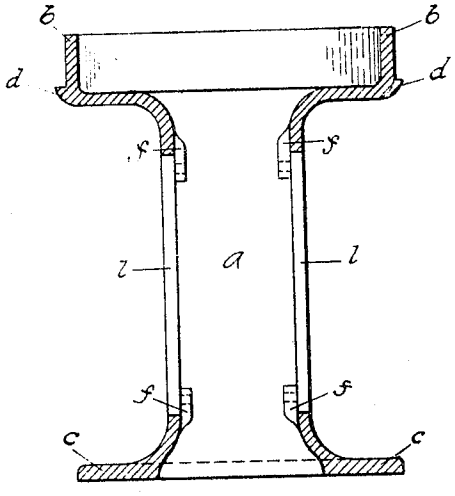


Fig 3

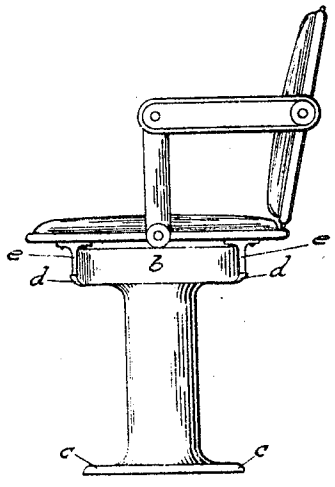


Fig 4

WITNESSES

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UNITED STATES PATENT OFFICE.

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PEDESTAL FOR CAR-SEATS.

No. 798,574. Specification of Letters Patent. Patented Aug. 29, 1905.

Application filed October 17, 1904. Serial No. 228,806.

To all whom it may concern:

Be it known that I, ROBERT DUNNING, a citizen of the United States, and a resident of Winton Place, in the county of Hamilton and State of Ohio, have invented a certain new and useful Improvement in Pedestals for Car-Seats, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, which form a part of my specification.

My invention relates to pedestals for car-seats, being more especially adapted for use in electric cars, and has for its object the provision of a simple support or pedestal for a seat, which will also possess the requisite strength necessary for that purpose and at the same time be adapted to receive the electric heater and permit a proper radiation of the heat about the seat.

Heretofore stationary car-seats were formed with frames or panels at each end of the seat and the heater placed beneath the seat. This style or form of construction has been found to be very objectionable, as the heaters were left exposed to come into contact with the garments of the passengers or it became necessary to provide a special casing for the heater, which would be placed at a point beneath the seat, where, if it required any attention for repairs or otherwise, it was difficult of access.

With my improved construction, which by reason of its simplicity can be made at a very small cost, a number of the disadvantages encountered with the constructions heretofore employed are overcome.

In the drawings, Figure 1 is a top plan view of my improved pedestal, which also shows the chamber for the reception of the electric heater. Fig. 2 is a longitudinal section taken on the line 2 2 of Fig. 1. Fig. 3 is a cross-section taken on the line 3 3 of Fig. 1. Fig. 4 is a side elevation of my improved pedestal with seat placed thereon.

Like letters of reference indicate identical parts in the various figures.

The pedestal is preferably cast of metal, having four sides and being left open at the top and bottom with the heater-receiving chamber *a*. The walls are preferably made to flare outward substantially at right angles, as seen at *b* and *c*, so as to give ample support for the seat and also to provide a foot or support for the pedestal on the car-floor. The flared portion may be provided with screw-holes, so that it can be securely fastened to the floor of the car should it be so desired. Two of the walls of the pedestal, which are opposite each other, and preferably the ones running lengthwise of the seat, are provided with shoulders or extensions *d d* (see Figs. 1, 3, and 4) for the purpose of receiving the angle irons or rails *e e*, (see Fig. 4,) which are secured to the bottom of the seat. By placing these angle irons or rails on the bottom of the seat at such distances as to just permit them to slip over the top of the pedestal and rest on the shoulders *d d* it will be seen that the seat cannot be moved crosswise, so that it will not be necessary to provide any further fastening of the seat to the pedestal, and thus permit ready access to the interior of the pedestal when it becomes necessary for any repairs to be made on the heater to be inserted therein.

In order that the heat may pass outward about the seat, I form the pedestal with openings *l l* on two of its opposite walls, and integrally cast therewith or secured thereto adjacent this opening are lugs or ears *f* at the four corners of each of the openings. These lugs are provided for the purpose of receiving the bolts or screws, whereby the latticed or perforated plate *h* is secured to the pedestal within the openings *l*.

Any of the well-known styles of heaters may be employed, as my improved pedestal is adapted to receive the various styles employed and which form no part of my invention.

I have described my pedestal as having the four walls formed integral with each other; but it will be readily understood that the walls may be separately formed and secured together by bolts or rivets, and, furthermore, instead of casting the shoulders *d d* on the flare on the upper end of the pedestal the shoulders may be omitted and the rails *e e* on the bottom of the car-seat placed slightly nearer together and simply be of a length to fit within the upper end of the flare, as can very readily be understood.

I have illustrated what I believe to be the best form of my improved pedestal; but slight modifications may be made, as just above described, which would still come within the spirit of my invention. I do not wish to be

understood as limiting myself to the exact form of construction shown and described; but

What I do claim as my invention, and wish to secure by Letters Patent, is—

1. The combination with a car-seat provided with rails on its bottom extending lengthwise thereof, of a metallic pedestal comprising four walls formed integral with each other, said walls flaring outwardly at their top and bottom, two of said walls provided with openings, ears formed integral with the side walls and extending into said openings, and plates adapted to fit within said openings and be secured to said ears, substantially as shown and for the purpose described.

2. The combination with a car-seat provided with rails on its bottom extending lengthwise thereof, of a pedestal whose walls flare outwardly and upwardly at its top, an opening provided in the side wall of the pedestal, a perforated plate adapted to fit within said opening, and means whereby said plate is secured within said opening, substantially in the manner and for the purpose described.

3. The combination with a car-seat provided with rails on its bottom extending lengthwise thereof, of a pedestal whose walls flare outwardly at the top and bottom, shoulders on two of the flared walls at the top and a short distance below the upper edge of the pedestal and adapted to receive the rails on the car-seat, a chamber within said pedestal, openings in two of the side walls of said pedestal, ears formed integral with the side walls and extending into the openings, and perforated plates adapted to fit within said openings and be secured to said ears, substantially as shown and in the manner described.

4. The combination with a car-seat having rails on its bottom extending lengthwise thereof, of a pedestal whose walls flare outwardly and upwardly at its top, shoulders provided on the upwardly-extending portion of said flare and adapted to receive the rails on the car-seat, a chamber within said pedestal for the reception of a heater, two of the sides of the pedestal provided with openings having ears extending into said openings, and perforated plates adapted to fit within said openings and butt against said ears, substantially in the manner and for the purpose described.

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Witnesses:
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