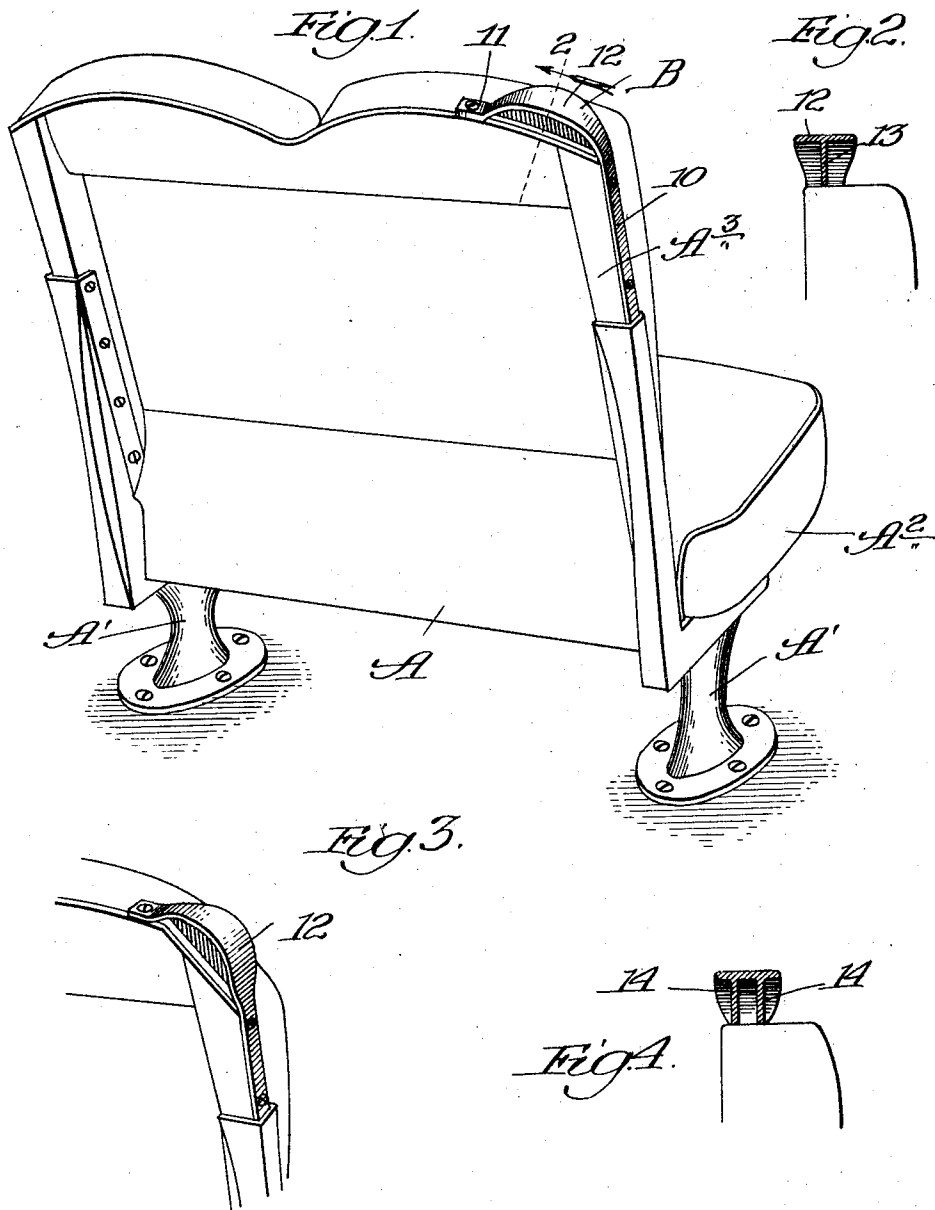


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SAFETY SEAT GRIP
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SAFETY SEAT GRIP

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This invention relates to improvements in seat grips and is particularly adapted for use in railroad cars, buses, and the like.

A primary object of the invention is to provide a seat grip of simple and staunch construction which will prevent injury to passengers through the sudden stopping or starting of vehicles, such as railways, street cars, buses, etc. A further object is to provide a seat grip adapted to be readily secured to car or bus seats and which affords a comfortable and safe grip for passengers, who desire to stand in the aisle of the vehicle. Other objects and advantages will appear as the specification proceeds.

The invention is fully described in the following specification and shown in the accompanying drawing, in which—

Figure 1 is a perspective view of a car seat equipped with a grip constructed in accordance with my invention; Fig. 2, a broken sectional view, the section being taken as indicated at line 2 of Fig. 1; Fig. 3, a perspective view of a modified form of grip adapted to be secured to a different form of car seat back; and Fig. 4 is a broken sectional view of another modified form of grip handle.

In the illustration given, A represents a car or bus seat which comprises standards A¹, a seat A² and a back A³; and B represents a grip handle which is preferably secured to the upper portion of the seat back.

The seat A may be of any suitable shape or type. The back may have a rounded top corner, as shown in Fig. 1, a cut-away corner, as shown in Fig. 3, or any other suitable shape.

The handle grip B may be formed in any suitable shape so that it may fit the corner or surface to which it is to be applied. In the illustration given, the grip B is provided with a shank or extension flange 10 which may be used to attach the handle to a chair back. It is also preferred to equip the handle grip with an upper attachment flange 11. Both flanges are preferably formed integrally with the main body of the grip. The main body of the grip comprises a relatively wide top web 12 and a depending web 13. In the preferred form illustrated in Figs. 1, 2 and 3, the web 12 is widest near its central portion and tapers

inwardly toward the flanges 10 and 11. The flange or web 13 is preferably formed integrally with the web 12 and extends practically all the way from the web 12 to the top corner portion of the chair. In this way, the web 13 substantially closes the opening between the outer web 12 and the top wall of the chair back.

In the modification shown in Fig. 3, the shape of the handle grip is modified so as to adapt it to a chair having a cut-away corner.

In the modification shown in Fig. 4, two depending flanges 14 are used instead of the single flange or web 13.

With the handle grips now in use upon railway chairs and bus seats, etc., there is provided between the outer web of the handle and the top of the chair back a relatively large opening through which the passenger may extend his fingers or hand. With this form of grip, a large number of accidents have occurred in which the fingers, hands, and wrists of passengers have been injured. The tendency is for a passenger to extend his fingers or hand through the opening of the grip and then when thrown by the sudden or abrupt stopping or starting of the bus, etc., to be unable to extricate his hand in time to prevent injury. I have found that such accidents can be avoided by equipping chairs or seats with grip handles having a wide top web and a partition web or flange extending from the inner wall of the top web to the top of the chair back. The wide top web forms a rest for the palm of the hand and the fingers may extend about the flange to form a secure grip. The grip is not only more comfortable but also it prevents the passenger from getting his hand caught beneath the top flange of the grip.

Preferably the depending flange or partition extends from the central portion of the top web. With this arrangement, the grip may be used by a passenger while facing in either direction, the relatively great width of the top web providing a large gripping area for the hand both above the flange and below it. This form of grip also provides ample room for the fingers on one side of the

flange and for the thumb on the opposite side of the flange.

While I have illustrated the handle grip in certain forms and shapes, it is obvious that
5 the shape, form and other details of construction, may be varied widely without departing from my invention.

The foregoing detailed description has been given for clearness of understanding
10 only and no unnecessary limitations should be understood therefrom, but the appended claim should be construed as broadly as permissible in view of the prior art.

I claim:

15 In combination: a seat equipped with a back, a grip-handle equipped with attachment flange extensions, said grip-handle comprising a top web having a central portion of relatively wide cross-section and end-
20 portions of relatively narrow cross-section, said end-portions tapering toward and merging with said attachment flanges, and a depending flange partition joining said top web along a longitudinal median line.

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