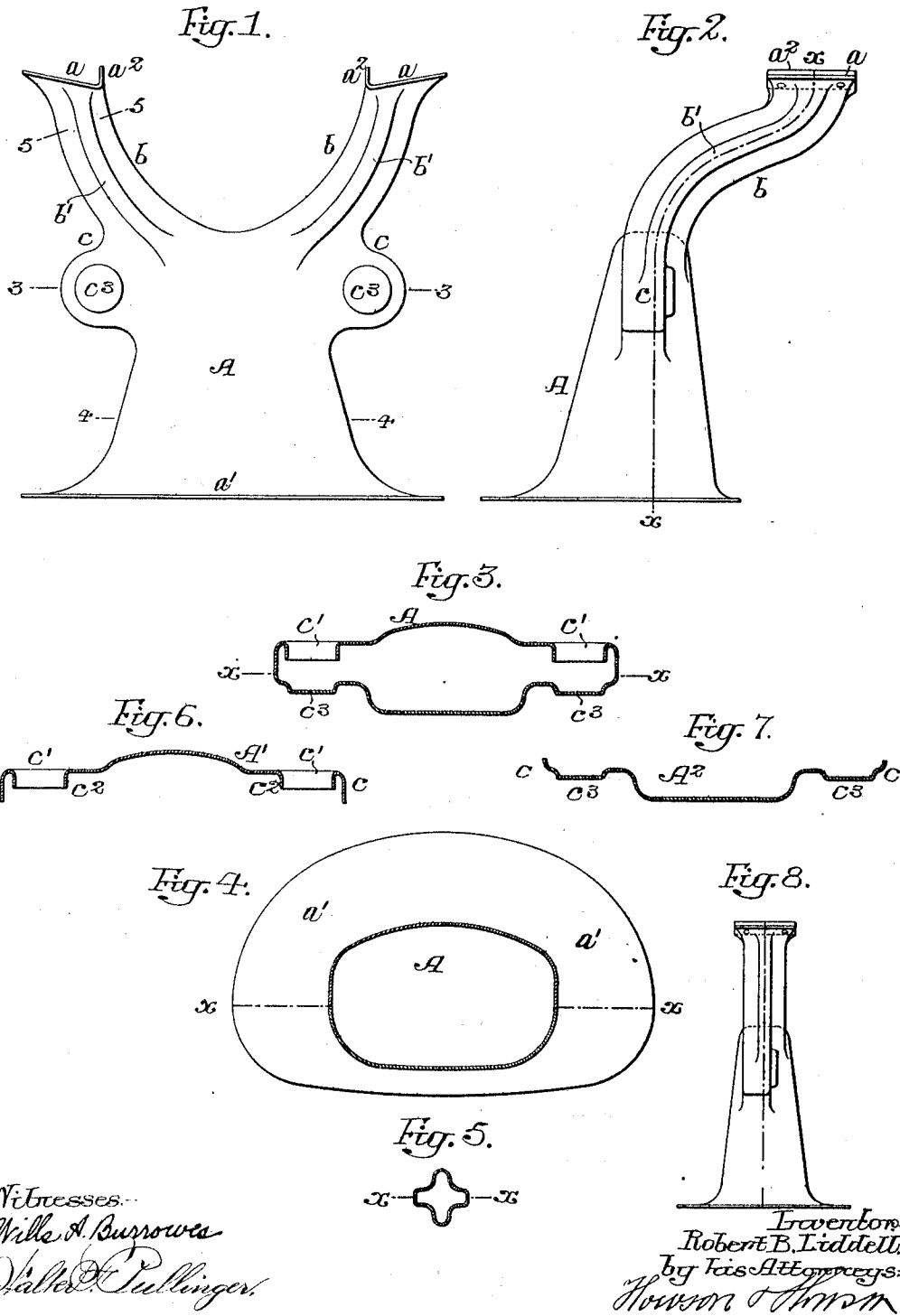


R. B. LIDDELL.
 PEDESTAL FOR CAR SEATS.
 APPLICATION FILED JULY 31, 1909.

1,055,195.

Patented Mar. 4, 1913.



Witnesses:
 Wille A. Burrows
 Walter D. Pullinger

Inventor:
 Robert B. Liddell
 by his Attorneys:
 Howard & Howard

UNITED STATES PATENT OFFICE.

ROBERT B. LIDDELL, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR TO THE J. G. BRILL COMPANY, OF PHILADELPHIA, PENNSYLVANIA, A CORPORATION OF PENNSYLVANIA.

PEDESTAL FOR CAR-SEATS.

1,055,195.

Specification of Letters Patent.

Patented Mar. 4, 1913.

Application filed July 31, 1909. Serial No. 510,605.

To all whom it may concern:

Be it known that I, ROBERT B. LIDDELL, a citizen of the United States, residing in Philadelphia, Pennsylvania, have invented certain Improvements in Pedestals for Car-Seats, of which the following is a specification.

The object of this invention is to make a car seat pedestal or support of two struck up sheet metal sections secured together; the sections being flared at the top to provide rests for the seat frame, and one section has a hole with the flange turned in to form a suitable support for the foot rails.

In the accompanying drawing:—Figure 1, is a view in elevation of my improved car seat pedestal; Fig. 2, is an end view; Fig. 3, is a sectional plan view on the line 3—3, Fig. 1; Fig. 4, is a sectional plan view on the line 4—4, Fig. 1; Fig. 5, is a sectional view on the line 5—5, Fig. 1; Figs. 6 and 7, are sectional plan views of the two parts detached, taken on the line 3—3, Fig. 1; and Fig. 8, is a view showing a different form of pedestal.

A is the pedestal which rests upon the floor of the car and supports the car seat; the longitudinal frames resting upon the upper flanged portions a , a and these flanged portions are inclined one toward the other so as to allow for the rocking of the seat proper when shifted from one position to another. The base a' is flared and can be secured to the floor of the car in any suitable manner. In some instances two pedestals are used to support the car seat when the seat is entirely independent of the sides of the car, then again a single pedestal is used for the outer end of the seat when the inner end is supported on a bracket secured to the side walls of the car.

The pedestal can either be made with a curved overhanging portion, as illustrated in Fig. 2, so as to give clearance under the seat, or can be made vertical, as illustrated in Fig. 8, without departing from the essential features of the invention. In fact, the design of the seat may be altered to agree with the general design of the body of the car seat, as the object of the invention is to make the pedestal in two struck up sections secured together to form a unitary structure.

A' , A^2 are the two sections shaped to give the necessary strength and ornamentation to the pedestal and the arms b , b are formed

on each section and the ends of the arms are flared to form the supports a for the seat, and flanged at a^2 so as to prevent the longitudinal bars of the seat from shifting. In addition to this the bars may be secured to the upper ends of the pedestal by bolts, rivets or other fastenings. The body portion is extended at c , c to form supports for the foot rails, which are usually mounted directly under the car seat. The section A' in the present instance is perforated at c' and a flange c^2 is turned in so as to form a suitable bearing for the foot rails, and the foot rails are prevented from moving longitudinally by the solid portion c^3 of the section A^2 , as shown clearly in Fig. 3. The two sections A' , A^2 are placed together and their abutting flanges welded on the line $x-x$, extending through the body portion A as well as the arms b , b . This welding may be done by the electric or other process, or may be brazed in some instances, or the parts may be connected by rivets. Ribs b' are formed on the arms b so as to add strength to the structure and at the same time give it the appearance of lightness.

The above described pedestal can be quickly and economically made and will be much lighter than the cast pedestal now commonly used, as it can be made of very thin metal and, owing to its shape, will sustain a very heavy load, will not readily collapse, and will not break as will the ordinary cast pedestal.

I claim:—

1. A pedestal for car seats made as a unitary structure consisting of a hollow base; hollow arms extending at an angle upward from the base and shaped to support the seat section, the lower portion of the base being flared; and the walls of the pedestal being of an even thickness throughout.

2. A pedestal for car seats made as a unitary structure; the walls of the structure having a hollow base; hollow arms projecting at an angle from the base; and hollow extensions at each edge of the pedestal; the walls of the said pedestal, including the arms and the extensions, being of an even thickness throughout; the openings in one of the walls of each extension for the reception of the foot rails having internal flanges; the other wall being solid to prevent longitudinal movement of the foot rails.

3. A pedestal comprising a hollow sheet-

metal base closed at its upper end and two arms extending forwardly and rearwardly from the upper portion of the base, both of said arms being arranged upon one side of the general plane of the pedestal and both of them being of tubular sheet-metal integrally connected to the base at one end and closed at the other end, substantially as set forth.

- 10 4. A pedestal comprising a hollow base closed at its upper end and two arms extending forwardly and rearwardly from the upper portion of the base, both of said arms being arranged upon one side of the general
15 plane of the pedestal and both of them being of tubular form integrally connected to the base at one end and closed at the other end, and said pedestal being formed of two pieces of sheet-metal pressed into form and welded
20 together, each of which pieces constitutes

one-half of said pedestal and one-half of each of said arms, substantially as set forth.

5. A pedestal comprising a hollow sheet-metal base closed at its upper end and two arms extending laterally and upwardly from the side of the upper end of the base, said arms being of tubular form, made of sheet-metal integrally connected at one end to the base, and having horizontal surfaces on the upper sides of their free ends for the support of the overlying structure, substantially as described.

In testimony whereof, I have signed my name to this specification, in the presence of two subscribing witnesses.

ROBERT B. LIDDELL.

Witnesses:

M. E. LIDDELL,
ELLEN H. CLIVE.

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