March 24, 1925. 1,531,184

H. T. HODGES

SEATING FOR THEATERS AND THE LIKE

Filed Nov. 13, 1922

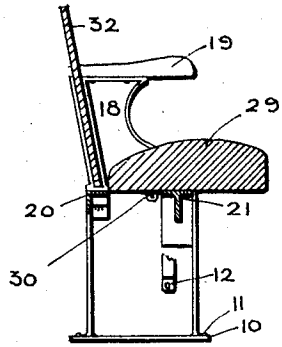


FIG 4

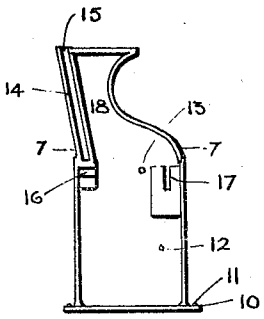


FIG 6

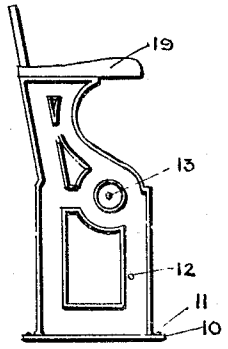


FIG 5

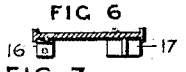


FIG 7

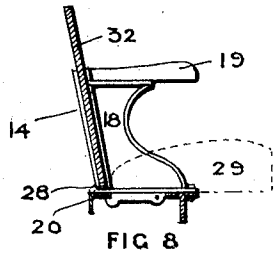


FIG 8

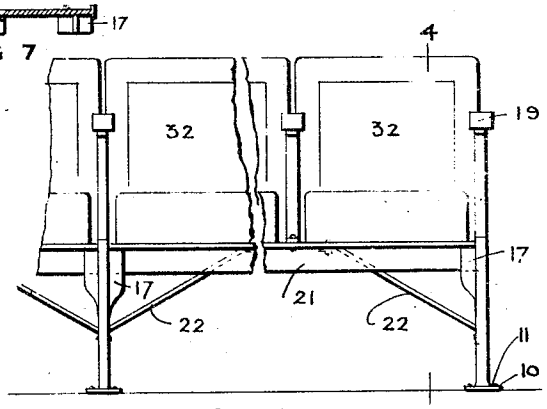


FIG 1

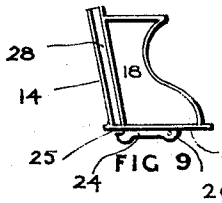


FIG 9

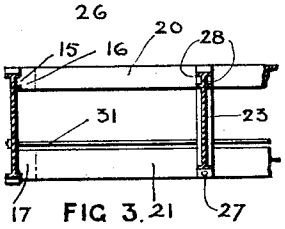


FIG 3.

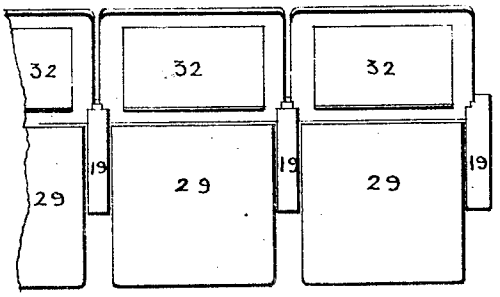


FIG 2

INVENTOR.

HENRY TODD HODGES

BY HIS ATTORNEY

William C. Linton.

Patented Mar. 24, 1925. 1,531,184

UNITED STATES PATENT OFFICE.

HENRY TODD HODGES, OF SYDNEY, NEW SOUTH WALES, AUSTRALIA.

SEATING FOR THEATERS AND THE LIKE.

Application filed November 13, 1922. Serial No. 600,708.

To all whom it may concern:

Be it known that I, HENRY TODD HODGES, a subject of the King of Great Britain, residing at No. 350 George Street, Sydney, in the State of New South Wales and Commonwealth of Australia, have invented new and useful Improved Seating for Theaters and the like, of which the following is a specification.

This invention has been specially devised in order to provide improved seating for theaters and the like, of simplified, and strengthened, cheap, durable, efficient and hygienic construction and whereby the ordinary pairs of independent standards for each seat as hitherto used are dispensed with thus reducing cost of manufacture and installation and leaving clearance under the seats for efficiently cleaning the floor.

The improved seating for theaters and the like comprises end and intermediate standards, rear and forward longitudinals or bearers the former of angle iron with its flange forwardly disposed and the latter of double or T angle iron with web downwards, diagonal struts from the standards to the forward longitudinal, a longitudinal rod through the standards just rearwardly of the forward longitudinal as a common axle for tilting seats pivoted upon said axle by lugs affixed to the bottom of their respective frames, and a combined seat-back support and arm-rest bracket having a base adapted to engage the rear longitudinal and to be bolted to the forward longitudinal, a seat-back support with a channel at each side upstanding from said base at the requisite rearwardly inclined angle and a forwardly projecting solid arm-rest bracket extending from said back support and having a web extending to the base, or a skeleton bracket with upper member and a supporting strut between the forward end thereof and of the base.

And in order that the invention may be readily understood the same will now be described with reference to the accompanying drawings in which:—

Figure 1 is a front elevation.

Figure 2 is a plan.

Figure 3 is a plan with the backs and seats removed.

Figure 4 is a sectional elevation on the line 4—4 in Figure 1.

Figure 5 is an outside elevation of a standard with seat back showing.

Figure 6 is an inside elevation of a standard.

Figure 7 is a transverse sectional plan on the line 7—7 in Figure 6.

Figure 8 is a partial sectional elevation of a bracket upon the longitudinals, and

Figure 9 is a side elevation of a bracket.

The standards have flanged base 10 by which they are secured to the floor, say, by bolts 11, strut bolts orifice 12, forward axle orifice 13, rearwardly inclined back 14 and upon the inner face back receiving channel 15, rear longitudinal supporting lug 16 and forward longitudinal receiving and supporting socketed lug 17 and an arm-rest projection 18 upon the top of which is secured a bolster 19. A standard is positioned at each end of the seating and connected together by rear longitudinal 20 and forward longitudinal 21 the former (20) being bolted to the lugs 16 on the standards and the latter (21) fitting into the socketed lugs 17 on the standards and being secured and supported in position by diagonal struts 22 bolted to said standards and the forward longitudinal 21.

Intermediate back support and arm-rest brackets have base 23 with a dejecting rib or web 24 in the rear end of which is a slot 25 to engage the rear longitudinal 20 and in the forward end an axle orifice 26 to receive and support a common axle and in said end a bolt orifice 27 and upon each face of the rearwardly inclined back 14, a seat back receiving channel 28.

Each seat 29 is pivoted so that it may be tilted as ordinarily and has upon the under face of its frame at each side an orificed lug 30 through which the common axle 31 is passed after the seats have been assembled, the end of said axle passing through the orifices 13 in the standards and being retained by suitable nuts or pins.

The backs 32 slide into and are retained in position in the channels 28 upon opposed faces of each pair of brackets 18 and 15 upon the standard and 28 upon the nearest bracket.

The seating is erected by assembling and bolting together a standard at each end of rear and forward longitudinals therebetween, diagonal struts from the standards

to the forward longitudinal, intermediate brackets upon the rear and forward longitudinals, positioning backs between the standards and nearest bracket and between the brackets and positioning the seats upon the forward longitudinal between the brackets and passing the common axle through the axles holes of the standards the bracket base webs and the lugs upon the seats and securing the axle ends in the standards.

The seat is so pivoted that when down in normal position it will rest upon the forward longitudinal which takes all the weight.

I claim:—

1. A seating construction comprising end standards, a lug and socket formed with one face of each standard, a front longitudinal of T-shaped cross section adapted to be seated within said socket, a rear longitudinal adapted to be secured to said lug, an axle connecting said standards, a plurality of seats secured to said axle and adapted to rest upon said forward longitudinal when in a horizonal position, arm rests arranged above said longitudinals, backs arranged between said arm rests, and a bolster connected to each arm rest, substantially as and for the purpose specified.

2. An improved seating comprising end standards, each standard consisting of a base portion having an arm rest formed therewith, a lug and socket formed with and projecting from one face of each standard, said arm rests having a channel way formed in one face and adjacent the rear end thereof, a rearward and forward longitudinal supported upon said lug and socket, an axle connecting said standards, an intermediate arm rest secured to said longitudinals having inclined channel ways formed upon the opposite faces thereof, seats pivotally connected to said axle, a dejecting rib formed with each intermediate arm rest having one end adapted to engage said rear longitudinal and its opposite end adapted to support said axle, backs adapted to be seated within said channels, and bolsters arranged upon said arm rests.

Dated this 16th day of October, one thousand nine hundred and twenty-two.

HENRY TODD HODGES.