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SHELTERED SEAT

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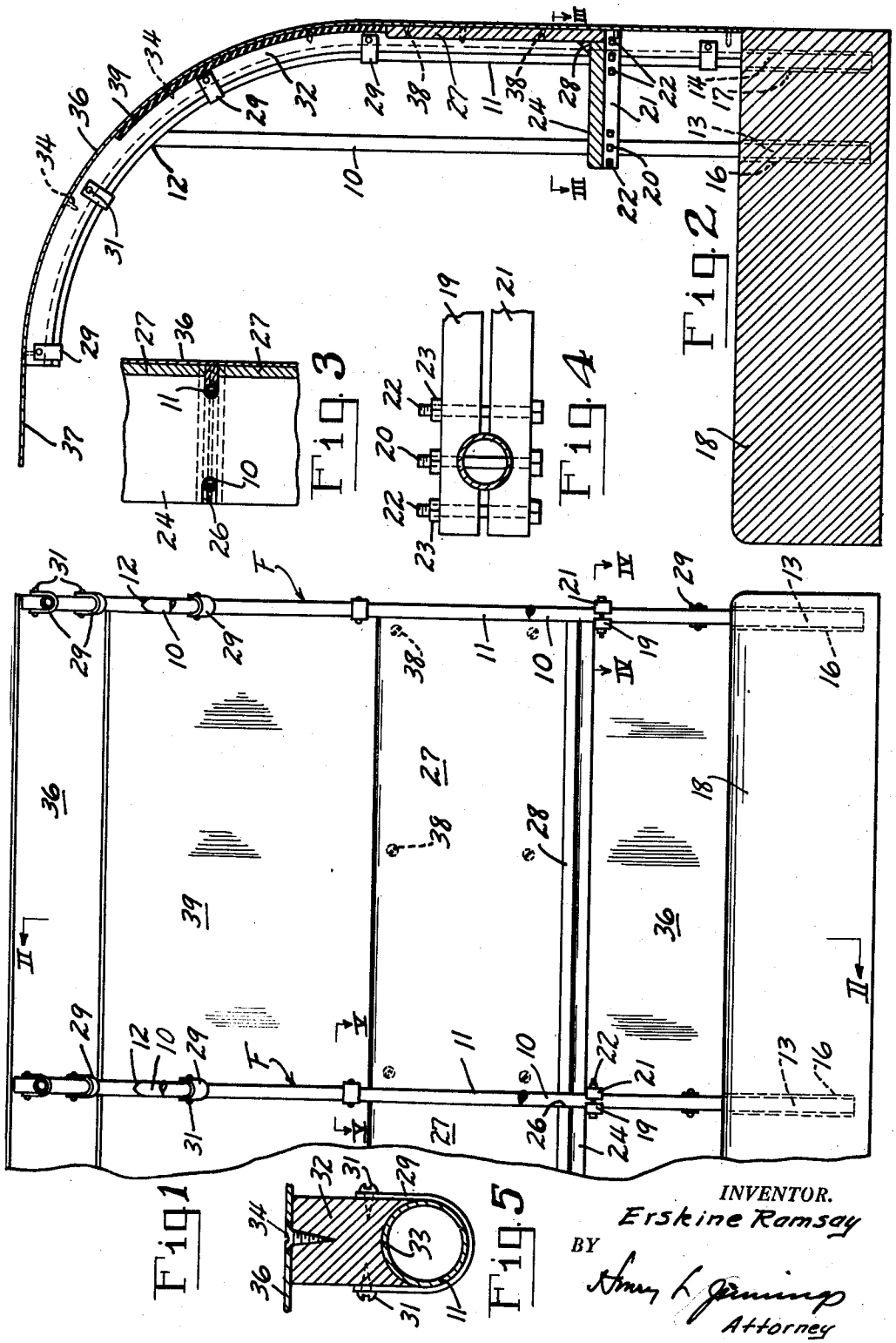


Fig. 1

Fig. 2

Fig. 3

Fig. 4

Fig. 5

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SHELTERED SEAT

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4 Claims. (Cl. 20—2)

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My present invention relates to a sheltered seat especially adapted for erection at the loading points of street railways and the like to afford shelter to persons awaiting the arrival of trains or cars.

One object of my invention is to provide a sheltered seat which shall be economical of manufacture, formed of relatively light weight members, and which shall have the requisite strength to withstand the hard usage to which structures are generally put when installed in public places.

A further object of my invention is to provide a sheltered seat embodying a plurality of seat supporting frame members each of which is formed of a pair of vertically disposed front and rear members projecting below the seat to provide supporting legs, and in which the rear member of each frame is bent forwardly at its upper end to overhand the seat, thus to provide a supporting frame for sheets of material adapted to form a roof and a wall to shelter the seat.

Another object is to provide a structure of the character described in which the roof is formed of metal sheets electrically insulated from the remainder of the structure, thereby to prevent persons within the structure from being shocked in the event a live electric wire falls on the roof.

A structure embodying features of my invention is illustrated in the accompanying drawing forming a part of this application in which:

Fig. 1 is a fragmentary front view with a portion of the front frame member broken away and showing my improved sheltered seat installed on a safety platform;

Fig. 2 is a detail sectional view taken along line II—II of Fig. 1;

Fig. 3 is a detail sectional view taken along line III—III of Fig. 2;

Fig. 4 is a detail sectional view taken along line IV—IV of Fig. 1; and,

Fig. 5 is a detail sectional view taken along line V—V of Fig. 1.

Referring now to the drawing for a better understanding of my invention, my improved structure comprises a plurality of vertical frames F spaced at intervals and adapted to form the main seat and roof supporting members therefor. Each of the frames F comprises a straight front member 10 and a rear member 11 spaced rearwardly from the member 10, both of which preferably are formed of lengths of tubing. The member 10 is welded as at 12 to the member 11, and the lower ends 13 and 14 of the members

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10 and 11 are adapted to be inserted in tubular members 16 and 17 which may conveniently be embedded in a safety platform 18 which, as well understood, generally is formed of concrete. As shown more clearly in Fig. 2 of the drawing, the upper end of the rear member 11 is bent forwardly to overhang the front of the structure.

The members 10 and 11 are cross connected adjacent their lower ends by a pair of wooden members 19 and 21 clamped about the members 10 and 11 by means of bolts 22 and nuts 23 therefor. If desired, other bolts 20 may pass through suitable openings in the members 10 and 11 and the wooden members 19 and 21, thus to more securely fasten the same together. Supported on the members 19 and 21 at each end is a seat 24 formed preferably of wood. The seat is notched out as indicated at 26 to fit about the front member 10. The seat is provided with a wooden back 27, supported in a manner later to be described, and the angle between the seat 24 and the back 27 may be faired by means of a triangular strip 28.

Secured to the rear side of the rear member 11 by means of U-shaped straps 29 and screws 31 is a strip of insulating material 32, grooved out as indicated at 33 to fit snugly against the side of the member 11. The strip 32 may be formed by grooving a strip of wood and extends from the top of the platform 18 to the end of the rear frame member 11.

In order to provide a roof and a rear wall for the structure, I secure to the rear side of the strip 32 by means of screws 34 a sheet of material 36. The sheet 36 extends from the top of the platform 18 up the rear side of the strip 32, and overhangs the member 11 as indicated at 37.

The back 27 for the seat 24 preferably is formed of wooden boards divided into sections disposed to fit endwise between the frames F. The sections of the back 27 are secured to the sheets of material 36 by means of screws 38 and are further supported by having their bottom edges rest on the cross members 19 and 21. It will be apparent that the back portions 27 of the seat thus are positioned slightly behind the rear frame members 11, thus to define a structure wherein the seat is divided into a plurality of compartments.

From the foregoing the manner of constructing my improved sheltered seat will be readily understood. As stated, I prefer to make the supporting frames F of tubular stock for the sake of strength and lightness, though it will be obvious that they may be constructed of other ma-

terials. By providing the insulating strip 32, the roof and rear side wall formed of the sheets 36 are insulated from the remainder of the structure. This factor becomes important when the device is placed beneath high voltage electrical lines, for instance trolley lines, for the reason that these lines sometimes break and possibly would injure persons in contact with the frame if the line should happen to fall upon the roof or against the side of the structure. To further protect users of the structure against shock, I may secure to the sheets 36 a sheet of insulating material 39 which extends from the upper edge of the back partially up the wall. By clamping the seat supporting members 19 and 21 about the members 10 and 11 I am able to provide ready means for adjusting the height of the seat 24.

From the foregoing it will be apparent that I have devised an improved sheltered seat which may be manufactured cheaply and which when constructed as shown and described has the necessary strength to withstand the usual hard use to which structures of this type are put when erected in public places. Also, it will be apparent that I have devised a sheltered seat in which persons using the same are protected against electrical shocks due to falling electric lines.

While I have shown my invention in but one form, it will be obvious to those skilled in the art that it is not so limited, but is susceptible of various changes and modifications, without departing from the spirit thereof, and I desire, therefore, that only such limitations shall be placed thereupon as are specifically set forth in the appended claims.

What I claim is:

1. In a sheltered seat, a plurality of vertically disposed seat and roof supporting frames each formed of front and rear tubular members spaced apart at their lower ends, said rear member being curved at its upper end to overhang the front of the seat, means connecting the front member at its upper end to the rear member, vertically adjustable cross members connecting the front and rear members adjacent their lower ends, a wooden seat spanning the frames and supported on the cross members, a strip of insulating material secured to the rear side of the rear member, a sheet of material secured to the strip of insulating material and disposed to form a roof and rear wall for the seat, and a back for the seat secured to the sheet of material.

2. A sheltered seat as defined in claim 1 in which the back for the seat comprises wooden members divided into sections to fit between the frames.

3. A sheltered seat as defined in claim 1 in which the back for the seat comprises wooden members divided into sections to fit endwise between the frames and are supported on their lower edges by the cross members.

4. In a sheltered seat, a plurality of spaced vertically extending seat and roof supporting frames each formed of a front straight tubular member and a rear tubular member curved outwardly at its upper end to overhang the seat, the upper end of the front member being welded to the rear member and the lower ends of both members being disposed for insertion in sockets and the like thereby to support the entire structure, vertically adjustable members clamped at each end to the front and rear members adjacent their lower ends, a seat spanning the frames and supported on the cross members, a wooden strip secured to the rear side of the rear frame member and extending the length thereof, a metallic sheet covering secured to the strip thereby to form a roof and wall for the seat electrically insulated from the remainder of the structure, a wooden back for the seat divided into sections to fit endwise between the frames and lie against the sheet of material, and fastening means for securing the back to the sheet of material.

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