(No Model.)

A. C. MATHER.

FURNITURE CAR.

No. 593,674. Patented Nov. 16, 1897.

Fig. 1.

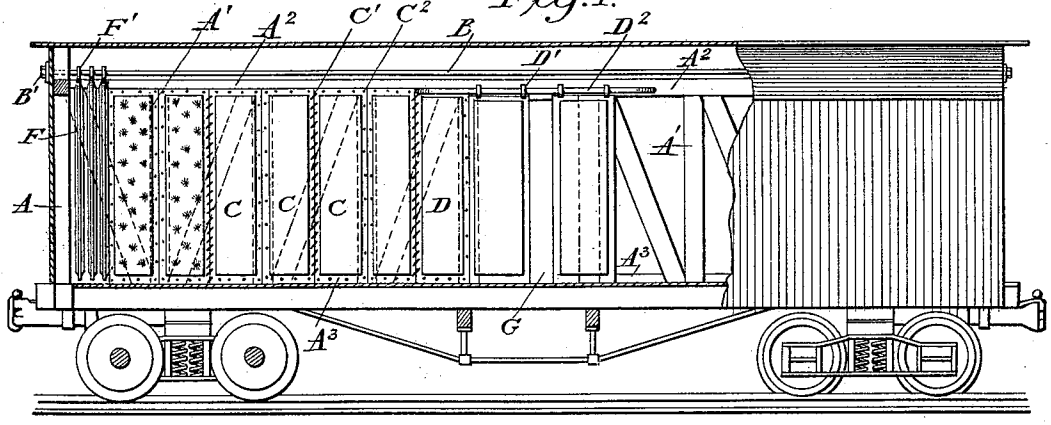


Fig. 2.

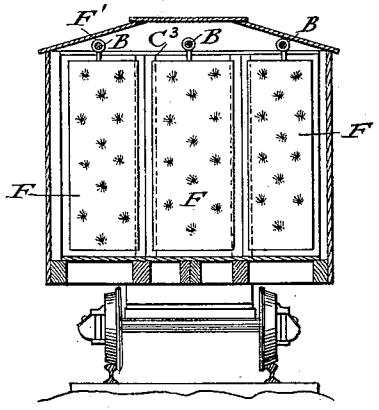


Fig. 3.

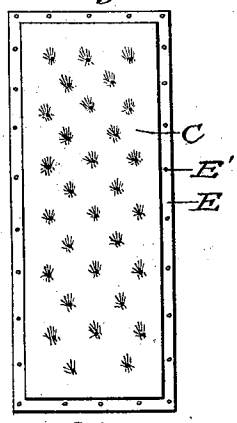


Fig. 4.

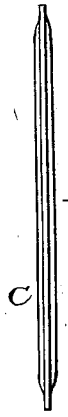


Fig. 5.



Witnesses.

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UNITED STATES PATENT OFFICE.

ALONZO C. MATHER, OF CHICAGO, ILLINOIS.

FURNITURE-CAR.

SPECIFICATION forming part of Letters Patent No. 593,674, dated November 16, 1897.

Application filed December 6, 1895. Serial No. 571,319. (No model.)

To all whom it may concern:

Be it known that I, ALONZO C. MATHER, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Furniture-Cars, of which the following is a specification.

The object of my invention is to produce a padded car in which furniture may be carried without danger of being marred by chafing and coming in contact with other pieces, and also to produce a means by which padding may be introduced between pieces of furniture along the middle portions of the car, and, again, to so arrange the padding that it cannot be misplaced or taken from the car. I accomplish these objects by means illustrated in the accompanying drawings, in which—

Figure 1 is a partial section and partial elevation of a car, showing the manner of placing and attaching the padding to the sides of the car and also the arrangement of the padding for the middle of the car and the doors. Fig. 2 is an end sectional elevation showing the movable pads in elevation and also the manner of attaching the end padding. Fig. 3 is an enlarged detailed view of a section of the padding. Fig. 4 is a side view of the same, and Fig. 5 is a sectional detailed view of the binding of the padding.

Similar letters refer to like parts in the various views of the drawings.

In the drawings, A represents the body of a car which is constructed after the manner of an ordinary freight-car, having upright posts A′, the plate A^2, which runs along the top of said upright posts and along the bottom of said posts, and between them is placed the filling-strip A^3, which filling-strip is for the purpose hereinafter described. These posts are constructed in the ordinary manner, and I do not desire to limit myself to any particular construction, as my invention does not depend on the peculiarities of the construction of the car.

Attached between the upright posts A′ of the car is the padding C, which, as illustrated, is made double in form for each section between posts. The construction of one of the parts of this pad is as follows: It is made preferably of heavy canvas and stuffed and fastened in the manner ordinary in upholstering.

The edges of the pads are fastened in the manner illustrated in Fig. 5 of the drawings, which construction is considered the most durable known at present and which is as follows: The metal plate E is made continuous around the entire outside of the cushion and is made of a thin sheet of metal folded around the edges of the padding and pressed together, in which process of pressing a hole E′ is made by lapping certain portions of this binding inward, and also the small projections E^2 are made in order to further prevent the pad-covering from being slipped out of the binding. The holes E′, which are made at certain distances along the edge of the binding, are so made for the purposes of attaching the padding to the posts of the car, and also for the purposes of lacing various portions of the padding together where it is necessary to do so, which laced portions are illustrated in the drawings as C′.

D represents the portion of the padding which is made to cover the door G of the car. These pads are attached to the rod D^2 by means of hooks or loops D′, which enable the pads D to be moved back and forth along the rod D^2, and thus said pads may be moved back to enable any furniture to be taken in through the door to the car, and after said car is filled said pads may be moved together and thus pad the inside of the car-door.

F represents the sections of padding, which are made movable along the middle portions of the car. These sections are hung to the rods B, which extend along the top of the car and are preferably three in number. To each of these rods the desired number of cushions is attached by means of the swivel-piece F′, which swivel-piece enables the cushions to be moved lengthwise of the car and at the same time to be turned in any direction desired, and by thus attaching the cushions may be used in the most convenient manner possible.

The side cushions C are attached to the car in the following manner: Two cushions are laced together along their length by means of the lacings C′, which pass through the holes E′ of the binding of the cushions. Hav-

ing thus made a double set of cushions, which are of such width as to drive the outer edges of said double set along the upright posts A′ of the car, said outer edges of the cushions, together with the upper and lower edges, are firmly fastened to the framework of the car by means of the nails or screws C^2, which pass through the holes E′ of the binding. In this manner the several sections between the posts of the car are completely covered on both sides and ends, and thus the padding is firmly attached to the inside of the car.

I do not desire to limit myself to any particular number or shape of the sections of padding in this arrangement, but the number of sections is preferably as shown. Neither do I desire to limit myself to any particular manner of binding the edges of the pads, the object simply being to firmly attach said edges to each other and to provide a means by which they cannot be removed from their fastenings to the car.

Having thus described my invention, what I desire to claim and to secure by Letters Patent is—

1. In a furniture-car, a padding attached to the inside framework of the car in sections, in combination with a removable set of padding sliding upon rods passing through the upper portion of said car, all substantially as described and set forth.

2. In a furniture-car, the combination with padding attached to the inside of the car, of transverse pad-sections adjustably connected with the interior of the car and movable relatively to each other for interposition between articles of furniture packed or stored in the car, substantially as described.

3. In a furniture-car, the combination with padding attached to the inside of the car, of transverse pad-sections suspended from the top portion of the car and adjustable relatively to one another for interposition between articles of furniture packed or stored in the car, substantially as described.

4. In a furniture-car, an inside padding arranged in such a manner that the outer edge of each section or series of sections may be attached to the upright posts of said car, said sections being of such length that they may be attached to the top and bottom framework of the car, respectively, in combination with a series of pads movably attached to rods extending longitudinally across the upper portion of said car, and pads movably attached to cover the doors, all substantially as described and set forth.

5. In a furniture-car, a series of swiveled pads movably attached to rods extending longitudinally across the upper portion of said car, all substantially as described and set forth.

6. In a furniture-car, a padding attached to the inside of the car, in combination with transverse adjustable sections of padding, arranged to be interposed between articles of furniture stored therein, substantially as described and set forth.

7. In a furniture-car, an inside padding arranged in such a manner that the outer edge of each section or series of sections may be removably attached to the sides of the car, and having a section or sections to be hung upon ways, hooks or rods at the doors, substantially as shown and described.

8. In a railway furniture-car a padding attached to the inner sides and ends of the car, and having a section or sections to be hung upon ways, hooks or rods at the doors substantially as shown and described.

ALONZO C. MATHER.

Witnesses:
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