

(No Model.)

H. S. HAGGARD.
RAILROAD CAR TABLE.

No. 431,580.

Patented July 8, 1890.

Fig. 1.

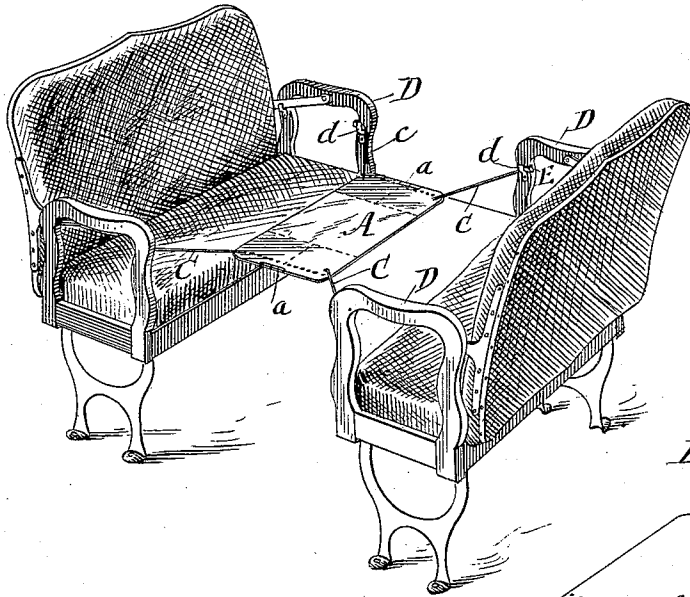


Fig. 3.

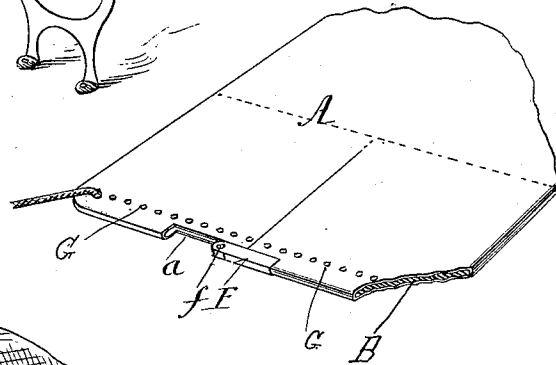


Fig. 2.

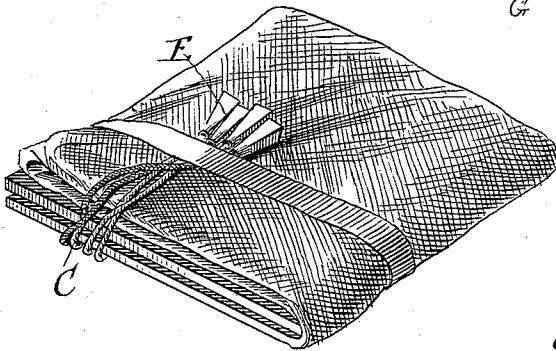
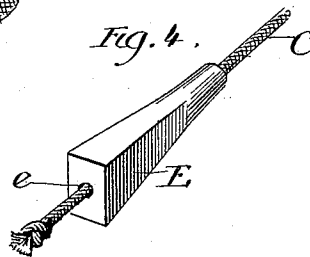


Fig. 4.



Witnesses:
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HENRY S. HAGGARD, OF CHICAGO, ILLINOIS, ASSIGNOR TO LOUIS K. GILLSON, OF SAME PLACE.

RAILROAD-CAR TABLE.

SPECIFICATION forming part of Letters Patent No. 431,580, dated July 8, 1890.

Application filed June 18, 1889. Serial No. 314,758. (No model.)

To all whom it may concern:

Be it known that I, HENRY S. HAGGARD, a citizen of the United States, and a resident of Chicago, county of Cook, and State of Illinois, have invented new and useful Improvements in Tables for Railway-Cars, for which I desire to secure Letters Patent, and of which the following is a specification.

The purpose of my invention is to provide a flexible table capable of being suspended between the seats in railway-cars for the convenience of passengers in playing cards, taking lunch, &c., and which, when not in use, can be readily folded for storing in a pocket or valise.

In the accompanying drawings, which I make a part of this specification, Figure 1 shows a perspective of my table in position for use. Fig. 2 shows the table folded. Fig. 3 shows a portion of the outer covering removed, revealing the stiffening material; and Fig. 4 is a view of the device employed in securing the supporting-strings in the back supporting-sockets on the seat-arms.

My improved table A is rectangular in shape and is made of any suitable flexible material, preferably of soft cloth—as billiard-table cloth—backed with a stouter cloth. If desired, the several corners may be rounded. It will be found advisable to introduce a stiffening-board B in the corners, whereby a firm surface is secured for writing, while the table is not rendered bulky when folded. This stiffening board may be of wood, tin, tar-board, or other material.

At the several corners of the table are securely attached the cords C C C C, by means of which the table A is suspended between the seat-arms D. These cords may be of twine, rope, wire, or any other material possessing flexibility and strength, and should be of sufficient length to insure the adjustment of the table to all of the various styles of car-seats.

The cord C may, if desired, be tied to the seat-arms; but it is much more desirable to fasten them to the sockets or rests *d*, provided for the support of the seat-back. For the purpose of so securing the cords I use a small rubber wedge E, perforated longitudi-

nally at *e* to receive the cord, which is inserted from the smaller end of the wedge. By forcing the wedge E into the socket *d* the hole *e* is reduced in size and prevents the cord C from slipping through. The table is drawn taut by releasing one or more of the wedges E from the sockets *d*, sliding it along the cord, and returning it to the socket. By making the wedge E in the form of an oblong rectangle in cross-section, with each pair of its opposing sides converging, a double wedge is formed, so that it will certainly be adapted to all of the sizes of supporting-sockets in use in railway-cars. By prolonging the small end of the wedge as a small tube, so as to insure its protrusion beyond the socket *d*, the cord C will be relieved from frictional contact with the sharp edges of the socket, and the wedge will also more securely hold the cord.

The clasp F may be placed at the ends of the table for the purpose of stiffening its surface when in use, but is not indispensable. The simple form of clasp shown consists of a piece of sheet metal, oblong in shape, folded to fit snugly over the end of the table, one side being prolonged beyond the other to receive the rivet *f*, by which it is pivotally secured to the table. A small recess *a* in the end of the table immediately back of the clasp F houses it when the table is folded. I do not limit myself to the form of stiffening device described, as any other will be equally applicable. A rod carried in sockets along the end of the table will serve the purpose.

A series of holes, as G G, across the ends of the table or in any other desired position, will conveniently serve for tallying the points in a game, a match, toothpick, or other small stick being inserted for that purpose.

I have described the form of table which I regard as the most desirable. A table consisting of a series of slats of wood glued to a strong cloth would come within the scope of my invention, and would possess some advantages over the form of construction I have shown and more fully described, though it could not be so compactly folded.

Having described my invention, I claim—

1. As a new article of manufacture, a flexi-

ble table substantially rectangular in form, provided at its several corners with cords, each of said cords carrying a sliding clasp adapted to engage in the back-supporting sockets of a car-seat, substantially as described.

2. As a new article of manufacture, a flexible table substantially rectangular in form, having a stiffening-board in each of its corners and provided with suitable cords, whereby it may be suspended between the seats of a railway-car, substantially as described.

3. In combination with a flexible table having a series of tallying-holes, suspending-cords attached to the corners of said table, and elastic wedges perforated to slide upon

said cords and adapted to fit within the back-supporting sockets or stops of a railway-car seat, substantially as described.

4. In combination with a flexible table having suspending-cords, whereby it may be swung between the seats of a railway-car, elastic wedges oblong, rectangular in cross-section, and having all of their opposing sides converging, and being perforated to slide upon the suspending-cords, substantially as described.

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Witnesses:

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