

O. KAYSER.
ARRANGEMENT OF TABLES IN RAILWAY DINING CARS OR THE LIKE.
APPLICATION FILED MAR. 24, 1914.

1,219,953.

Patented Mar. 20, 1917.

Fig 1

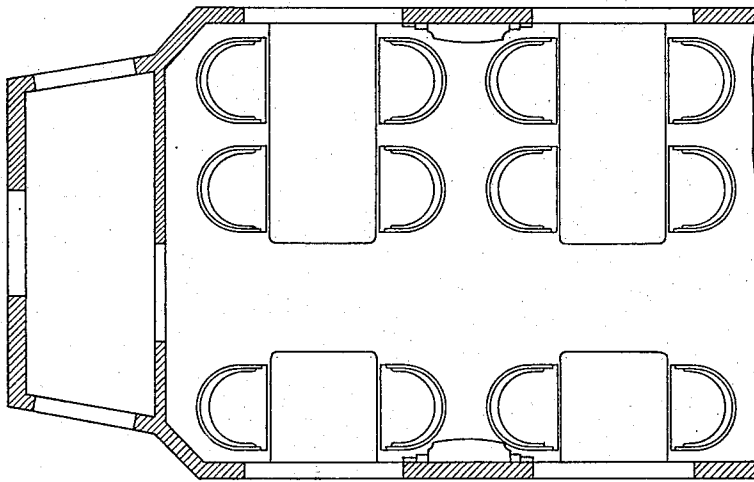
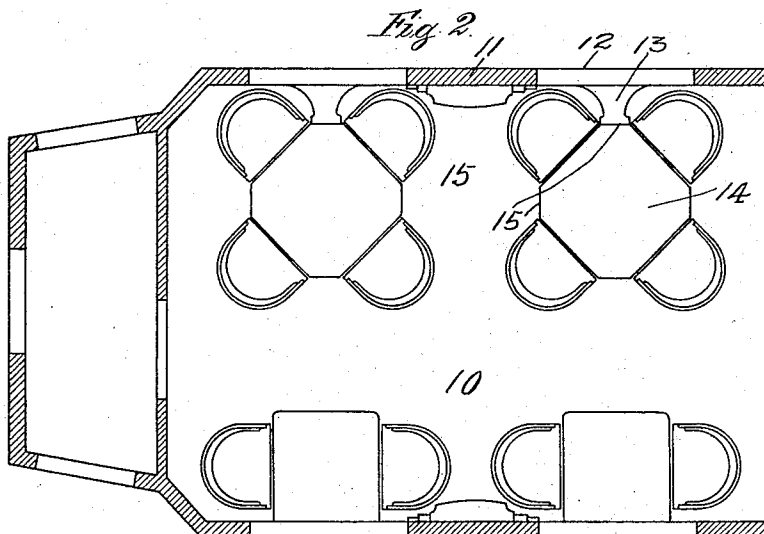


Fig 2



Witnesses:

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ARRANGEMENT OF TABLES IN RAILWAY DINING-CARS OR THE LIKE.

1,219,953.

Specification of Letters Patent.

Patented Mar. 20, 1917.

Application filed March 24, 1914. Serial No. 826,898.

To all whom it may concern:

Be it known that I, OTTO KAYSER, a subject of the Emperor of Germany, and residing at Schöneberg, near Berlin, Germany, have invented certain new and useful Improvements in the Arrangement of Tables in Railway Dining-Cars or the like, of which the following is a specification.

My invention relates to an arrangement of tables for railway dining-cars or the like and is illustrated by way of example in the accompanying drawing.

Hitherto those tables at which four persons sit have been of rectangular shape, one side of the table abutting the side wall of the car. The diners sat side by side at the transverse sides of the table, facing either in the direction of traveling or in the opposite direction.

In consequence of the normal car limits to be observed, the diners sitting side by side were very restricted in their movements, and, in consequence of the chairs of neighboring tables standing back to back, the waiters were so impeded in their movements that they could only serve from the unoccupied side of the table, adjoining the center aisle.

With the table arranged according to my present invention, these long recognized disadvantages are removed.

In the modification illustrated, the table is of substantially square shape, the corners being preferably rounded, or squared off as shown.

The table is so arranged in the car that one of the corners thereof is directed toward the car wall, so that the sides of the table are at an angle of substantially 45° with the longitudinal axis of the car, i. e. an imaginary line passing through the centers of oppositely disposed chairs, and the center of the table, lies at substantially 45° with the longitudinal axis of the car.

The diner is then further removed laterally from his neighbor and the waiter can comfortably reach between the diners from

three sides of the table. Between the neighboring tables more room is obtained in consequence of the diagonal arrangement of the chairs, so that each diner may take his place or leave the table without disturbing his neighbors.

In the accompanying drawings, Figure 1 illustrates diagrammatically the old table arrangement and Fig. 2 a modification according to my invention.

In Fig. 2 the body of the car is indicated at 10 and this car is provided with side walls 11 having spaced windows 12, beneath each window is fixed a bracket 13 to which is hinged a table top 14, the top being substantially square and provided with truncated corners 15, one of which is connected to said bracket.

The advantages above enumerated are evident from these illustrations. The shape of table illustrated is only an example. The table could also be quite square or round, or the eight-sided form illustrated in Fig. 2 may be extended in the longitudinal or transverse direction of the car. That shape of table illustrated in Fig. 2 is, however, most suitable and best fits the normal cars.

Having now described my invention what I claim as new and desire to secure by Letters Patent is:—

The combination with a railway dining car having a side wall provided with spaced windows; of a bracket secured to the side wall beneath a window, and a substantially square table having its corners truncated, one of said corners being hinged to the projecting edge of said bracket whereby the table is held in spaced relation to the side wall and window with one of its diagonal lines at right angles to said wall.

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

OTTO KAYSER.

Witnesses:

WOLDEMAR HAUPT,
HENRY HASPER.