

March 3, 1936.

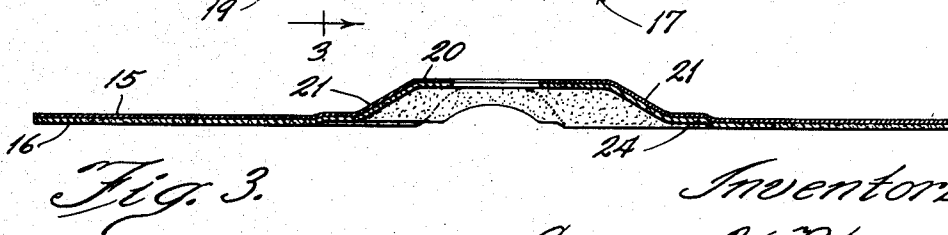
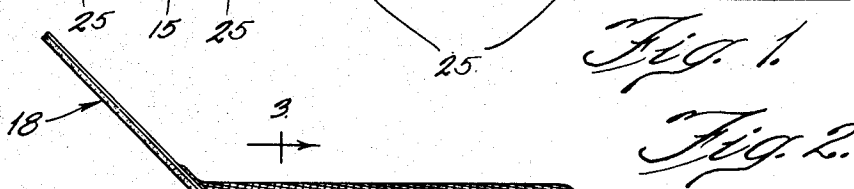
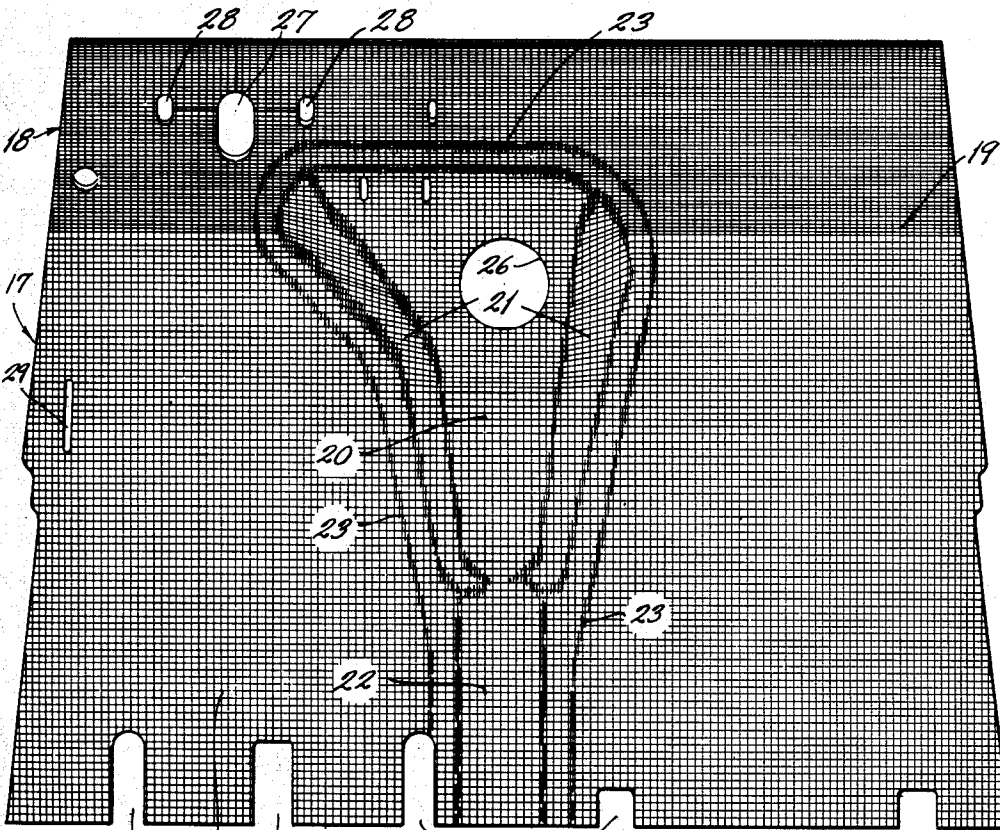
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2,032,832

FLOOR COVERING AND THE LIKE

Filed Nov. 1, 1933

4 Sheets-Sheet 1



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4 Sheets-Sheet 2

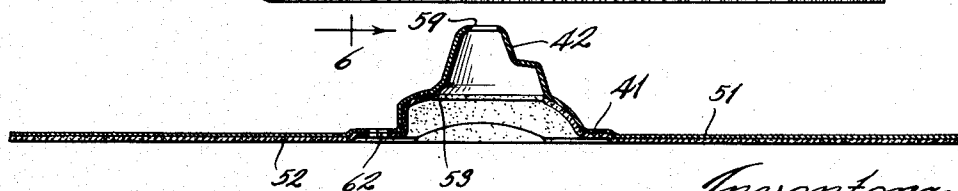
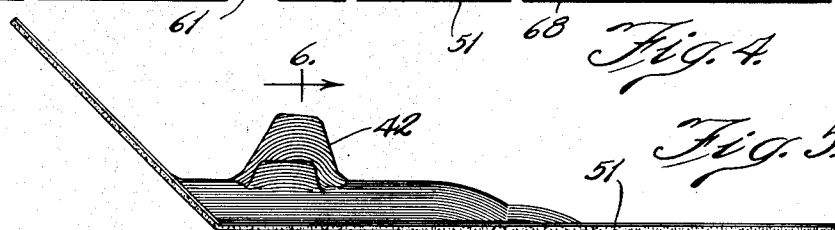
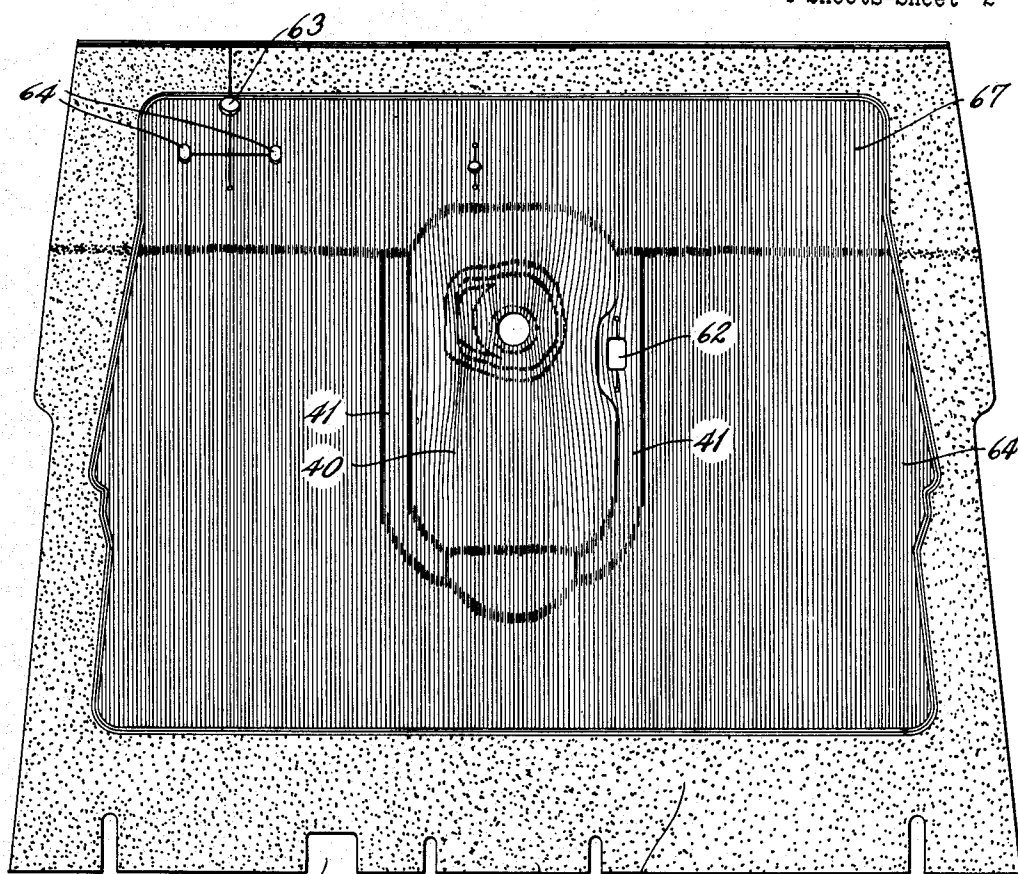


Fig. 6.

Fig. 4.

Fig. 5.

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Fig. 7.

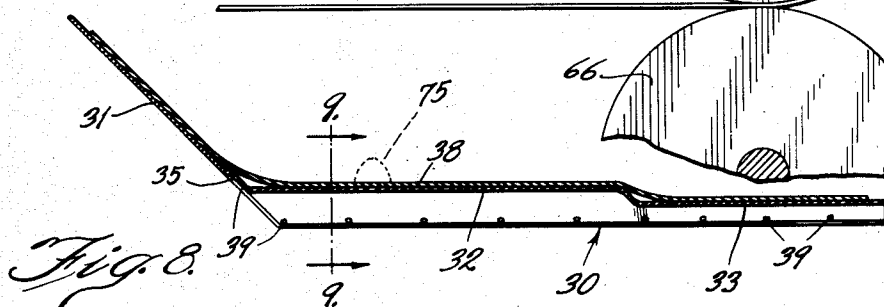
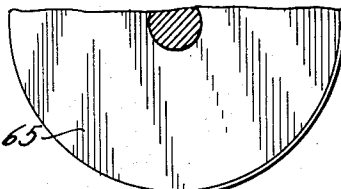


Fig. 9.

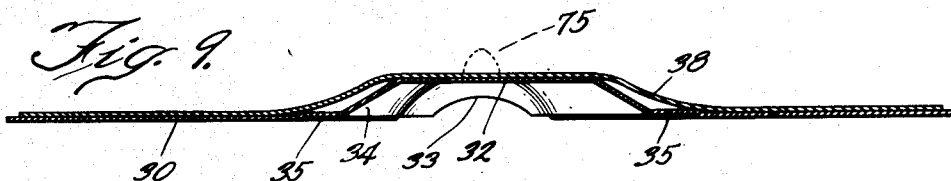


Fig. 12.

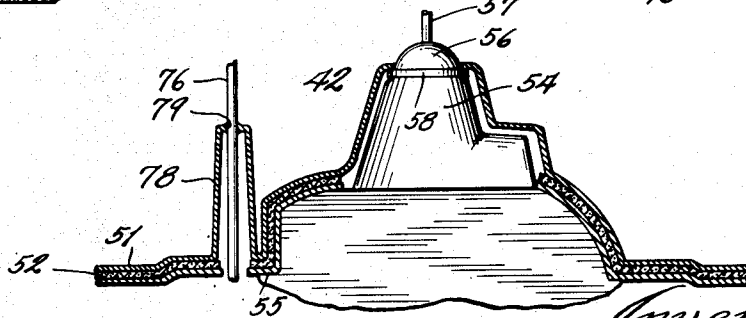
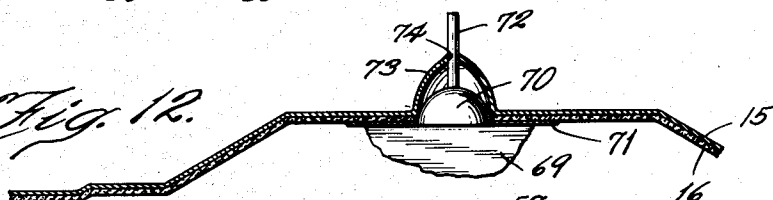


Fig. 13.

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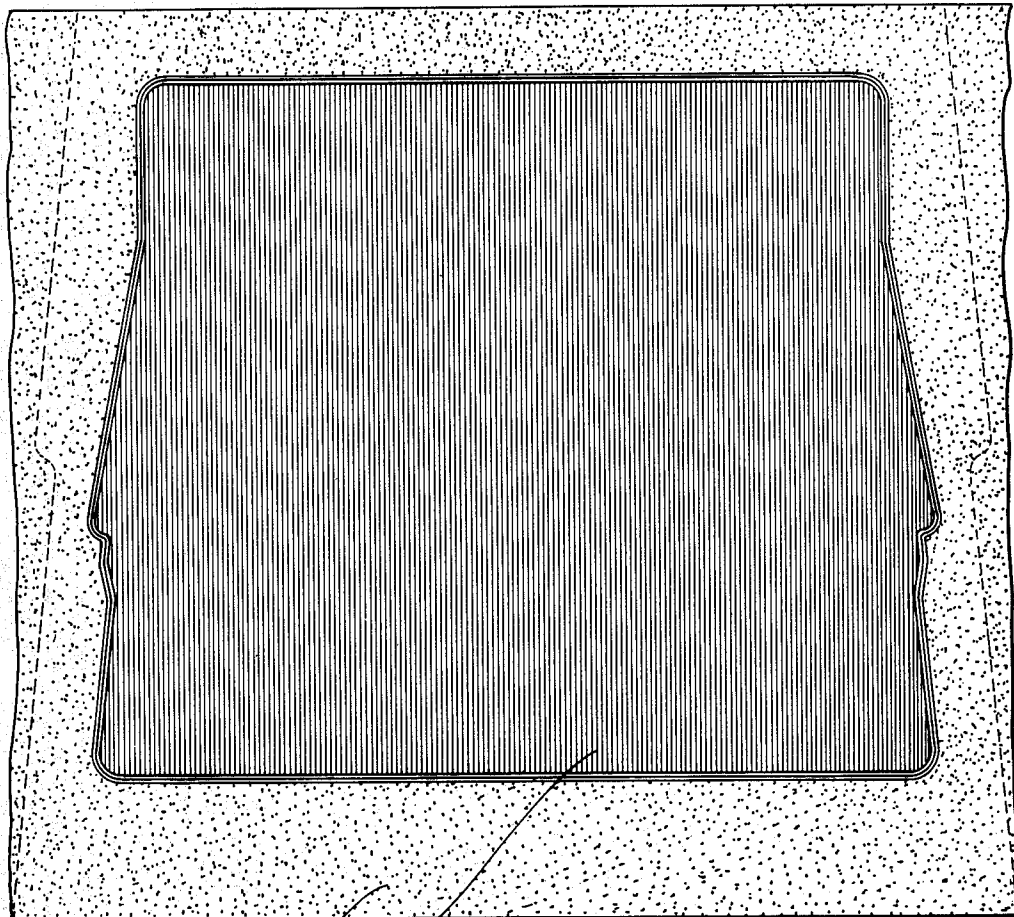


Fig. 10.

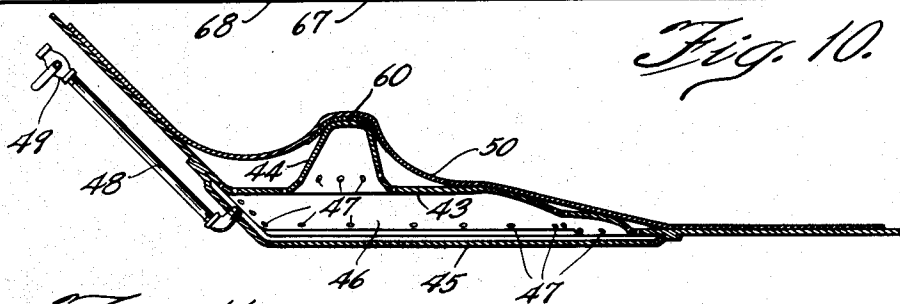


Fig. 11.

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UNITED STATES PATENT OFFICE

2,032,832

FLOOR COVERING AND THE LIKE

George W. Blair and John F. Schott, Mishawaka, Ind., assignors to Mishawaka Rubber and Woolen Manufacturing Company, Mishawaka, Ind., a corporation of Indiana

Application November 1, 1933, Serial No. 696,136

16 Claims. (Cl. 180—90.6)

Our invention relates to floor coverings and the like and has reference more particularly to the provision of such coverings with pre-formed portions which are suitably shaped to fit parts that are offset from or project above the surface of the floor, said invention, while not limited thereto, being particularly applicable to floor coverings or mats for automobiles.

In automobiles it is a common practice to construct the floor of the driver's compartment with raised portions to accommodate thereunder the transmission case or housing or with the projecting top of such case or housing itself serving as an elevated or raised part of the compartment floor, and it is desirable in the case of such floors, or other floors which have portions thereof at different elevations that the mat or floor covering should be shaped or fashioned to conform to the elevational features of the particular floor and cover the raised portions or parts thereof. Moreover, it may be desirable in some of these mats to extend portions of the mat or floor covering up above the raised portions or parts of the floor to encase any protuberances thereabove or to extend the floor covering material up around certain levers and operating parts so as to permit freedom of operation thereof and at the same time close their floor openings against entrance of drafts, improve the appearance of the car interior, and protect the shoes of the car occupants against soiling and scuffing by contact with such levers or operating parts,—these and other objects being accomplished with the present invention as disclosed hereinafter, reference being had to the accompanying drawings in which,

Fig. 1 is a top or plan view of an automobile mat or floor covering constructed in accordance with our invention;

Fig. 2 is an edge view thereof as it appears from a position at the left of Fig. 1;

Fig. 3 is a transverse sectional view on the line 3—3 of Fig. 2;

Fig. 4 is a view similar to Fig. 1, but showing an automobile mat or floor covering of another form;

Fig. 5 is an edge view of the mat of Fig. 4 as it appears from a position at the left of said Fig. 4;

Fig. 6 is a transverse sectional view on the line 6—6 of Fig. 5;

Fig. 7 shows the manner of preparing the rubber stock for the mats;

Fig. 8 is a central longitudinal sectional view of a form that may be employed for making the mat shown in Fig. 1, a sheet of rubber being shown in the forming position thereon;

Fig. 9 is a transverse sectional view on the line 9—9 of Fig. 8;

Fig. 10 is a top view of the rubber blank that is used in making the mat of Fig. 4;

Fig. 11 is a central longitudinal sectional view of a form that may be employed in making the mat of Fig. 4, a sheet of rubber being shown in the forming position thereon;

Fig. 12 is an enlargement of a fragmentary central portion of Fig. 3 showing a modification of the mat of Fig. 1 with portions of the car structure shown in connection therewith; and

Fig. 13 is an enlargement of a fragmentary central portion of Fig. 6 showing a modification of the mat of Fig. 4 with portions of the car structure also shown in connection therewith.

Mats or floor coverings made in accordance with this invention are of rubber or the like and preferably have a base of felt or similar material attached to the under side of the rubber, although the base material may be omitted and the rubber used alone if desired. The rubber is prepared by calendering in sheet form with any desired pattern impressed on the surface thereof and the uncured rubber sheet laid on a form, the top surface of which corresponds to the particular form of the floor, toe board, transmission top and other parts that are to be covered by the finished mat, and by a preliminary heating before placing in the vulcanizer or by the heating in the initial stages of vulcanization, the rubber is softened sufficiently so that it sinks down around elevated portions of the form and into recesses thereof so that it assumes the shape of the top surface of the form, after which the rubber is cured on the form and permanently set in the shape that it has assumed thereon.

In some cases wherein there are abrupt or relatively high elevations over which the rubber sheet is to be formed, facilities are provided to insure a positive shaping of the rubber to accord with the configuration of the top surface of the form, the air being preferably evacuated sufficiently at suitable places between the form and overlying uncured rubber sheet so that said rubber sheet, when softened by heat, will be drawn down into close fitting contact with all parts of the top surface of the form, thus insuring an accurate reproduction, in the under side of the rubber, of the top surface of the form without materially disturbing or disfiguring the pattern that may have been impressed in the surface of the rubber sheet in calendering.

If the rubber sheet is to be provided with a backing on the under side, allowance should, of

course, be made in the dimensions of the elevational features of the form so that the rubber sheet that is formed thereon will accommodate the intended thickness of backing material on the under side and in any of the depressions thereof that are to be lined. Any suitable material may be used for such backing, a loose texture felt punched on burlap and stripped therefrom having been found particularly adaptable for the purpose as it requires no pre-forming. The surface of the felt is merely treated with a suitable cement or adhesive and pressed on the under surface of the pre-formed rubber sheet and because of its loose texture the felt readily assumes a shape corresponding to that of the rubber to which it is applied.

Referring now to the drawings, and particularly Figs. 1, 2 and 3, which show an automobile mat or floor covering for a make of car having a moderately elevated portion in the floor of the driver's compartment, and Figs. 8 and 9, which show a form suitable for making the mat of Figs. 1, 2 and 3, the reference numeral 15 indicates the rubber layer of the mat and 16 the felt backing, said mat having a main floor portion 17 terminating at the front in a toe board portion 18 which is bent upwardly along the transverse line 19 at an angle to the main floor portion 17. Between the lateral edges of the mat is a raised portion or bulge 20 of a shape corresponding to an inverted pan like member with which the floor of the car is provided to accommodate thereunder the transmission case or housing, which said raised portion 20 extends onto the inclined toe board portion 18 of the mat and forms in the under side of the mat a recess which is open at the front end. This raised portion 20, which has a flat top with inclined sides 21, narrows toward the rear, as shown particularly in Fig. 1 and terminates in a somewhat lower transversely arched portion 22 which extends to the rear end of the mat thereby forming an irregular embossment of a form to accommodate and fit neatly over the hump formation of the floor. The inverted pan like member or hump of the car floor which is covered by said embossment has an attaching flange along the edge which rests on the top of and is secured to the floor proper of the car and the mat is formed along the forward end and sides of the raised portion 20—21 and along the sides of the transversely arched portion 22, with a ledge portion 23 which is raised sufficiently to provide thereunder a shallow recess 24 to accommodate said flange.

This mat 17—18, which is of suitable marginal contour with the usual notches 25 in the rear edge where required to fit in the compartment of the car, has an opening 26 in the top of the raised portion 21—22 for a boss of the transmission housing where the gear shift lever is connected, and said mat also has the usual steering post opening 27, brake and clutch pedal openings 28, brake lever opening 29 and such other openings as are required for parts that must extend therethrough, and when placed in position on the car floor fits neatly and satisfactorily thereon at all places.

In making this mat of Figs. 1, 2 and 3 a form such as shown in Figs. 8 and 9 is employed, which may be of sheet metal or other suitable material, and has a flat portion 30 corresponding to the floor proper of the car and the inclined portion 31 corresponding to the toe board of the car, and said form 30—31 is shaped with raised portions 32 and 33 corresponding in shape and size to the

raised portions of the car floor, said portions 32 having inclined sides 34 and there being a slightly raised ledge 35 along the sides of the raised portions 32 and 33 and across the front of the latter.

A sheet of uncured rubber is provided which is calendered to the proper thickness and provided on one side, if desired, with a surface design, said sheet being substantially of the same area as the combined area of the portions 30 and 31 of the form, and this sheet is laid on the form 30—31 as shown at 38 in Figs. 8 and 9 with the pattern side of the sheet uppermost. The rubber of the sheet 38 is then softened by heat sufficiently so that it yields at all unsupported points and sinks down into close contact with the form at all places thereby assuming the shape of the top surface of the form 30—31, the form being preferably provided at all places where air is likely to pocket between the rubber and the form, with facilities such as the holes 39 to permit free escape of pocketed air which might otherwise delay or interfere with the settling and proper shaping of the rubber. After this shaping has occurred, the sheet 38 while remaining on the form, is vulcanized and thus permanently shaped in the form of the top surface of its form 30—31.

Thus the mat not only is fashioned with the parts 17 and 18 in an angular relation corresponding to the main and toe board portions of the car floor for which it is designed, but is also fashioned with an elevated area or bulge 20 corresponding in location and shape to the hump of the car floor, said bulge being marginally contoured at each side or shaped along the base in the angular form, as shown in Fig. 2, with the vertex of the angle at the point 19 and the mat being formed with a bend or crease 19 extending laterally from each side of the bulge 20 at the vertex of said angle so that the parts 17 and 18, by reason of the angular contour of the sides of the bulge 20 and the crease at 19, meet at each side of the bulge in a trough-like form extending laterally from the base of the bulge.

The heating and shaping of the rubber sheet 38 may be accomplished before placing in the vulcanizer by subjecting to a preliminary heating, as for example, by heating the form 30—31 to the required temperature either before or after the rubber sheet 38 is placed thereon, or the shaping of the rubber may be accomplished in the initial stage of the vulcanizing operation.

After vulcanizing, the sheet 38 which is then of a permanent form corresponding to that of the rubber layer 15 of the mat of Fig. 1, may be trimmed to the proper size and shape and provided with the necessary holes and used alone as a mat. It is preferred, however, to provide a backing on the under side of the rubber sheet, which said backing is preferably a loose texture felt prepared by punching on burlap and stripping therefrom. A piece of such felt of dimensions corresponding to the shaped rubber sheet is sprayed on one side with a suitable cement or adhesive and pressed onto the under side of said shaped sheet, and said felt, by reason of its loose texture readily conforms to the shape of the raised portions 20 and 22 of the rubber sheet without the necessity of any preliminary shaping thereof.

After the felt backing has been attached to the shaped rubber sheet, the combined structure is trimmed to the proper size and shape and has the notches 24, openings 26, 27, 28, 29 and such other openings as may be required cut therethrough to

provide a mat which in the finished form corresponds to that shown in Figs. 1, 2 and 3.

In some automobiles the raised portions over and onto which it is desired to fit the mat may be so abrupt and high that the rubber will not readily assume the desired shape by the mere heating thereof, an example of such mat being shown in Figs. 4, 5 and 6 wherein there is a raised portion 40 with ledge 41 along each side which fits over a corresponding shaped pan like member which forms part of the car floor and accommodates the top of the transmission case, said pan member of the floor being quite abrupt at some places and necessitating a corresponding abrupt shaping of the rubber with sharp bends that would not readily be formed by mere heating of the rubber on a corresponding form. Moreover, in the particular make of car for which the mat of Figs. 4, 5 and 6 is designed, there is a protuberance from the transmission case which projects up through the floor of the car and carries the gear shift lever and as it is desirable to extend the rubber of the mat up around this protuberance to the top thereof as indicated at 42 special facilities are desirable to insure shaping of the rubber in the desired form.

The form that is employed for making this mat is shown in Fig. 11 and is similar to that of Figs. 8 and 9 except that it has a raised portion 43 of different form and a vertical extension 44 on the top thereof to form the covering for the gear case protuberance above mentioned. In this form, however, a plate 45 is secured to the bottom of the form around the base of the raised portion 43 to provide a chamber 46 which communicates through small openings 47 which are located around the base of the raised portion 43 and around the base of the extension 44. A pipe 48 leads from the chamber 46 and is preferably provided with a valve 49 and adapted to be temporarily connected with an air exhausting device.

The sheet of rubber for making the mat is prepared as in the making of the previous mat and placed on the top surface of the form as indicated at 50 in Fig. 11 and subjected to suitable heat to soften the rubber sufficiently so that it may be readily shaped in the required form. Either during or after the heating of the rubber 50, air is gradually exhausted from the chamber 46 through the pipe 48 and as this chamber communicates through the openings 47 with the low places and corners where air will pocket between the rubber and the form, the air will be exhausted from these pockets and the rubber drawn down into close fitting contact with the form at these low places and corners. When the air has been sufficiently exhausted to accomplish the required shaping of the heated rubber, the valve 49 is closed to maintain in the chamber 46 a low pressure condition which will insure the holding of the rubber sheet during vulcanization in the shape that it has assumed on the form, and the form with the rubber sheet thereon is then placed in the vulcanizer and cured, and the rubber sheet thus permanently shaped in the form of the top surface of the form.

This pre-formed rubber sheet, which is indicated at 51 in Figs. 4, 5 and 6, may be used alone as the floor covering for the car, but preferably has a felt base or backing 52 cemented onto the under side in the same manner as in the previously described mat. This felt layer 52 preferably has a large hole 53 therein corresponding to the bottom of the raised portion 42 as shown in Fig. 6 so that the portion 42 is unlined,

and in the particular car for which this mat is designed the portion 42 is preferably made slightly larger than the transmission protuberance that it is designed to encase so as to afford clearance therebetween and avoid contact of the rubber with oil or grease that may be present on the outer surface of said protuberance. In this particular make of car said transmission protuberance which is indicated at 54 in Fig. 13 projects up through the floor pan 55 which as hereinbefore suggested, is employed to accommodate the top portion of the transmission case, and said protuberance has a cap 56 at the top through which the gear shift lever 57 extends. This cap 56 has a small annular flange 58 around the base and the raised portion 42 of the mat is provided at the top with an opening 59 of suitable size to fit down around the cap 56 above the flange 58 as shown in Fig. 13. For the purpose of reinforcing the rubber around the opening 59 a disk 60 of uncured rubber is preferably applied to the under side of the rubber sheet 50 before it is placed on the form, said disk being located on the sheet so that it will rest on the top of the form projection 44 when said sheet is located in the proper position on the form and when the opening 59 is cut in the vulcanized sheet 51 the rubber around this opening is accordingly thicker than that of other portions of the rubber sheet.

The hole 59 is preferably formed after the mat parts 51 and 52 have been assembled, at which time the mat is trimmed to the required shape and provided with edge notches 61 where required, and also with the brake lever opening 62, steering column opening 63, brake and clutch pedal openings 64 and such other openings as may be required for parts that extend through the mat.

In making mats as described above, a pattern surface may readily be employed as there is no substantial distortion of the rubber or disfiguration thereof in forming that would impair the finished surface. This surface finish or pattern may be impressed on the face of the rubber in calendering by passing the rubber between rolls 65 and 66 as shown in Fig. 7, one of which rolls, for example, the roll 66, has marked on the surface thereof the design or pattern that is to be impressed on the rubber. This pattern may be the same throughout the entire surface of the mat as shown in Fig. 1 or the mat may have a body of one design as indicated at 67 in Fig. 4 with a border portion 68 of another design. To produce a sheet of rubber with this bordered pattern or design, the impression roll 66 of the calender is made of a suitable diameter so that one revolution thereof will produce a length of rubber sheet sufficient for a mat and this cylinder has the design of a complete mat formed on the surface thereof. The strip of rubber issuing from the rolls 65 and 66 is thus formed with successive portions each bearing a complete design for a mat and by cutting the sheet at the proper place between the body designs 67, pieces such as shown in Fig. 10 are provided from which the mat of Fig. 4 may be made with the bordered design.

In forming or contouring the mat in the above described manner, after the pattern has been impressed on the sheet, the portion of the pattern at the bulge location is merely distended in forming the bulge and the pattern is accordingly quite faithfully preserved without any objectionable distortion or disfiguration. Moreover, by shaping the patterned sheet in this manner

any embossing that is applicable to a flat sheet may be readily employed without the difficulties that are oftentimes experienced in impressing designs on curved or uneven surfaces, and in the contouring of the sheet the embossings merely adapt themselves to the immediate contour of the bulge.

In some cases it may be desired to provide the mat with flexible rubber portions which extend up around the gear shift lever, brake lever or other parts to seal the floor openings of said parts and prevent entrance of air and also to improve the appearance of the car interior and prevent soiling or scuffing of the shoes of the car occupants by contact with such parts, such an extension for the gear shift lever being shown in Fig. 12. In said figure a fragmentary portion of the transmission housing is indicated at 69 with a boss 70 which extends through the elevated top of the floor pan 71, and 72 is a portion of the gear shift lever which is swiveled in the boss 70, this being substantially the arrangement of the parts in the make of car with which the mat of Fig. 1 is designed to be used and the mat being the same as shown in Figs. 1, 2 and 3 with the top layer 15 of rubber and the backing 16 of felt, except that around the hole 26 in the rubber layer 15 of the mat of Fig. 1 there is, in this modified form of Fig. 12, an inverted somewhat cup like extension 73 which is integral with the rubber layer 15 and provided with a hole 74 in the top through which the lever 72 extends in snug fitting relation, said extension 73 being sufficiently flexible to permit free operation of the lever 72 without restraint and said extension 73 preferably having ample clearance around and over the boss 70 to prevent contact of the rubber with any oil or grease on the boss and to encase the lower portion of lever 72 to the desired height.

For forming the rubber layer 15 with this extension 73 for the gear shift lever, the form of Figs. 8 and 9 on which the rubber sheet is shaped, is provided on the top of the raised portion 32 with a protuberance such as shown by dotted lines at 75 of a shape corresponding to the interior of the desired rubber extension, and to insure shaping of the rubber over and around this higher elevation of the form it is preferable that an air chamber be provided under the elevations of the form, as in the form of Fig. 11, with openings leading from this air chamber to the top surface of the form at places where it may be desired to exert suction on the rubber to insure the shaping thereof snugly against the surface of the form at all points.

As a further example of extensions with which the rubber layer of the mat may be provided to encase parts that project up through the car floor, Fig. 13 shows a modification of the mat of Figs. 4, 5 and 6 with an extension to encase the lower end of the brake lever which, in the particular case for which said mat is designed, extends up through the opening 62 of the mat of Fig. 4. The brake lever which is indicated at 76 in Fig. 13, extends up through the car floor, a fragmentary portion of which is indicated at 55 in said figure, and the rubber layer 51 of the mat is provided, at the place where the brake lever extends there-through, with a flexible, somewhat tubular extension 78 with a hole 79 at the upper end through which the brake lever extends in snug fitting relation, said extension 78 being preferably formed on the rubber layer in the same manner as the other elevations by providing on the form on

which the rubber sheet is shaped, a suitable projection over and around which the rubber in its heated and softened form is drawn as the sheet is shaped in the desired floor covering form. Such extensions might, of course, be formed separately of uncured rubber and adhesively affixed to the rubber sheet before the latter is vulcanized so as to become an integral part thereof in the curing operation and it is to be understood that while particular shapes of mats and certain flexible extensions are shown and described herein, these are intended to be illustrative only and it is contemplated that the mats may be made in other shapes and with any other elevational offsets or formations that may be desired to conform to elevational features or characteristics of the particular floor for which it is intended, and said mats may have flexible extensions other than those specifically illustrated and described herein. Moreover the preformed layer which is referred to herein as rubber or the like may be of any suitable material having characteristics, like rubber, which permit it to be shaped in a form corresponding to the elevational features or characteristics of the floor and which may be set in that form so as to have an inherent form which corresponds to and causes the mat to conform to the elevational peculiarities of the particular floor in accordance with and for which it has been preformed.

While we have shown and described our invention in a preferred form, we are aware that various changes and modifications may be made therein without departing from the principles of our invention, the scope of which is to be determined by the appended claims.

We claim as our invention:

1. A pre-shaped integral floor mat fashioned in conformity with a humped automobile floor or the like, said mat comprising a flexible plastic material layer substantially coextensive with the floor, a selected area of said layer corresponding to the floor hump being deformed and set in a permanently imparted hump-fitting bulge-form of substantially the same shape and size as the floor hump.

2. A pre-shaped integral floor mat fashioned in conformity with a humped automobile floor or the like, said mat comprising a sheet of soft, flexible rubber like material substantially coextensive with the floor, said sheet having an internal area thereof corresponding to the floor hump enlarged and distended laterally from the body of the sheet and forming a hump fitting bulge of substantially the same shape and size as the floor hump.

3. A pre-shaped, integral floor mat fashioned in conformity with a humped automobile floor or the like, said mat comprising a sheet of soft, flexible rubber substantially coextensive with the floor, said sheet having an internal area thereof corresponding to the floor hump enlarged and distended laterally from the body of the sheet and forming a hump fitting bulge of substantially the same shape and size as the floor hump, and a soft layer of material attached to the under side of said rubber sheet and correspondingly enlarged and distended.

4. The combination with an automobile floor or the like having an upwardly extending hump internally within its area, of a pre-shaped, integral combined floor and hump covering comprising a sheet of soft, flexible rubber like material substantially coextensive with the floor area and pre-formed in conformity with the floor

and hump, said sheet having the portion thereof at the hump location distended and inherently formed in the floor hump form.

5. A pre-shaped, integral automobile floor mat or the like of soft, flexible floor covering material having an internal bulge and with portions of the floor covering material extending laterally from the base of the bulge at opposite sides thereof, said bulge having side wall portions suitably contoured at the base to impart to each of said laterally extending portions a bend which is similar to and substantially in alignment with the bend in the portion at the opposite side of the bulge.

6. A pre-shaped integral automobile floor mat or the like of soft, flexible floor covering material formed with an internal bulge and with portions of the floor covering material extending laterally from the base of the bulge at opposite sides thereof, each of said portions being formed with a crease extending laterally from the base of the bulge and substantially in alignment with the crease at the opposite side of the bulge, the opposite sides of the bulge being contoured at the bottom in a substantially angular form at the inner end of the respective crease.

7. A pre-formed integral automobile floor mat or the like of soft, flexible floor covering material having separate aligning laterally extending and correspondingly formed bends with a reentrant bulge therebetween, said bulge having opposite side wall portions contoured at the bottom to correspond to the inner end of the respective bend.

8. The combination with an automobile floor or the like comprising a substantially level main floor portion and a toe board portion sloping upwardly from the main portion and a reentrant hump extending across the intersection of said portions, of a pre-formed integral floor mat substantially coextensive with and conformed to said floor, said mat comprising a layer of soft, flexible floor covering material having level and sloping portions corresponding respectively to the level and sloping portions of the floor and fashioned with a reentrant hump fitting bulge extending across the intersection of the level and sloping portions of the floor covering, said bulge being co-operable with the floor hump to position and maintain the aforesaid portions of the covering material in coinciding relation with the corresponding portions of the floor.

9. A pre-formed integral automobile floor mat or the like of soft, flexible floor covering material bent along transverse lines to provide a level portion and a portion sloping upwardly from the level portion, said covering material being fashioned with a reentrant bulge extending across the bend and having the sides thereof contoured at the bottom in a form corresponding to the bend, and said bulge having a substantially tubular lever sheath extending upwardly from the top wall thereof.

10. A pre-formed integral automobile floor covering or the like comprising a sheet of soft, flexible rubber substantially coextensive with the floor area and having a patterned top face, said sheet having an internal area enlarged and distended to form a bulge and the pattern of said internal area being correspondingly distended.

11. A pre-shaped integral floor mat for humped automobile floors, comprising a blank of flexible

floor covering material substantially coextensive with the floor to be covered and having a selected area thereof corresponding to the floor hump locally enlarged and set in the form of an upstanding, hollow, permanently imparted embossment of a predetermined size and shape to receive and conform to the hump on said floor, said embossment being open at its bottom to receive therein the floor hump.

12. A floor mat for humped automobile floors, comprising a blank of flexible floor covering material substantially coextensive with the floor to be covered and having an integral, upstanding, hollow and self-sustaining embossment of a predetermined size and shape to receive and conform to a hump on said floor, said embossment being open at its bottom to receive therethrough the floor hump and closed at at least three of its sides and at the top to house the floor hump.

13. A floor mat for humped automobile floors, comprising a blank of vulcanized flexible rubber composition substantially coextensive with the floor to be covered and having an integral, upstanding, hollow and self-sustaining embossment of a predetermined size and shape to receive and conform to a hump on said floor, said embossment being open at its bottom to receive therethrough the floor hump and closed at at least three of its sides and at the top to house the floor hump.

14. A pre-shaped floor mat for humped automobile floors, comprising a blank of flexible floor covering material substantially coextensive with the floor to be covered and having a selected area thereof corresponding to the floor hump enlarged and set in the form of an upstanding, hollow, irregularly bulged embossment of a predetermined size and shape to receive and conform to the hump on the said floor.

15. A floor mat for humped automobile floors, comprising a blank of flexible floor covering material substantially co-extensive with the floor to be covered and having an integral upstanding, hollow and self-sustaining embossment open at its bottom to receive therethrough the floor hump, said hollow embossment being of such a predetermined shape and size as will enclose and conform to the floor hump with interior walls of the embossment in engagement with the floor hump, thereby to hold the mat against edgewise displacement on the automobile floor.

16. For use with an automobile floor having a substantially level main floor portion and a toe board portion sloping upwardly from the main portion and a re-entrant hump extending across the intersection of said portions, a preformed integral floor mat substantially coextensive with and conforming to said floor, said mat comprising a layer of soft, flexible floor covering material having level and sloping portions corresponding respectively to the level and sloping portions of the floor and fashioned with a re-entrant hump fitting bulge extending across the intersection of the level and sloping portions of the floor covering, said bulge being adapted to cooperate with the floor hump to position and maintain the aforesaid portions of the covering material in coinciding relation with the corresponding portions of the floor.

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JOHN F. SCHOTT.

DISCLAIMER

2,032,832.—*George W. Blair and John F. Schott*, Mishawaka, Ind. FLOOR COVERING AND THE LIKE. Patent dated March 3, 1936. Disclaimer filed March 1, 1944, by the assignee, *Mishawaka Rubber & Woolen Manufacturing Company*,

Hereby enters this disclaimer to claims 1, 2, 4, 10, 11, 12, 13, 14, and 15 of said patent

[*Official Gazette March 28, 1944.*]