

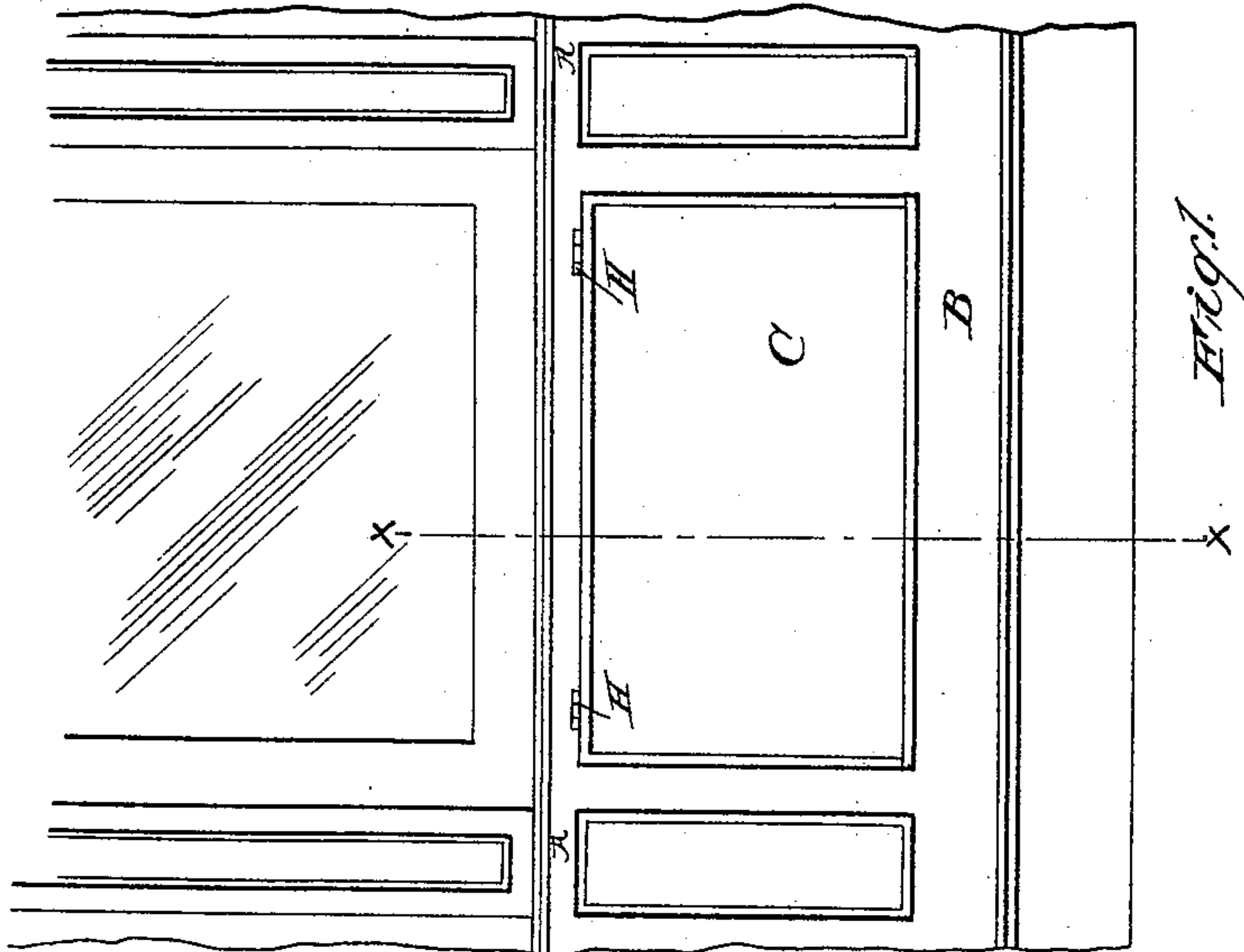
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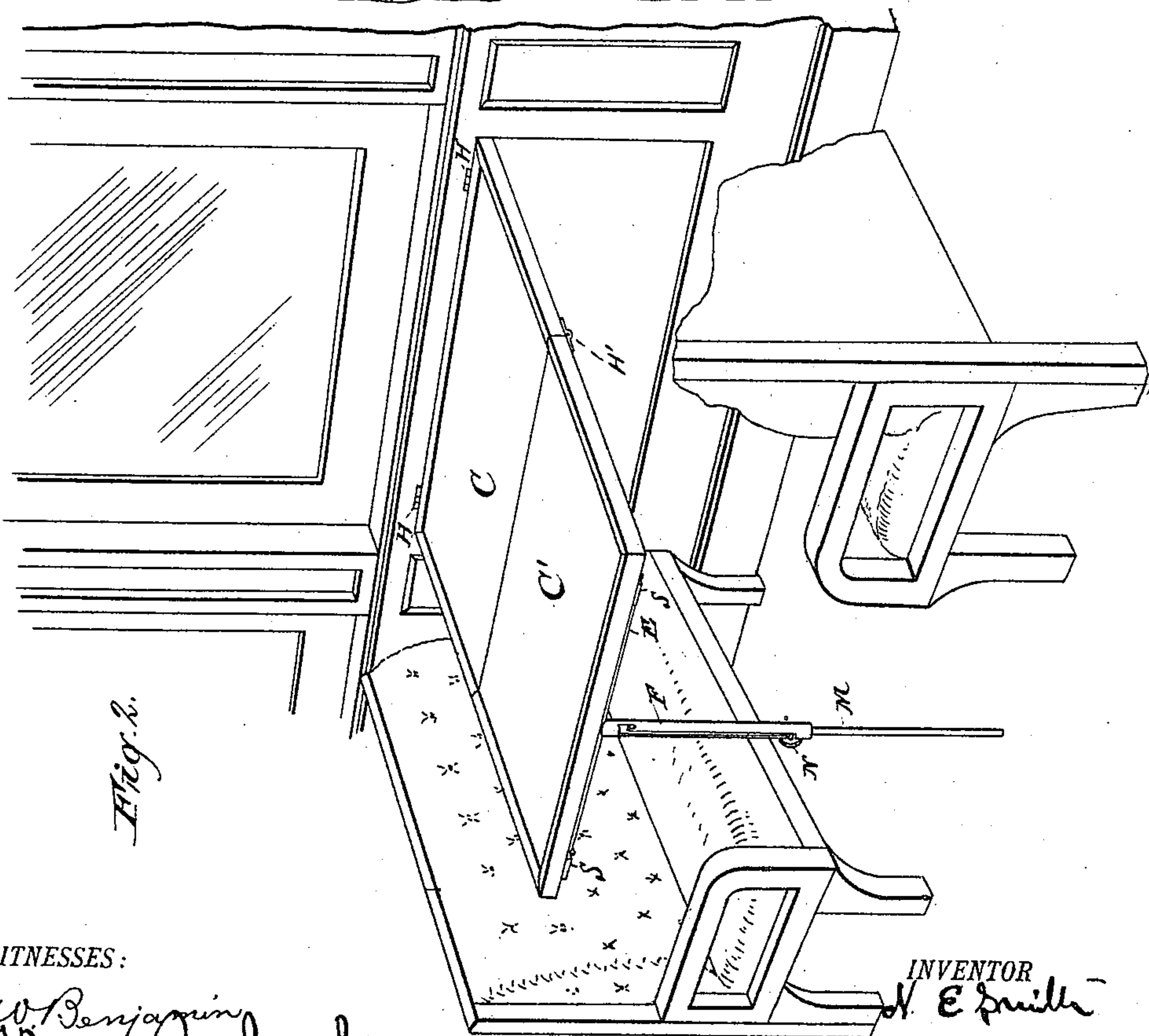
N. E. SMITH.  
TABLE FOR RAILWAY CARS.

No. 440,969.

Patented Nov. 18, 1890.



*Fig. 1.*



*Fig. 2.*

WITNESSES:

*Geo. Benjamin*  
*R. P. Van Borskech*

INVENTOR

*N. E. Smith*

BY

*Shout & Love*

ATTORNEYS

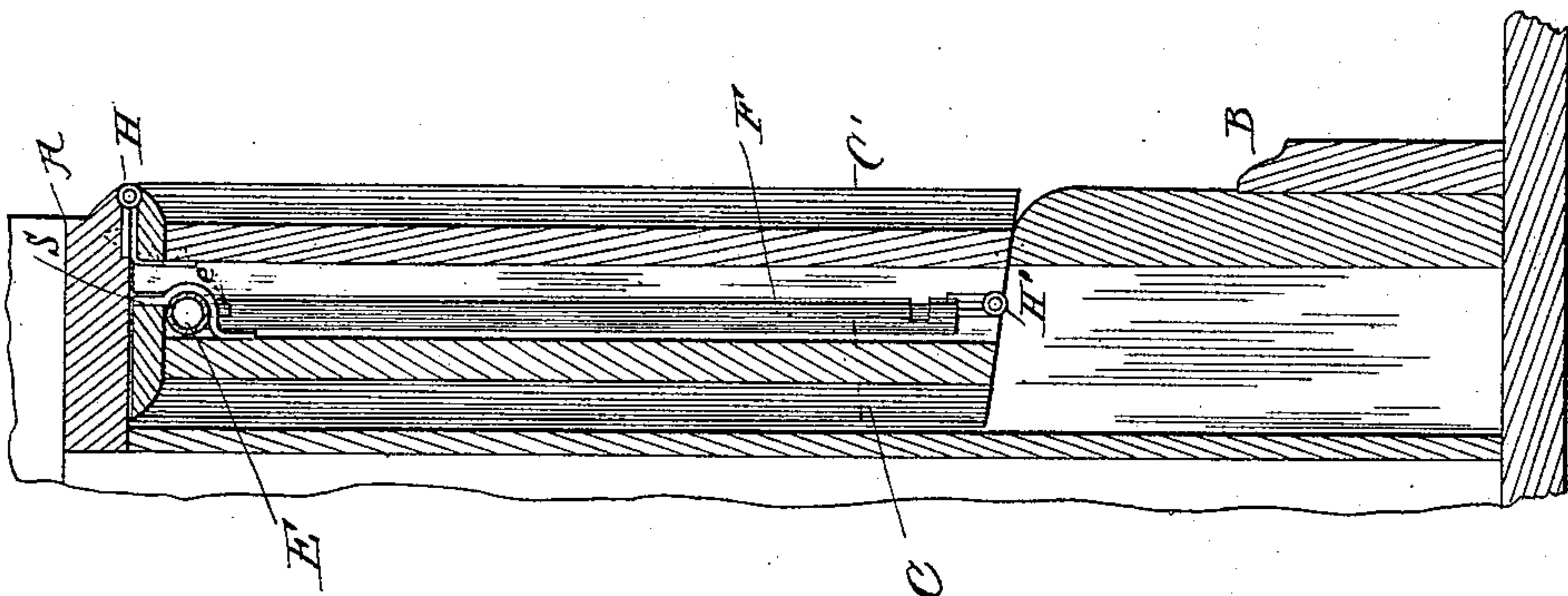
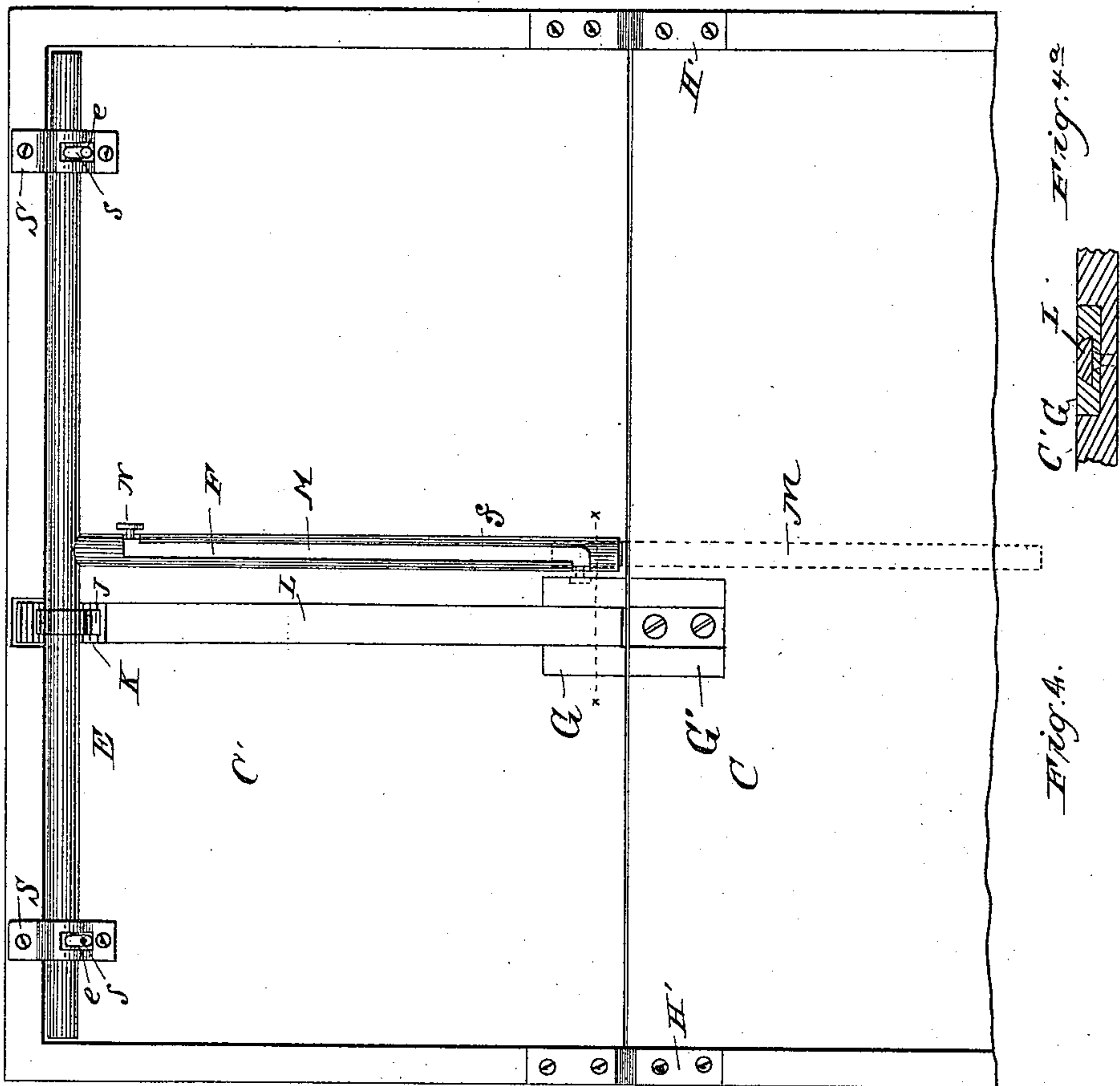
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WITNESSES:

Geo. Benjamin  
R. Van Roscher

Fig. 3.

INVENTOR

Nathaniel E. Smith

BY

Shust & Poe

ATTORNEYS

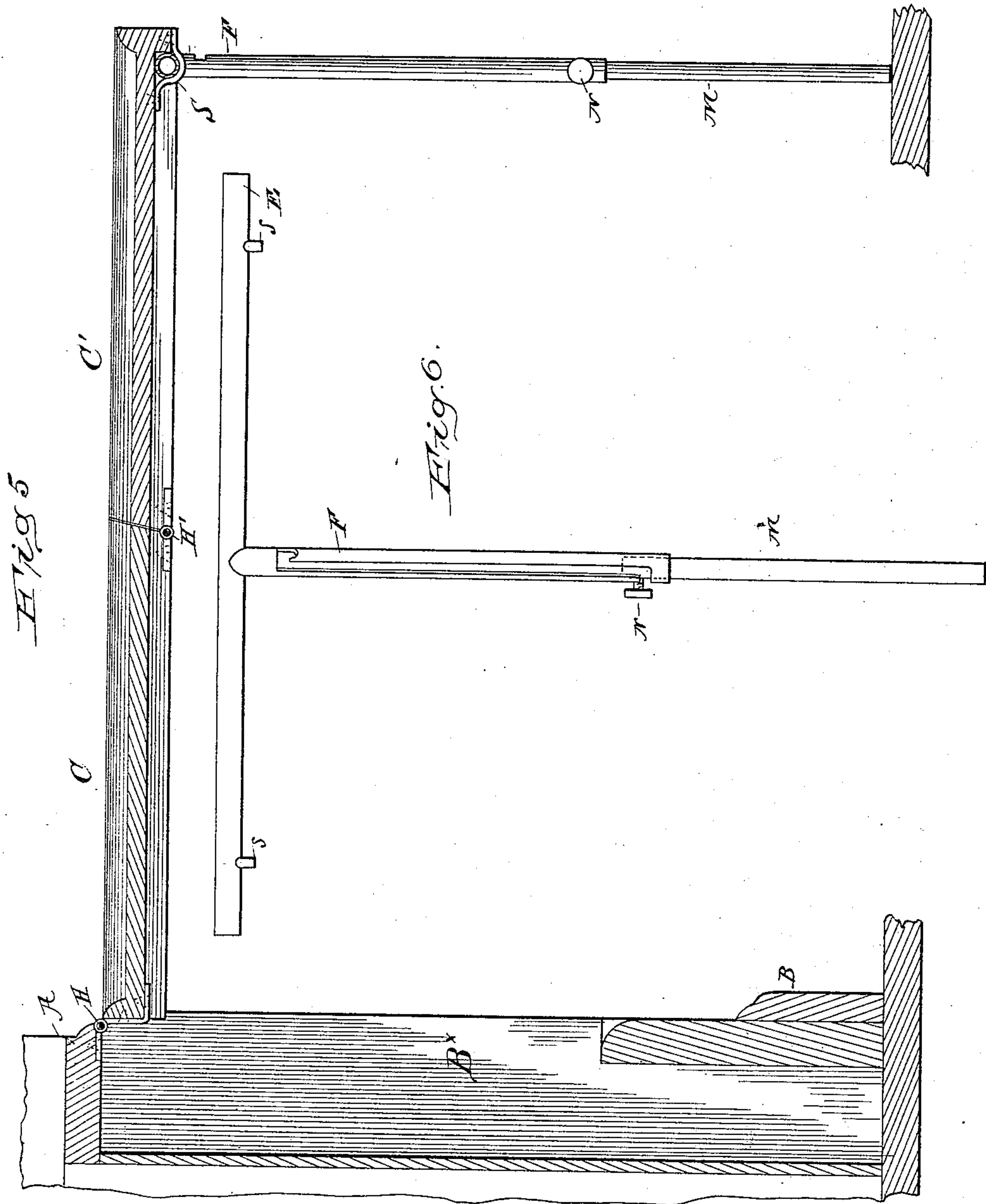
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WITNESSES:

*C. W. Benjamin*  
*R. H. Van Bockerech*

INVENTOR

*Nathaniel E. Smith*

BY

*Spaul & Lee*

ATTORNEYS



# UNITED STATES PATENT OFFICE.

NATHANIEL E. SMITH, OF JERSEY CITY, NEW JERSEY, ASSIGNOR OF ONE-HALF TO JOHN R. McPHERSON, OF SAME PLACE.

## TABLE FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 440,969, dated November 18, 1890.

Application filed August 16, 1889. Serial No. 320,979. (No model.)

*To all whom it may concern:*

Be it known that I, NATHANIEL E. SMITH, a citizen of the United States, residing in Jersey City, county of Hudson, and State of New Jersey, have invented a new and useful Improvement in Tables for Railroad-Cars, of which the following, taken in connection with the accompanying drawings, is a full, clear, and accurate description.

The object of my invention is to provide a table which can be folded away against the side of the car when not in use, a portion of said table when so folded forming a portion of the paneling or lining of said car; and it consists, essentially, in hinging one or more pieces of wood to the sill or base of the windows of the car, and attaching to said hinged portion a support to form the leg of the table when in use.

In the drawings, Figure 1 is a side elevation of the table with the table closed, forming one of the panels of the car. Fig. 2 is a perspective view of the table in position for use. Fig. 3 is an enlarged sectional view showing the table closed. Fig. 4 is a view of the under side part or portion of the table, showing the extending leg or support and bolt; and Fig. 4<sup>a</sup> is a sectional view of a part of Fig. 4 in line *xx*. Fig. 5 is an enlarged sectional view showing the table in position for use. Fig. 6 is a detail view of the leg or support of the table.

Similar letters indicate corresponding parts in the several figures.

A represents the sill or molding of the window, to which one portion of the table C is hinged by the hinges H.

B is the base-board of the car.

C' is the leaf of the table, hinged to the portion C by the hinges H', so that the portion C' can fold back and against the inner side of the portion C of the table. When so folded, the two portions by means of the hinges H can be folded back into the space or recess B<sup>x</sup> between the window-sill A and the base-board B, so that the outer side or surface of the portion C of the table becomes flush with and forms a portion of the paneling or lining of the car.

In order to obtain a proper support for the table when unfolded and in use, I fit in the

under outside edge of the leaf C' two straps S S, having cut in them a slot *s*, holding loosely the rod or bar E, said bar being provided with the pins *e*, fitting into the slots *s*, so that said bar E can be revolved in the straps S, but only for the distance of the length of the slots *s*, the said straps with their slots thus forming stops for the pins *e*.

Secured or attached to the middle portion of the rod or bar E is the hollow tube or rod F, said tube F having cut therein a longitudinal slot *f*, the slot *f* being formed at each end with a small L-shaped slot passing horizontally through a portion of the tube F, thus forming a longitudinal slot with L-shaped ends. Placed in the tube F and moving freely therein is the rod M, provided at its upper end with a knob N, the shank of which is of such width as to move freely in the slot *f*. The tube F is of such length that when folded against the leaf C' it does not interfere with the folding of the leaf C' against the leaf C, and the rod M is of such length that it will slide and be held wholly within the tube F, and when both of the leaves of the table are unfolded for use the extension-rod M is slid down the slot *f* and, together with the tube F, forms a support or leg of proper length for the table. The rod M when thus extended is secured in position in the tube F by means of the L-shaped portion of the slot *f* and knob N.

In Figs. 4 and 4<sup>a</sup> is shown a bolt or bar for securing and maintaining the two leaves C and C' in position when unfolded and in position for use. This bolt or bar L is secured in a groove in the under side of the leaf C', said groove being provided with angular sides, as shown in Fig. 4<sup>a</sup>, and the bar L having corresponding angular sides. The bar L at its upper end is provided with cog-teeth J into which meshes the cog-wheel K, mounted upon the rod E. G and G' are socket-plates sunk into the adjoining edges or sides of the leaves C and C', and being also provided with a groove which corresponds to the groove in the leaf C', so that the bolt L may slide through it also. When the rod E is revolved, by moving the tube F into a perpendicular position, the leaves C and C' being opened, the cog-wheel K, acting upon the cog-teeth J,



forces or shoots the bar L into the socket-plate G, thus holding and maintaining the two leaves C and C' firmly in position. The leaf C may be provided with any proper catch  
5 countersunk in its surface for raising the table with ease into position.

My invention thus forms a convenient and compact table at all times ready for use, and when not in use entirely out of the way, thus  
10 saving space in the cars and storage room now necessarily occupied by the leaves for the tables of the car.

My invention is especially adapted for cars, but is also applicable to any room or hall  
15 where paneling is used and it is desired to save space.

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

20 1. The combination, with the side of a car having a recess therein, of a table hinged to the edges of said recess flush with the side of the car and adapted to be raised to a horizontal position, and a supporting-leg for holding  
25 the table in a horizontal position, substantially as described.

2. The combination, with the side of the car having the recess B<sup>x</sup>, of a table composed of leaves hinged together hinged at the edge of  
30 said recess, said leaves being adapted to be folded into said recess, and a supporting-leg for holding said table in a horizontal position, substantially as set forth.

3. The combination, with a table composed  
35 of leaves hinged together hinged at the edge, of a recess in a wall, and an extensible supporting-leg hinged to the under side of the outer leaf, so that said leaves may be folded

together with said leg between them, substantially as set forth. 40

4. In a table, the combination, with the hinged leaves, of a rod or shaft journaled to one of said leaves, a bolt adapted to slide across the joint between the leaves, a rack on  
45 said bolt, a pinion on said shaft engaging said rack, and a leg secured to said shaft, substantially as and for the purposes set forth.

5. A table for cars, consisting of two leaves C and C', the leaf C being hinged to the window-sill of the car and the leaf C' hinged to  
50 the leaf C so as to fold together and form a portion of the panel or lining of the car when not in use, in combination with the pins c, stops for said pins, and the tube F, with slot  
f, and the rod M, provided with the knob N, 55 substantially as described, and for the purposes set forth.

6. A table for cars, consisting of two leaves C and C', the leaf C being hinged to the window-sill of the car and the leaf C' hinged to  
60 the leaf C so as to fold together and form a portion of the panel or lining of the car when not in use, in combination with the pins e, stops for said pins, and the tube F, with slot  
f, and the rod M, provided with the knob N, 65 substantially as described, and for the purposes set forth, and the bar L, provided with cog-teeth, the cog-wheel K, and socket-plates G and G'.

In testimony whereof I have hereunto set  
my hand this 14th day of August, 1889. 70

NATHANIEL E. SMITH.

In presence of—

R. T. VAN BOSKERCK,  
CHARLES G. COE.