

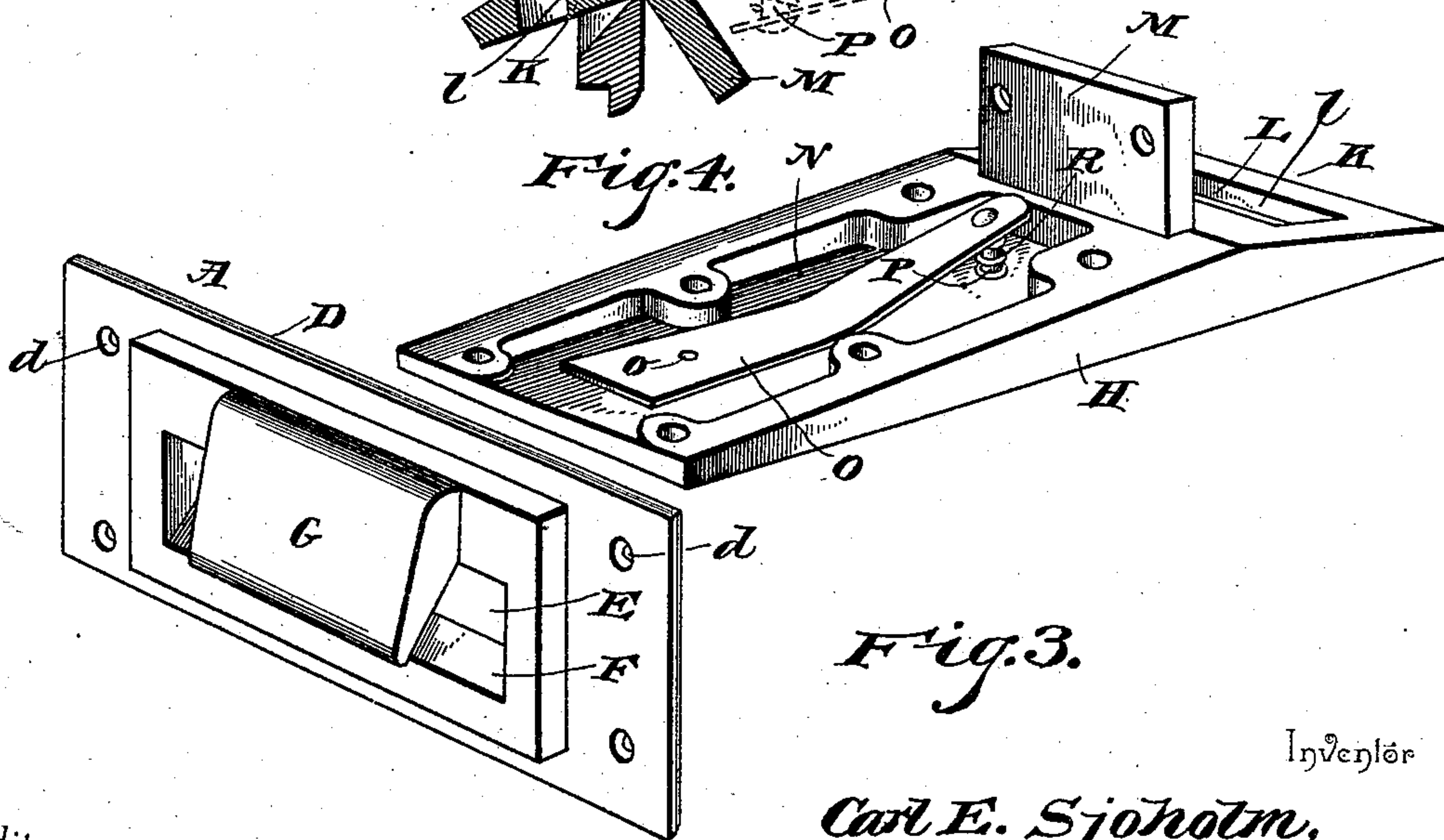
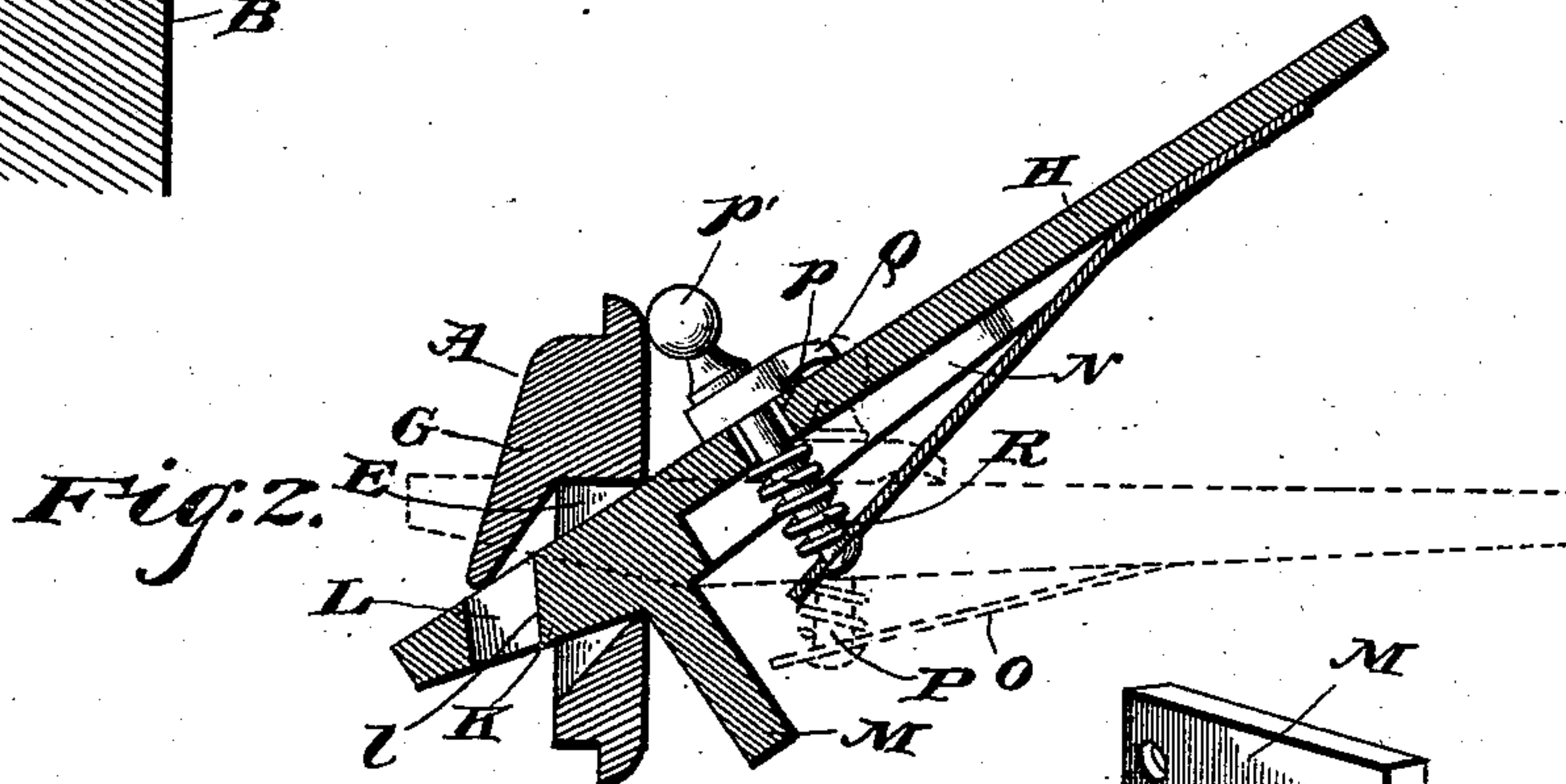
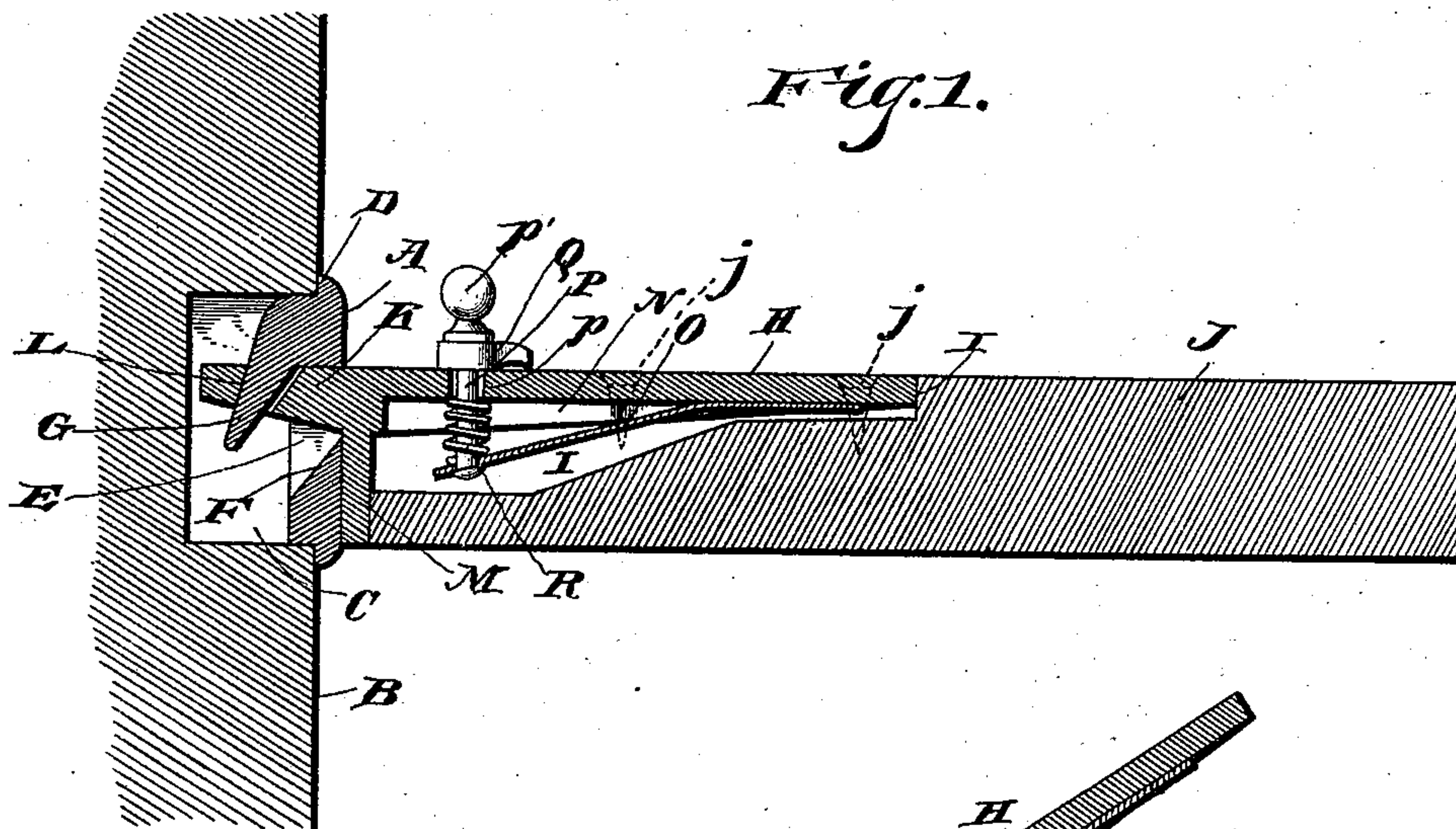
(No Model.)

2 Sheets—Sheet 1.

C. E. SJOHOLM.
TABLE FASTENER.

No. 542,318.

Patented July 9, 1895.



Witnesses

B. S. Ober.
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By *his* Attorneys.

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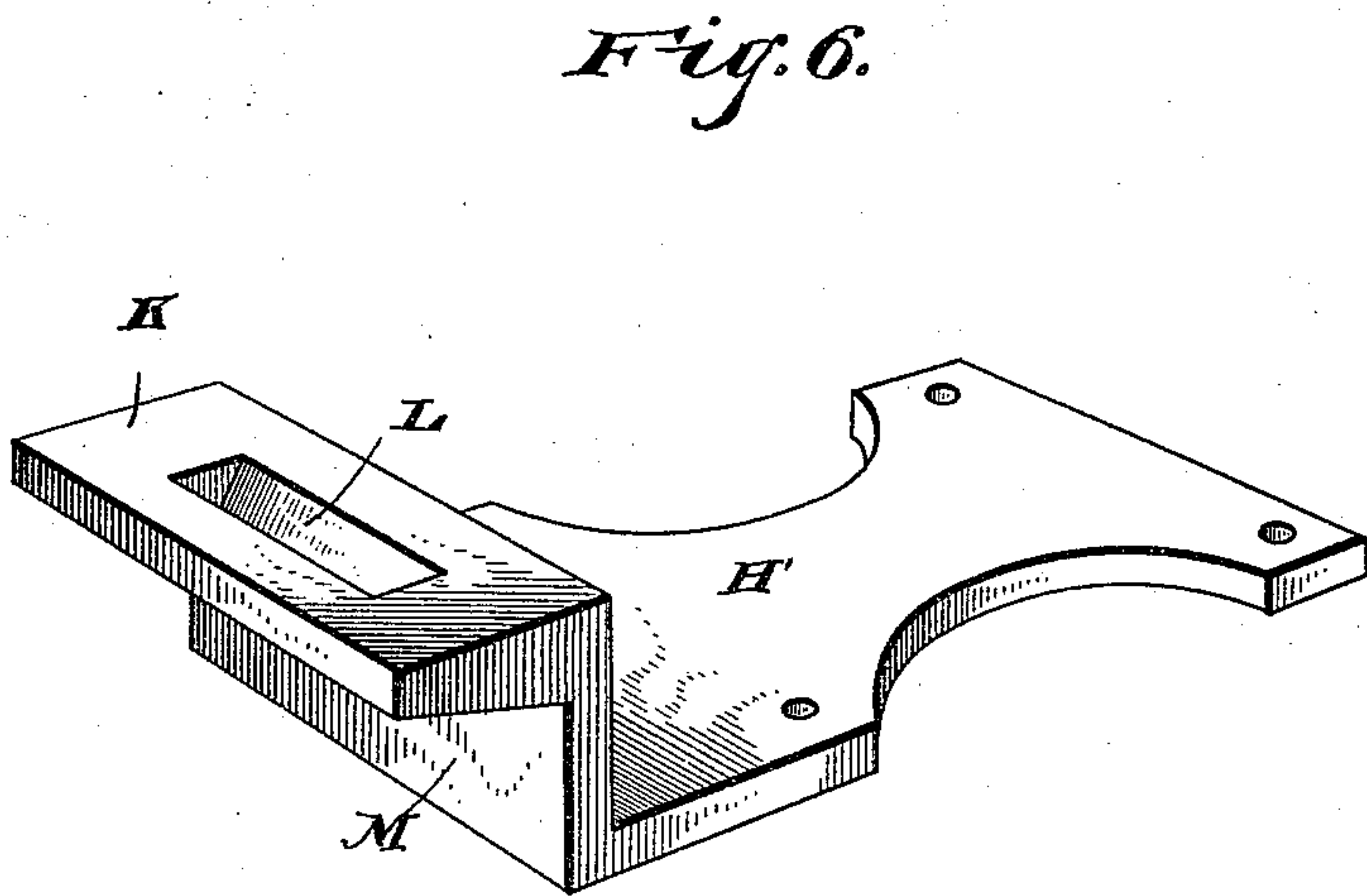
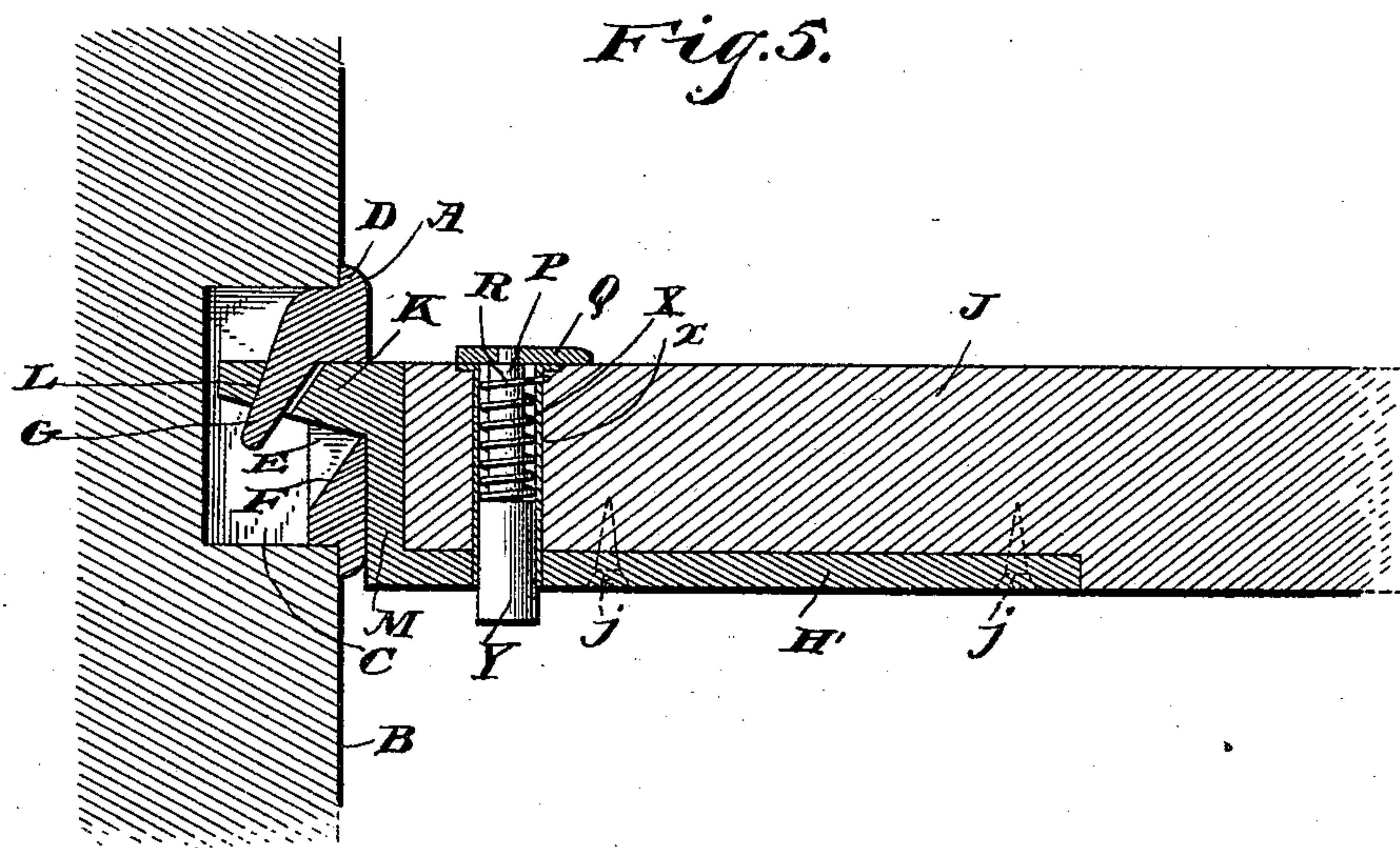
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2 Sheets—Sheet 2.

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Witnesses

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CARL E. SJOHOLM, OF PULLMAN, ILLINOIS.

TABLE-FASTENER.

SPECIFICATION forming part of Letters Patent No. 542,318, dated July 9, 1895.

Application filed February 27, 1894. Serial No. 501,699. (No model.)

To all whom it may concern:

Be it known that I, CARL E. SJOHOLM, a citizen of the United States, residing at Pullman, in the county of Cook and State of Illinois, have invented a new and useful Table-Fastener, of which the following is a specification.

This invention relates to lock hinges or fastenings for car and similar tables; and it has for its object to effect certain improvements in devices of this character, whereby tables employed in sleeping and other railway cars can be more quickly and securely fastened in position between the seats.

To this end the main and primary object of the invention is to construct an improved lock hinge or fastening of this character, the wall-plate of which will not injure or deface the woodwork of the car-wall when removing the same for the purpose of cleaning out the opening back of the wall-plate, as is quite common with the wall-plates of ordinary lock hinges or fastenings which are seated in the car-wall flush with the face thereof, while at the same time the invention contemplates a fastening which will firmly hold the table in position, and will also have means for properly holding a table-cover in place on top of the table, which is fastened to the wall.

With these and other objects in view, which will readily appear as the nature of the invention is better understood, the same consists in the novel construction, combination, and arrangement of parts hereinafter more fully described, illustrated, and claimed.

In the accompanying drawings, Figure 1 is a sectional view showing a car-table fastened to a car-wall by my improved lock hinge or fastening. Fig. 2 is an enlarged detail sectional view with the hinge members detached from the car wall and table, showing the manner of inserting the projecting end of the table-plate into engagement with the hook or wall plate. Fig. 3 is a detail in perspective of the stationary hook or wall plate. Fig. 4 is a similar view of the detachable hinge or table plate. Fig. 5 is a detail sectional view, similar to Fig. 1, showing a modification. Fig. 6 is a detail in perspective of the table-plate as modified.

Referring to the accompanying drawings, A represents a hook or wall plate adapted to be fastened to the car-wall B at the point usually occupied by this member of the fastenings usually employed in securing a car or similar table in position.

The car-wall B is provided at the point where the plate A is attached with a lock-recess C, which accommodates the inwardly-projecting parts of the hook or wall plate and the other member of the hinge or fastening which is engaged with such plate, and said hook or wall plate is provided with an encircling-attachment flange D, having screw-holes *d* and adapted to be screwed flat against the outer face of the car-wall, so that the hook or wall plate can be easily removed without splitting or defacing the wood of the car-wall. It is well known that when a wall-plate is seated in a car-wall flush with the outer face thereof the removal and replacement of such plate are usually attended with a splitting and defacing of the car-wall; but in the present invention the flange D avoids this objectionable feature to the stationary wall-plates.

The stationary hook or wall plate A is provided with a rectangular opening E, having a lower beveled edge F, and in rear of which is projected the rectangular hook-lug G. The hook-lug G is cast integrally with the hook or wall plate A, and is projected downwardly and rearwardly at an angle from the inner upper edge of the plate-opening E, the disposition of said hook-lug agreeing with the angle of the bevel F at the lower edge of the opening E for the purpose to be presently noted, and said hook-lug G is of a width about equal to the front width of the opening E, whereby an object cannot be inserted through said opening in a straight line so as to engage behind the hook-lug.

The hook-lug G of the stationary plate A is adapted to be detachably engaged by one end of the detachable hinge or table plate H. The table-plate H is seated in a plate-recess I, formed at one top end of the car-table J, and is held in such recess by means of suitable fastening-screws *j*. The said table J is preferably an ordinary table, such as is commonly employed in sleeping and other railway cars

for attachment to the car-wall, and is supported at its outer end by the usual leg, (not shown.) and the detachable table-plate H, seated in one top end of the said table, lies
5 flush with the top surface of the same and is provided with an outer projecting lock end K.

The straight lock end K of the table-plate H is projected beyond one end of the table J, and is provided with a transversely-arranged
10 catch opening or slot L, the sides of which are beveled at *l* to agree with the disposition of the hook-lug G, with which the opening or slot L is engaged by inserting the end K through the opening E of the wall-plate and
15 under said hook-lug, said straight lock end K substantially registering with the opening E to prevent side play of the table-plate. At a point in from the outer end of the lock end K the said table-plate H is further provided
20 with a right-angulantly-disposed shoulder-flange M, which is secured to one end of the table J, and not only serves to additionally secure the table-plate to the table, but also forms a rest-shoulder, which bears against the
25 front side of the plate A when the table-plate is in engagement with the hook-lug thereof.

In the under side of the detachable hinge or table plate H is formed a spring pocket or recess N, in which plays the leaf-spring O,
30 fastened at one end, as at *o*, to the bottom of said table-plate. To the other free end of the leaf-spring O is secured the lower end of the catch-stud P, working through an opening *p* in the table-plate and provided at its
35 upper end with a finger-knob *p'* and a catch-flange Q, which works on top of a table-plate. The catch-flange Q of said stud is normally held against the top of the table-plate by a coil-spring R, arranged on the stud P be-
40 tween the bottom of the plate H and the leaf-spring O. By grasping the finger-knob *p'*, and thereby lifting the flange Q, one edge of a table cloth or cover may be placed under said flange, so as to be caught thereby when
45 the finger-knob is released, and by this means a table cloth or cover may be securely held in position after being spread over the table J.

In attaching the table J to the wall it is simply necessary to hold the same at an angle
50 and move the projected lock end K through the opening E of the wall-plate at an angle so as to bring the catch opening or slot L in a position under the lower end of the hook-lug G, and by then lowering the table to its
55 horizontal position the said catch opening or slot will be engaged over said hook-lug and the shoulder-flange M will be brought down against the front of the wall-plate. In detaching the table it is simply necessary to
60 lift the outer end thereof to disengage the opening L from the hook-lug and then withdraw the projected end of the table-plate from the wall-plate.

While I have described the herein-described
65 lock hinge or fastening as specially applicable

for use in connection with tables in sleeping and other railway cars, it will be of course understood that the device might be used in connection with other tables for fastening the same to stationary objects, and instead of attaching the table-plate H to the top of the table J it will be understood that such a modification as illustrated in Figs. 5 and 6 of the drawings may be observed without departing from the spirit of the invention.

In the modification referred to I employ a table-plate H', which is secured to the under side and one end of the table J in a directly-reverse position to that occupied by the plate H. The plate H' is also provided with the
80 shoulder-flange M at one end thereof, which is disposed upwardly and has projected from its upper end the lock end K, said flange M and the lock end K corresponding identically with those parts described in connection
85 with the plate H; but the construction last described may be found to be preferable in some cases.

In connection with the modified form of table-plate H', or in connection with the other
90 form of plate, may be used a slightly-different arrangement of cloth or cover catch by dispensing entirely with the leaf-spring O and arranging the spring R within a tubular or cylindrical spring-casing X, fitted in an
95 opening *x*, extending through the table J and the plate H', and the spring within this casing is adapted to normally hold the flange Q down onto the top of the table J. The flange Q is attached to the upper end of the catch-stud P, which projects below the plane of the
100 plate H' and is provided with a finger-button Y, which is pressed upwardly by the thumb or finger to elevate the catch-flange Q in order to engage and disengage the same with
105 the table-cover. The spring R is arranged within the casing X, with its lower end resting on the upper end of the button Y and its upper end suitably secured fast to the said casing X, so that the normal tension of said
110 spring will hold the button Y projected below the table.

Other modifications might be observed, and I will have it understood that changes in the form, proportion, and the minor details of
115 construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

Having thus described my invention, what I claim, and desire to secure by Letters Pat-
120 ent, is—

A fastener for car and similar tables consisting of a stationary wall plate provided with a rectangular opening having a beveled lower edge, and with an integral rectangular
125 hook-lug projected rearwardly and downwardly from the inner upper edge and in rear of said opening to a point opposite or below the lower beveled edge thereof, and a table plate adapted to be fastened to a table
130

and provided with an end rest flange and a straight projected lock end adapted to lie flush with the top of the table and provided with a rectangular catch opening or slot adapted to engage over said rectangular hook lug, the sides of said catch opening or slot being beveled to agree with the disposition of the hook lug, substantially as set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

CARL E. SJOHOLM.

Witnesses:

ANDREW NEWMAN,
ORLANDO L. MOORE.