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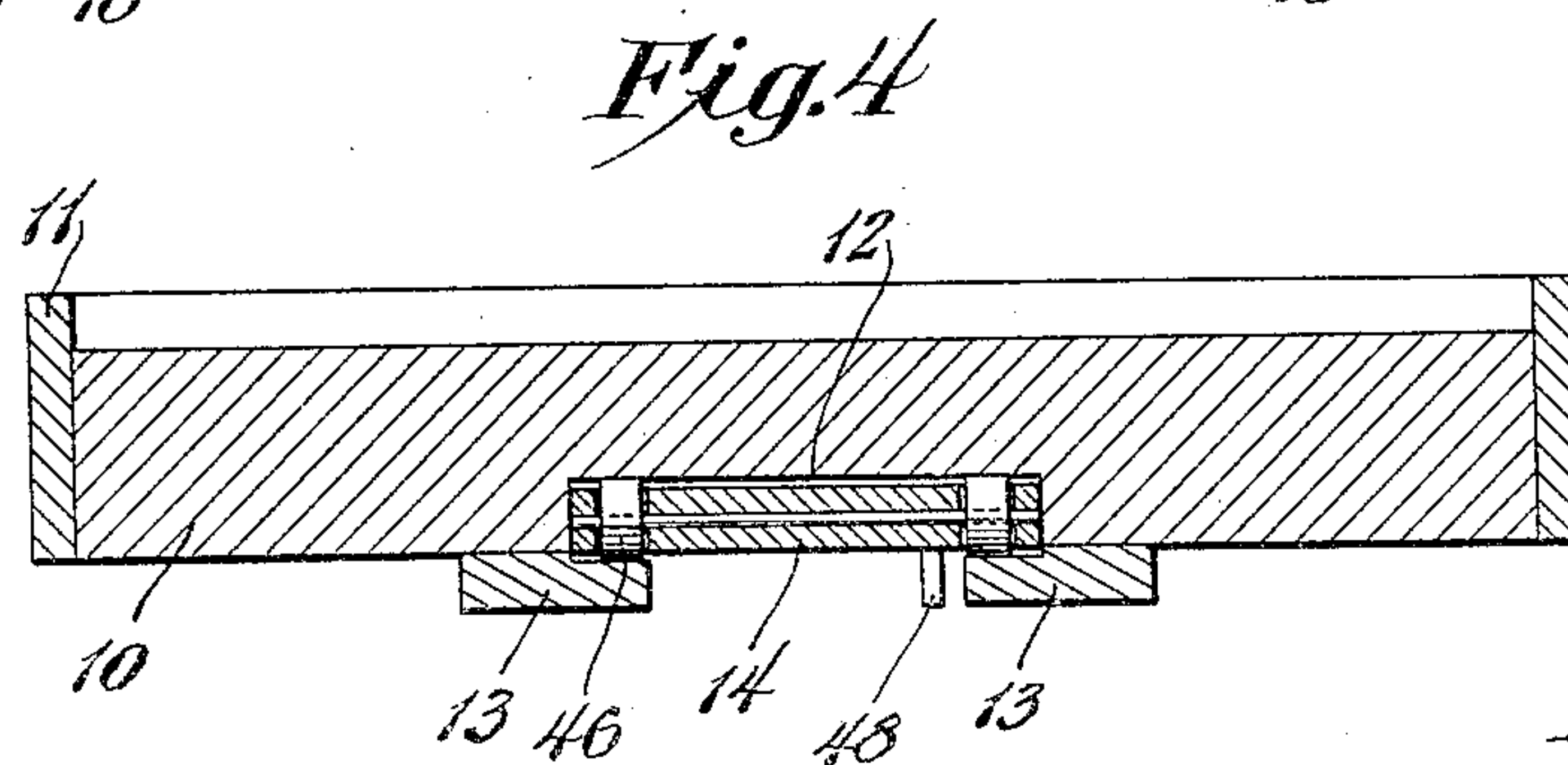
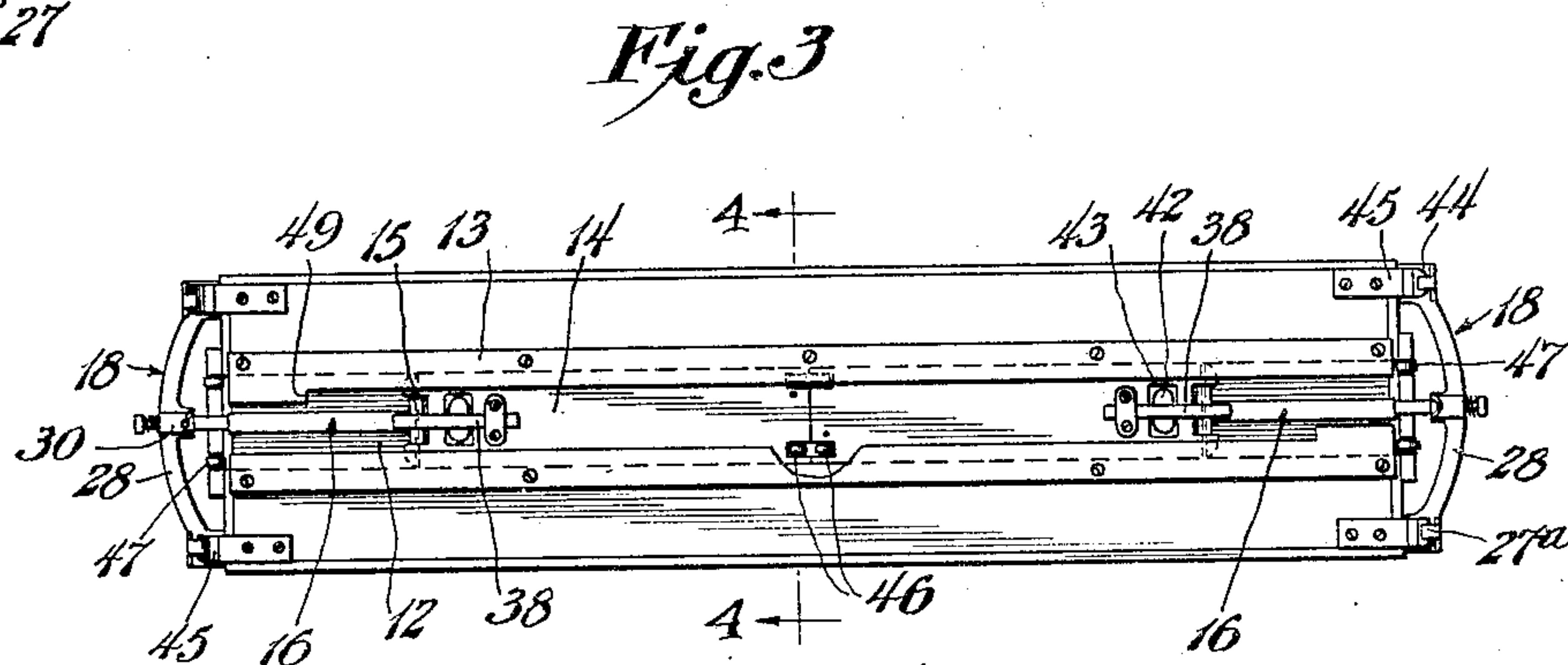
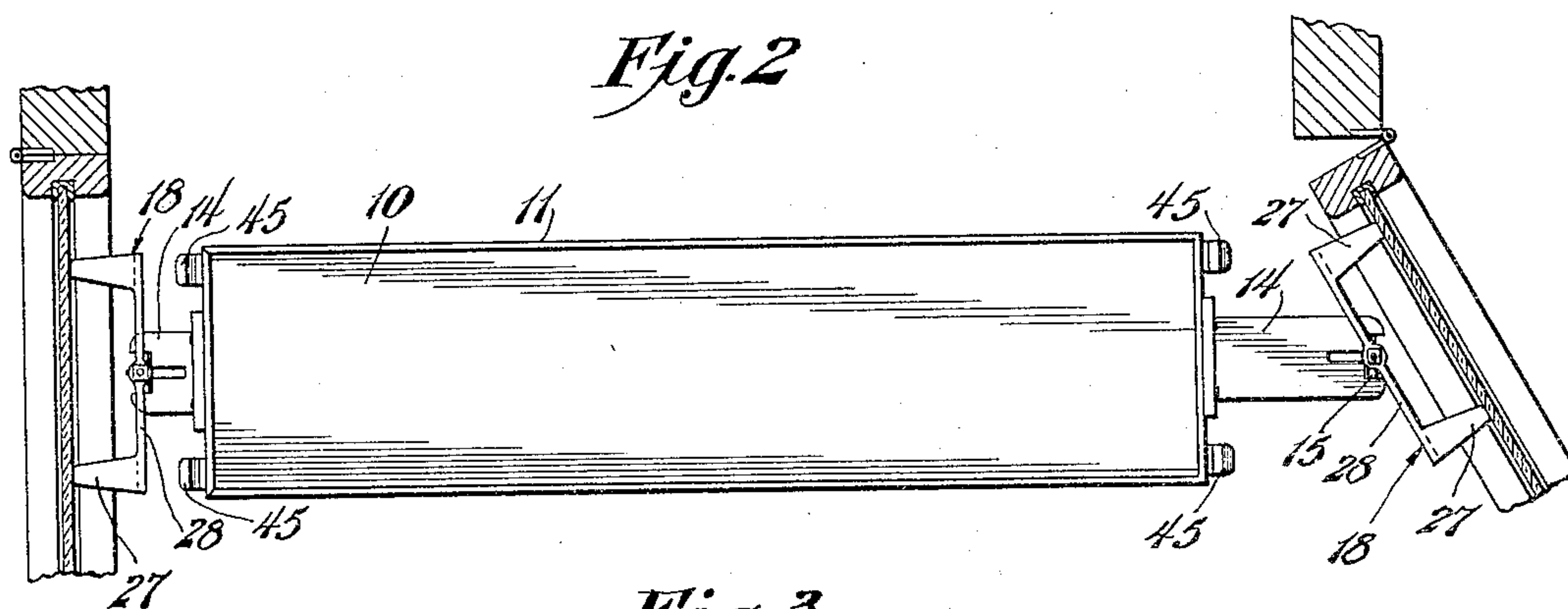
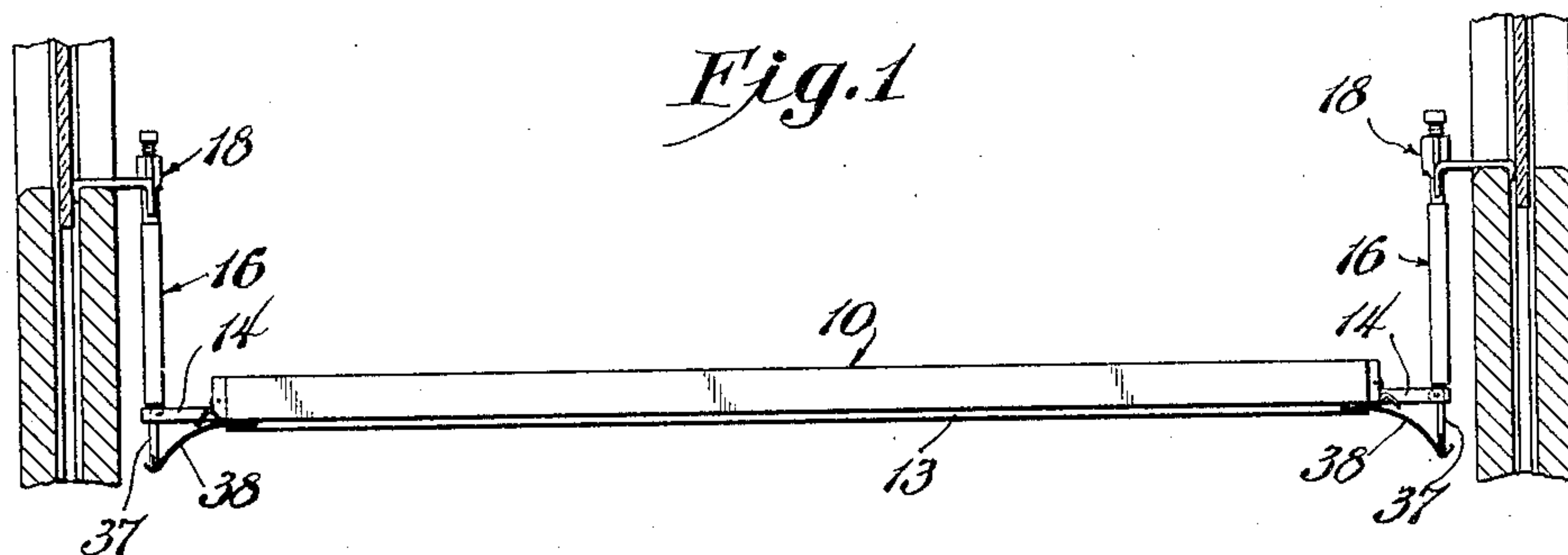
B. P. BAUS

1,897,107

AUTOMOBILE TABLE

Filed Nov. 13, 1931

2 Sheets-Sheet 1



INVENTOR
B. P. Baus

BY *Philip S. Siggers*
ATTORNEY

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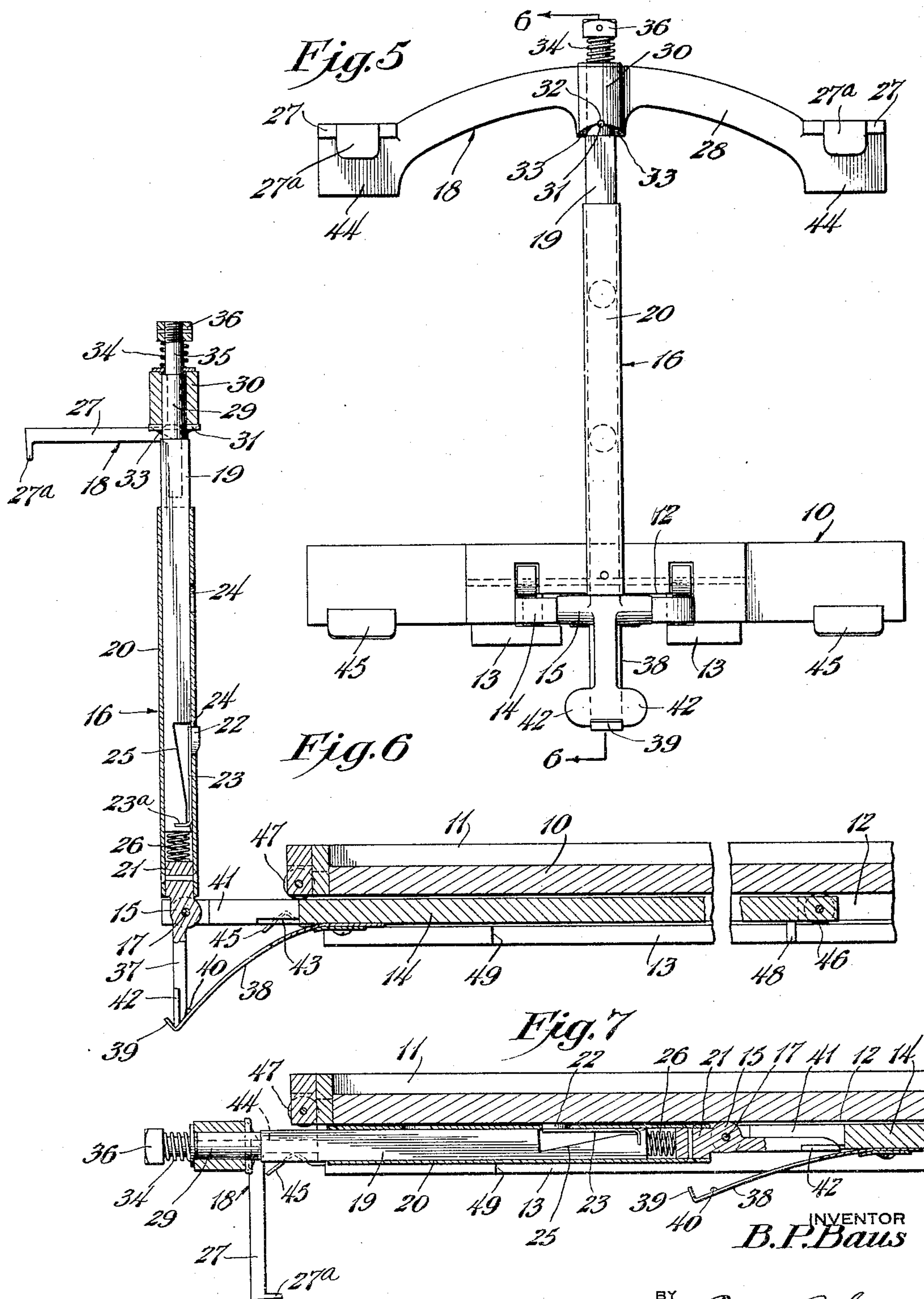
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AUTOMOBILE TABLE

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2 Sheets-Sheet 2



INVENTOR
B. P. BAUS

BY *Philip F. Siggers*
ATTORNEY

UNITED STATES PATENT OFFICE

BERNARD P. BAUS, OF WACO, TEXAS

AUTOMOBILE TABLE

Application filed November 13, 1931. Serial No. 574,850.

This invention relates to automobile tables and aims, among other objects, to provide an improved table of this type which may readily be adjusted as to length and height and which may be folded when not in use.

In the drawings showing a preferred embodiment of the invention:

Fig. 1 is a side elevation of the improved table shown supported on the doors of an automobile;

Fig. 2 is a top plan of the same but showing one of the doors partially open;

Fig. 3 is a bottom plan view of the table in folded position;

Fig. 4 is a sectional view taken on line 4—4 of Fig. 3 and shown on a larger scale;

Fig. 5 is an end elevation of the table in open position and shown on the same scale as Fig. 4;

Fig. 6 is a vertical longitudinal section of one end of the table in open position; and

Fig. 7 is a view similar to Fig. 6 but showing the table in folded position.

Referring particularly to the drawings, the improved table is there shown constructed and arranged to be supported on the window ledges of automobile doors or windows and is especially adapted for use in connection with sandwich shops having curb service. Various tables have been heretofore proposed for open car use but such tables could readily not be used with closed cars, especially in inclement weather when the car windows are closed. In the present car, the table may be placed in position in a closed car by an attendant while the door is open and the door may then be closed with the table supported thereon. The invention also has other advantages as will appear later.

Referring to Figs. 1, 2 and 3, the improved table is there shown as comprising a rectangular tray portion 10 conveniently made of wood and having a marginal rim 11 to prevent dishes and tumblers from slipping off the edge. A relatively wide and shallow channel 12 (Fig. 4) is formed longitudinally of the tray in the bottom thereof and guard members 13 are secured to the bottom and overhang the channel to form a trackway for extension members 14 slidably mounted in

the channel. The inner ends of the extension or slide members 14 abut when the table is folded, as shown in Fig. 3, and their combined length is less than the length of the tray so that portions of supporting members 12 at its ends when the table is folded. The outer end of the slides 14 are bifurcated to receive the hubs 15 of supporting members 16 which are journaled on transverse pivot pins 17. Hanger members 18 are connected to the outer ends of the supporting members and are adapted to engage the window ledges or the side edges of a car to support the tray in horizontal position (see Figs. 5 and 6).

The supporting members 16 are adjustable in length so that the table may be accommodated to the car, and are each shown as comprising a non-circular post 19 telescoped within a non-circular tube 20 which is rigidly secured at its lower end to an extension 21 on the hub member 15. See Figs. 6 and 7. The post 19 is adjustably secured to the tube 20 by means of a button or projection 22 on the free end of a flat spring 23 projecting through one of a plurality of apertures 24 in one wall of the tube. The other end of spring 23 is removably secured in a slot 23^a in the post near its lower end. To provide room for the spring to be depressed to disengage the button from an aperture, the post is recessed, as shown at 25. To facilitate adjustment of the post, an expansile coiled spring 26 is interposed between the lower end of the post and the extension 21, so that when the button 22 is depressed, the spring 26 expands and moves the post outwardly so that it may then be grasped with the same hand and moved to the next position. Otherwise, two hands would be needed to adjust each post, one to push the button and the other to move the post.

The hangers 18 are shown as being substantially U-shaped, each comprising spaced arms 27, connected at their rear ends by a cross bar 28 which normally extends parallel to the pivot pin 17. The arms 27, which are adapted to rest on the window ledge, have depending tongues 27^a formed on the front ends adapted to extend downwardly into the space

between the ledge and the window glass to prevent the arms from sliding off the ledge. The outer end of each post 19 has a circular portion 29 and the intermediate portion of each cross bar is enlarged to form a hub 30 having a bore to receive the circular portion 29. The hangers are each held in normal position relative to the posts by means of a pin 31 extending transversely through the circular portion 29 and engaging a notch 32 formed at the apex of cam surfaces 33 at the lower end of the hub 30. The notch is held in engagement with the pin by an expansile coiled spring 34 surrounding a reduced portion 35 on the post and extending between the hub 30 and a nut 36 on the portion 35. By this arrangement the hangers may be partially rotated on the posts, but the springs forcing the cam surfaces against the pins, will restore them to normal position.

To hold the supports 20 at substantially right angles to the slides when in open position so that they will in effect be rigid on the extensions 14, each hub member 15 is provided with a depending tail piece or extension 37 adapted to be engaged at its lower beveled end by a flat spring 38 having a bent outer end providing a shoulder 39 which limits the swinging movement of the support to 90°. The inner end of the spring is rigidly secured to the bottom of the slide and a lug 40 on the spring near the shoulder 39 engages the rear of the tail piece 37 to prevent the support from folding accidentally.

When the table is to be folded, the outer ends of the springs are depressed, and the tail pieces 37 are swung inwardly and upwardly. Slots 41 are provided in the slides to accommodate the tail pieces and wings 42 formed on the tail pieces engage in recesses 43 on opposite sides of the slot 41 to hold the posts in substantially horizontal alignment with the slides when they are folded. When the posts have been folded, the slides and posts may be pushed beneath the tray until projections 44 formed on the cross bars 28 engage the ends of the tray. Flat springs 45 secured to the bottom of the tray at the end frictionally engage the projections 44 when the table is folded to prevent outward movement of the slides until it is desired to unfold the table.

In order that the slides may be moved freely, their inner ends are provided with rollers 46 which engage the bottom of the channel and the guard members or tracks 13. Also, other rollers 47 carried by the ends of the tray engage the tops of the slides. Pins 48 at the rear ends of the slides prevent them from being pulled out of the channel by striking against stop shoulders 49 on the tracks 13.

When the table is to be opened, the cross bars 28 are grasped and pulled outwardly

until the hubs 15 are clear of the ends of the tray. The posts may then be swung upwardly until the shoulders 39 engage the ends of the tail pieces 37, when the posts will be held at right angles to the slides. The table may then be inserted into a car through an open door and the hanger on the opposite end of the table may be engaged with the window ledge of the adjacent closed door. The slide on the near end of the table is then pulled out and the hanger rotated on the post until it is parallel with the open door and it may then be engaged with the window ledge and the door closed. After the table is in position, the door at either side may be opened and articles placed on the table without interfering with its connections to the doors, or either door may be left partly ajar for ventilation, and still the table may be used. Whether the sides of the car are straight, curved or tapered, the hangers can be adjusted on them to support the table properly. Also, the slidable extensions permit the table to fit cars of various widths and at the same time be stably supported. When not in use the table may be readily folded and the arms 27 serve as short legs to support the table. A number of such tables may be stacked by placing the legs 27 of one table on the projections 44 of the table below.

Obviously, the present invention is not restricted to the particular embodiment thereof herein shown and described. Moreover, it is not indispensable that all the features of the invention be used conjointly, since they may be employed advantageously in various combinations and sub-combinations.

What I claim is:—

1. An adjustable automobile table comprising, in combination, a tray, extension members slidably mounted in the bottom of the tray; supporting members pivotally connected to the ends of the extension members; hangers connected to the supports and having means to engage the window ledges of an automobile; and means releasably to hold the supporting members substantially at right angles to the extension members.

2. An adjustable table for automobiles comprising, in combination, a tray having a channel in the bottom thereof to provide a trackway; extension members slidably mounted in the trackway; supporting members pivotally connected to the ends of the extension members and extending substantially vertically when the table is open; means to adjust the length of the supporting members; hanger members journaled on the upper ends of the supporting members and having means to engage the window ledges of an automobile; a tail piece formed on each of the supporting members and extending beneath the pivots thereof; and spring means secured to the extension members and releasably en-

gaged with said tail pieces to hold the supporting members in vertical position.

3. An adjustable table for automobiles comprising, in combination, a tray; extension members slidably mounted on the bottom of the tray; hub members pivotally mounted at the ends of the extension members; upper and lower extensions formed on the hub members; non-circular tubes secured on the upper extensions; non-circular posts slidably mounted in the tubes; means releasably securing the post to the tubes; hanger members connected to the upper ends of the posts and having means to engage the window ledge of an automobile; and releasable means on the slidable extensions and engageable with the lower extensions on the hubs to hold the post in upright position.

4. An adjustable table for automobiles comprising, in combination, a tray; extension members slidably mounted on the bottom of the tray; hub members pivotally mounted at the ends of the extension members; upper and lower extensions formed on the hub members; non-circular tubes secured on the upper extensions; non-circular posts slidably mounted in the tubes; said tubes each having a plurality of apertures in one wall; a leaf spring secured at one end to each post; a projection on the other end of the spring engageable with one of the apertures and releasable to lock the posts to the tube; hanger members connected to the upper ends of the posts and having means to engage the window ledges of an automobile; and releasable means on the slidable extensions and engageable with the lower extensions on the hubs to hold the post in upright position.

5. An adjustable automobile table comprising, in combination, a tray; extension members slidably mounted in the bottom of the tray; supporting members pivotally connected to the ends of the extension members; releasable means to hold the supporting members substantially upright when the table is open; hanger members journaled on the upper ends of the supporting members and having lateral arms adapted to engage the window ledge of an automobile; and depending tongues formed on the outer ends of the arms to extend downwardly into the spaces between the window glass and the ledge.

6. An adjustable table for automobiles comprising, in combination, a longitudinally extensible tray; upright supporting members connected to each end of and extending above the tray; vertically extending trunnions on the upper ends of the supporting members; and hanger members having means to engage the window ledges of an automobile door; said hanger members being journaled on the trunnions and lying wholly above the supporting tray for freedom of movement, whereby the hanger members may be adjusted angularly to fit ledges of various angularities.

7. An adjustable table for automobiles comprising, in combination, a tray body; a pair of slide members of a width considerably less than the width of the tray and carried on the underside of the tray; a pair of upright supporting members each connected to the outer end of one of the slide members and extending above the tray; vertically extending trunnions on the upper ends of the supporting members; and hanger members having means to engage the window ledges of an automobile door; said hanger members being journaled on the trunnions and lying wholly above the supporting tray for freedom of movement, whereby the hanger members may be adjusted angularly to fit ledges of various angularities.

8. An adjustable table for automobiles comprising, in combination, an elongated tray; extension members slidably mounted beneath the tray; supporting members pivotally connected to the ends of the extension members and adapted to extend upwardly above the tray when the tray is in open position; hanger means connected to the supporting members and adapted to engage the window ledges of an automobile; said supporting members each having a tail piece extending below the tray, when the table is open; spring means on the extensions engageable with the tail pieces to hold the supporting members in upright position when the table is open, said spring means being releasable to permit the supporting members to swing outwardly and downwardly; said tail pieces being engageable with the undersides of the extension to hold said supporting members in substantially horizontal alinement with the extensions when the table is folded whereby said members and extensions may be pushed beneath the tray.

9. An adjustable table for automobiles comprising, in combination, an elongated tray; extension members slidably mounted beneath the tray; supporting members pivotally connected to the ends of the extension members and adapted to extend upwardly above the tray when the tray is in open position; hanger means connected to the supporting members and adapted to engage the window ledges of an automobile; said supporting members each having a tail piece extending below the tray, when the table is open; spring means on the extensions and engageable with the tail pieces to hold the supporting members in upright position when the table is open, said spring means being releasable to permit the supporting members to swing outwardly and downwardly, said tail pieces being engageable with the undersides of the extension to hold said members in substantial horizontal alinement with the extensions when the table is folded whereby said members and extensions may be pushed beneath the tray; and spring means on the ends

of the tray engageable with the hanger members to prevent accidental unfolding of the table.

10. An adjustable table for automobiles
5 comprising, in combination, an elongated tray; upright supporting members connected to each end and extending above the tray; vertically extending trunnions on the upper ends of the supporting members; and hanger
10 means associated with each of the supporting members; said means each comprising a U-shaped member having spaced lateral arms and a connecting cross bar; said cross bar having a hub portion journaled on the trun-
15 nions of one of the supporting members; a pin extending lateral althrough the trunnion; said hub having upwardly converged cam surfaces at its lower end co-operating with said pin to normally hold the cross bars
20 of one hanger substantially parallel to the cross bar of the other hanger; and spring means to hold the cam surfaces engaged with the pins.

25 In testimony that I claim the foregoing as my own, I have hereto affixed my signature.

B. P. BAUS.

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