July 10, 1934. E. G. DE FOE ET AL 1,965,955

CURB SERVICE TRAY

Original Filed Jan. 22, 1932 4 Sheets-Sheet 1

Fig. 1.

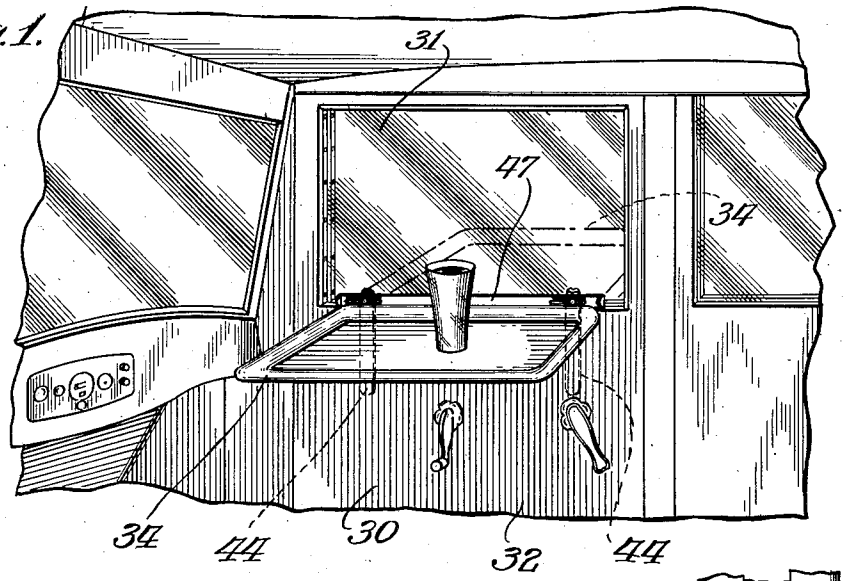


Fig. 2.

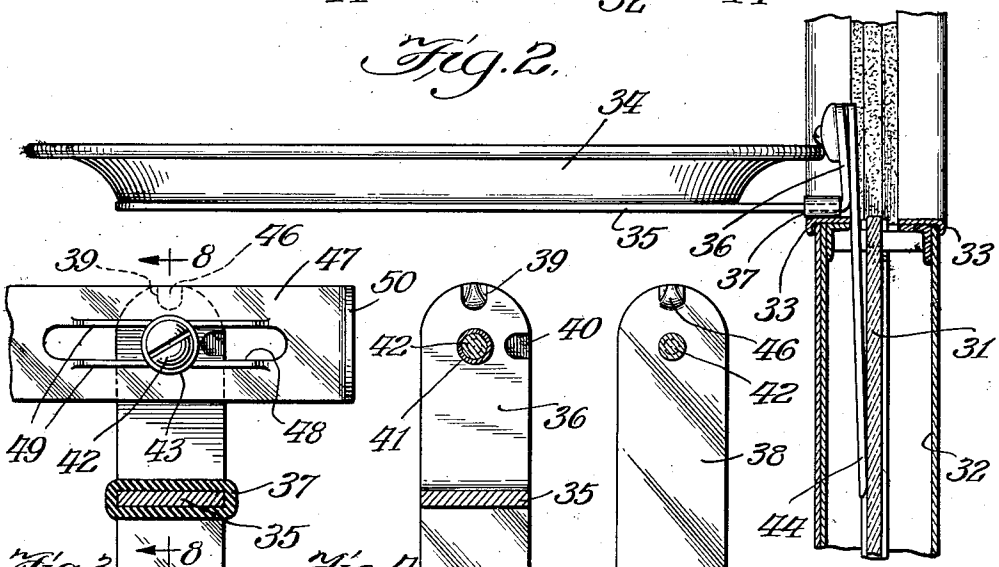
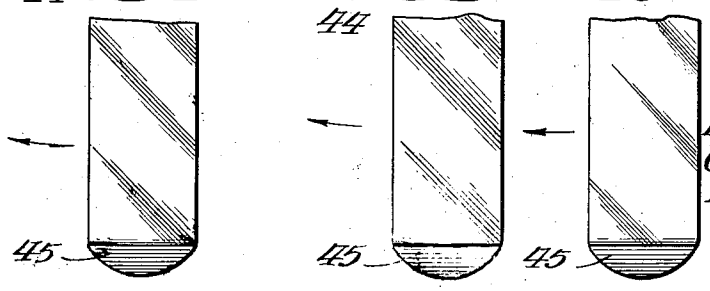


Fig. 3.

Fig. 4.

Fig. 5.



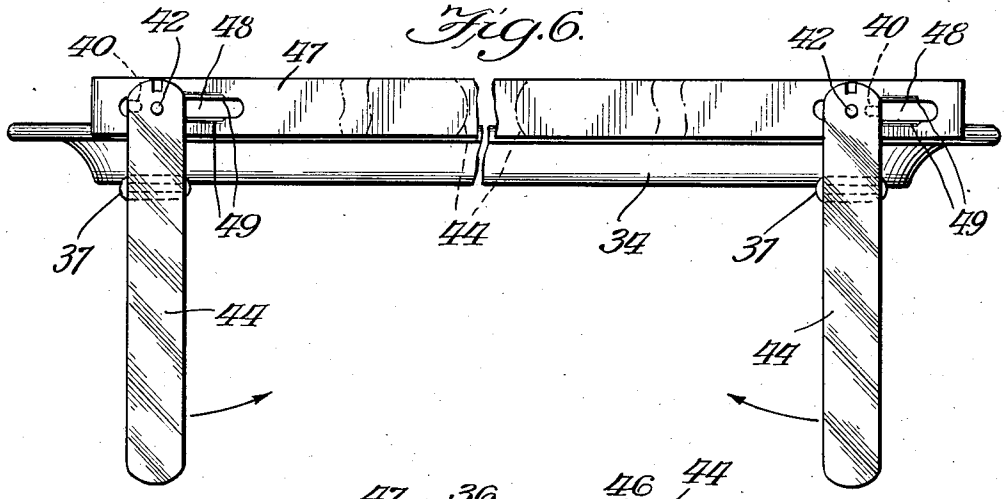
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Fig. 6.



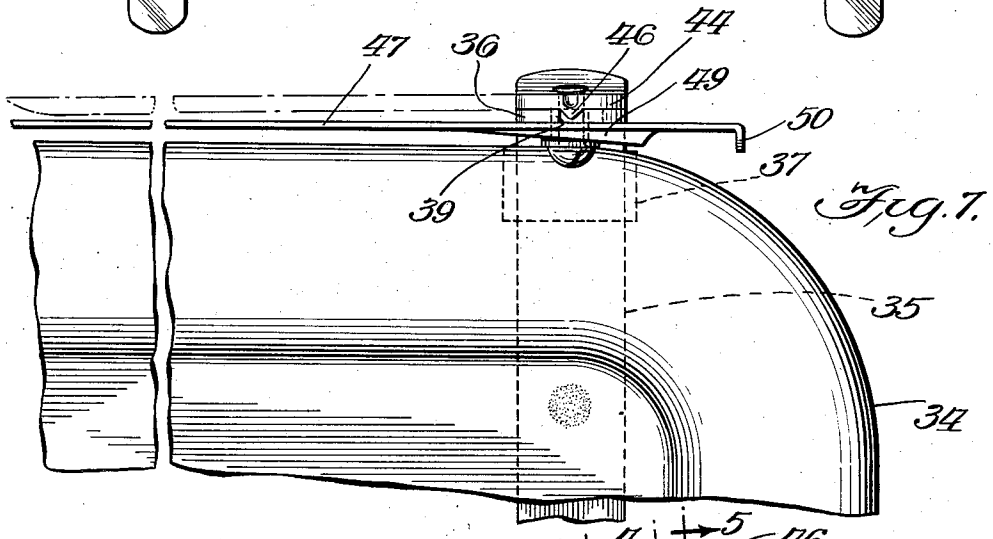
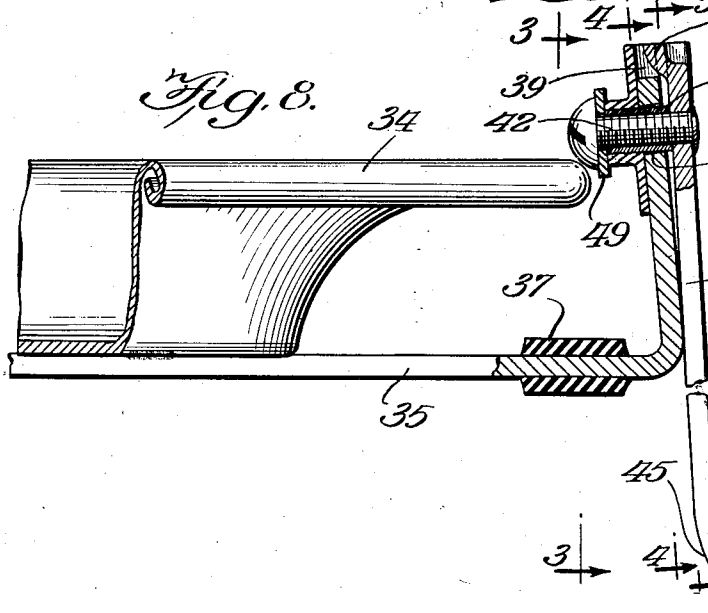


Fig. 7.

Fig. 8.



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CURB SERVICE TRAY

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Fig. 9.

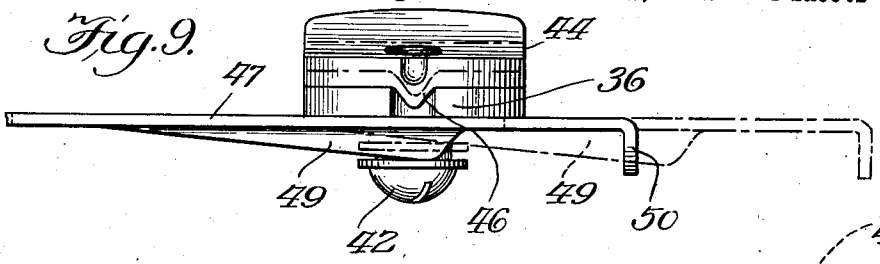
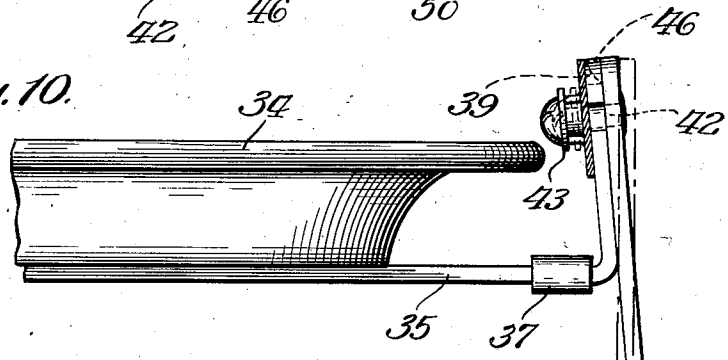


Fig. 10.



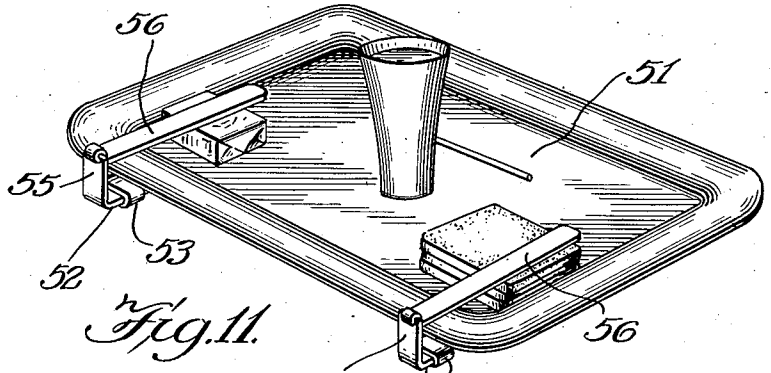
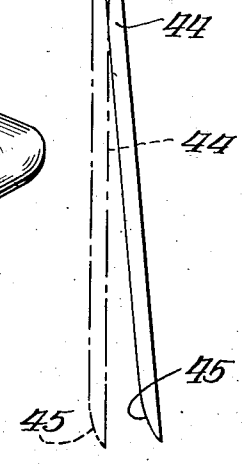


Fig. 11.



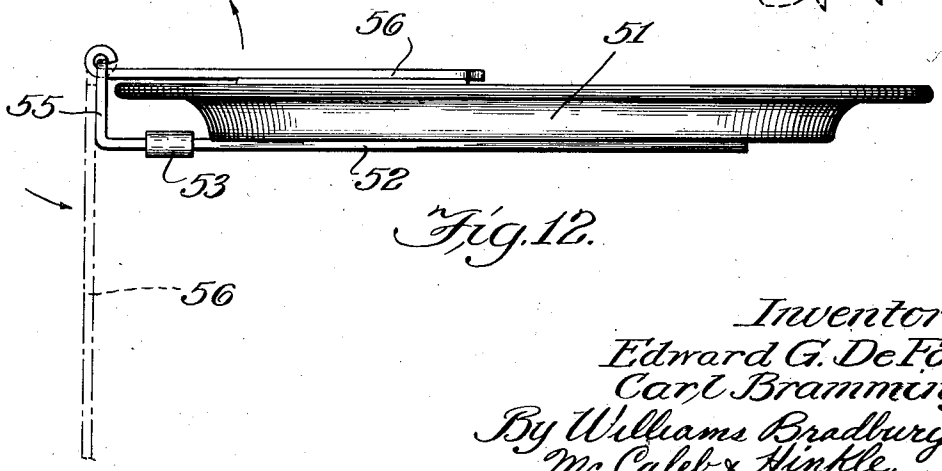


Fig. 12.

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Fig. 13.

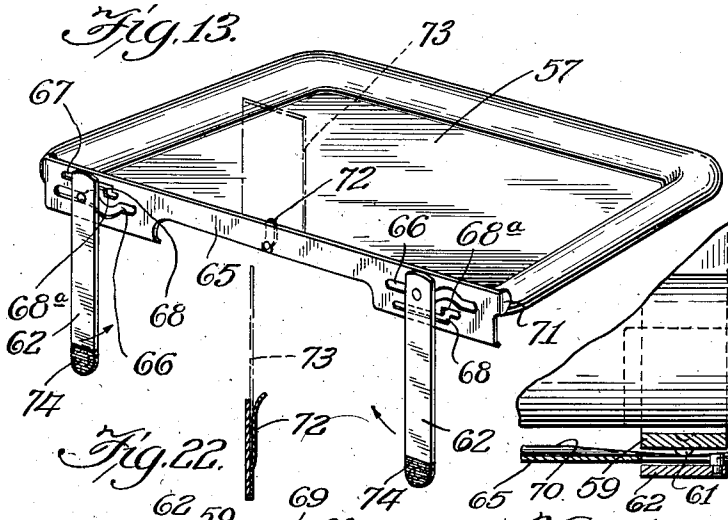


Fig. 16.

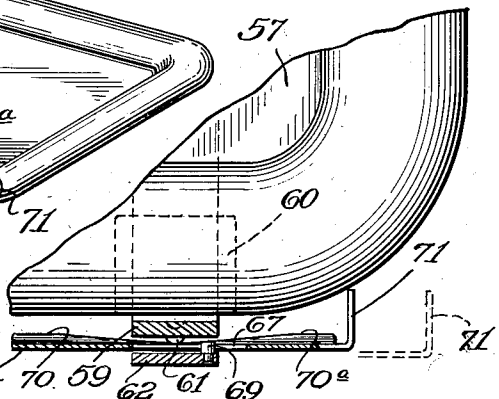


Fig. 22.

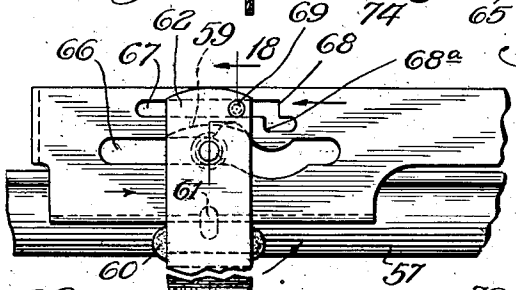


Fig. 14.

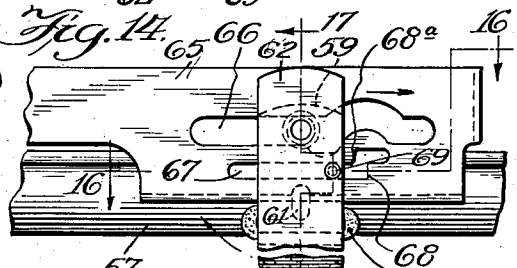
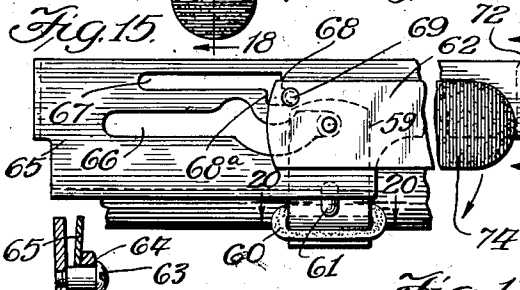
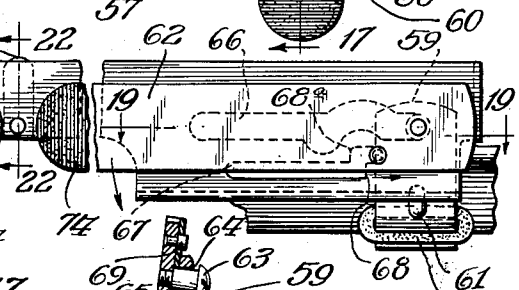


Fig. 15.





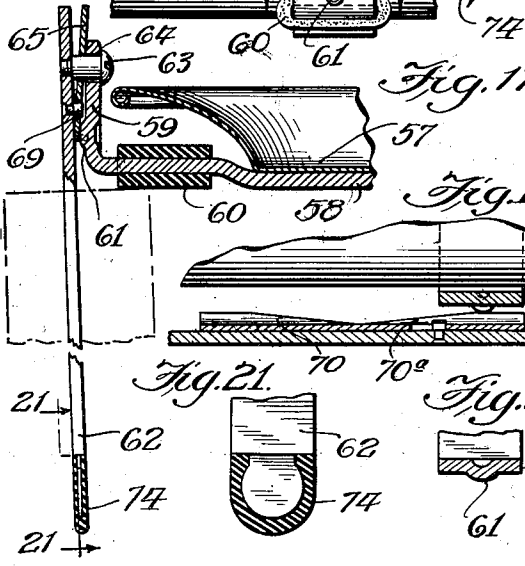


Fig. 17.

Fig. 19.

Fig. 21.

Fig. 20.

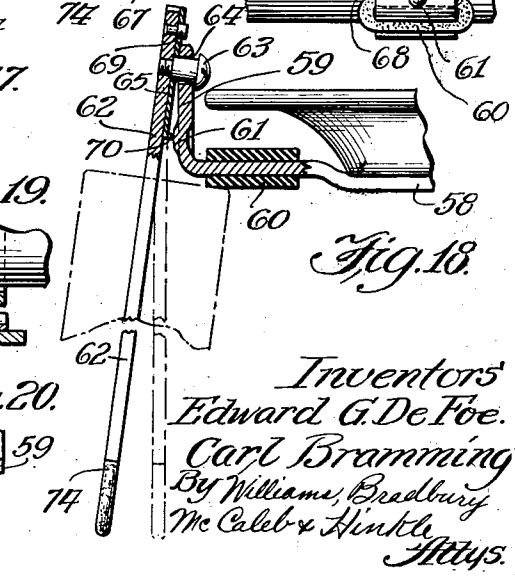


Fig. 18.

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Patented July 10, 1934 1,965,955

UNITED STATES PATENT OFFICE

1,965,955

CURB SERVICE TRAY

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Application January 22, 1932, Serial No. 588,074
Renewed December 4, 1933

19 Claims. (Cl. 45—51)

Our invention is concerned with the provision of an improved curb service tray, i. e. a tray particularly adapted for use in serving refreshments to the occupants of vehicles.

One of the objects of our invention is to provide a tray comprising simple and satisfactory means for temporarily mounting it in and/or on an automobile in such a way that it is readily accessible to one or more of the occupants.

Another object of the invention is to provide a tray comprising simple and effective means for adjusting its supporting surface when the tray, on being applied to the automobile, has assumed an objectionable inclination to the horizontal.

Another object of the invention is to provide a tray comprising supporting elements which are adapted to depend from the tray when it is mounted on an automobile, but which elements are adapted to lie out of the way, above the tray bottom, or in other words, within the receptive depth of the tray when the tray is not so mounted.

A further object of the invention is to provide a curb service tray which may be readily attached to and detached from a vehicle without marring or scratching any of the surfaces of the vehicle with which the tray contacts.

These and other features, objects and advantages of the invention more fully appear in the following detailed description, wherein reference is made to the accompanying drawings, in which

Fig. 1 is a perspective view illustrating our improved tray applied to the door of an automobile of one of the enclosed body types;

Fig. 2 is an end elevational view of the tray, when mounted as shown in Fig. 1, the automobile door parts appearing in vertical section;

Fig. 3 is a fragmentary view, taken on the line 3—3 of Fig. 8, partly in section and partly in elevation, this view illustrating one of two tray carried metal straps, its associated tray supporting arm, and the means for varying the degree of inclination between the arm and the upturned portion of the strap whereon the arm is pivotally mounted;

Fig. 4 is a view partly in section and partly in elevation, taken on the line 4—4 of Fig. 8;

Fig. 5 is a view partly in section and partly in elevation, taken on the line 5—5 of Fig. 8;

Fig. 6 is an edge view of the tray as it appears when ready for application to a vehicle door, the horizontal positions which the tray supporting arms may assume being indicated by dotted lines in this figure;

Fig. 7 is a fragmentary top plan view of one of the corners of the tray and the mechanism associated therewith;

Fig. 8 is an enlarged vertical section taken on the line 8—8 of Fig. 3;

Fig. 9 is an enlarged top plan view of one of the tray supporting arms and the mechanism for varying its inclination with respect to the supporting surface of the tray;

Fig. 10 is a side elevational view of one of the tray supporting arms and the mechanism for varying its inclination with respect to the supporting surface of the tray;

Fig. 11 is a perspective of a modified and simplified tray embodying certain features of the present invention;

Fig. 12 is an end elevational view of the tray shown in Fig. 11;

Fig. 13 is a perspective illustrating a modified embodiment of the invention whereon the tray supporting arms may be restored to their upper or horizontal positions by the member which also serves to adjust their angularity with respect to the supporting surface of the tray;

Fig. 14 is an enlarged elevational view of the tray supporting arms and their controlling bar, the arms being shown in the vertical positions of Fig. 13, i. e. in the positions to which said bars drop by gravity when unlocked from their horizontal positions;

Fig. 15 is a view generally similar to Fig. 14 but showing the tray supporting arms as they appear when locked in their upper or horizontal positions;

Fig. 16 is a fragmentary plan view of one corner of the tray, the contiguous tray supporting arm and its controlling mechanism being illustrated in a section taken on the line 16—16 of Fig. 14;

Fig. 17 is a vertical section taken on the line 17—17 of Fig. 14;

Fig. 18 is a vertical section generally similar to Fig. 17, but illustrating how the angularity of the tray supporting arms, with reference to the supporting surface of the tray, is determined by adjustment of the bar which operates said arms;

Fig. 19 is a view generally similar to Fig. 16, but having its section taken on line 19—19 of Fig. 15;

Fig. 20 is a horizontal section taken on the line 20—20 of Fig. 15;

Fig. 21 is a fragmentary detail of the rubber tip of one of the tray supporting arms, this view being taken on the line 21—21 of Fig. 17; and

Fig. 22 is a vertical section taken on the line 22—22 of Fig. 15.

Similar characters of reference refer to similar parts throughout the several views.

Referring first to Figs. 1 and 2, at 30 we have shown one of the front doors of an enclosed automobile, the door being provided with a conventional glass panel 31 adapted to be dropped into and be raised from the door compartment 32. At 33—33 are shown the sill elements between which the panel 31 is adapted to be raised and lowered in any suitable or well known manner.

The embodiment of our invention illustrated in Figs. 1 to 10 inclusive comprises the tray proper 34, preferably formed of metal, to the bottom of which is spot welded a pair of transverse metal straps 35—35 having upturned ends 36—36 which lie adjacent the same longitudinal edge of the tray. The angularity of the upturned ends 36—36 with respect to the straps by which they are carried, preferably is slightly acute. Encircling each strap 35 at or adjacent its upper end is a suitable cushioning sleeve 37, which preferably is formed of soft rubber.

Each of the upturned strap ends 36 is apertured at 38 and is provided with end edge and side edge notches, 39 and 40 respectively, which, in their relation to the axis of aperture 38, are located ninety degrees apart. Located in each of the apertures 38 is a loose sleeve 41 which lies around the threaded portion of a screw 42, a washer 43 preferably being inserted between each sleeve 41 and the head of its associated screw 42.

The threaded extremity of each screw 42 preferably is threaded and riveted into the end of one of a pair of tray supporting arms 44—44, these tray supporting arms preferably being formed of scrap steel stock having substantial rigidity and having unpivoted ends of tapering cross section as indicated at 45—45 in Fig. 8.

Each of the tray supporting arms 44 is provided at its upper or pivoted end with a lug 46, which conveniently is pressed from the metal of the arm, such lug preferably being substantially V shaped in cross section, as viewed in both Figs. 5 and 7.

The lug 46 of each of the tray supporting arms 44 is adapted to engage in the notches 39 and 40 of its associated upturned strap portion 36—i. e. adapted to engage in the notch 39 when the arm depends from the tray, as shown by the full lines in Fig. 6, and adapted to engage in notch 40 when the arm occupies the raised or broken line position of the same figure.

At 47 is shown a locking and adjusting device, common to both of the tray supporting arms 44—44, such adjusting device consisting of an elongated metal strap member provided near its ends with elongated slots 48—48, which slidingly receive the sleeves 41—41 to which we previously have alluded. The metal at the upper and lower edges of each of the slots 48 is turned laterally and conformed to constitute wedges or straight faced cams 49—49 which cooperate with the washers 43 of the screws 42. The wedges or cams 49—49 terminate short of the ends of their associated slots 48. All of the wedges or cams taper in the same direction (i. e from right to left as viewed in Figs. 3, 6 and 7). The bar 47 is provided with offset ends 50—50 to facilitate its lateral shift with respect to the tray.

When the tray is not mounted on a vehicle door or other suitable support, the arms 44 may occupy the horizontal or dotted line positions of Fig. 6. In this horizontal position the arms are above the tray bottom, or in other words, they are within the receptive depth of the tray. When the arms 44 occupy these upper or horizontal positions their lugs 46 engage in the notches 40 of the upturned ends 36 of straps 35, and are tightly held in such notches due to the cooperation of the wedging cams 49 with the washers 43 of screws 42. When the supporting arms are to be locked in their upper or horizontal positions, the bar 47 is shifted slightly to the left from the position shown in Fig. 6.

Let us assume that the tray 34 is loaded and is to be mounted upon the car door, either interiorly, as indicated by full lines in Fig. 1, or exteriorly, as indicated by the dotted lines in the same figure. The waiter, with a finger of one of the hands with which he is supporting the tray, shifts the bar 47 to the right (Figs. 6 and 7) to permit the lugs 46—46 of the supporting arms to become unlocked from the notches 40—40, which such lugs occupy when the supporting arms are in their elevated or horizontal positions. When this occurs, the supporting arms drop by gravity to the vertical positions illustrated in the drawings. The supporting arms 44—44 are then inserted into the glass panel slot of the door, as shown in Figs. 1 and 2, with the rubber cushions 37—37 resting upon one of the sills 33, and with the lower ends of the supporting arms bearing against the glass panel 31. Usually, when the supporting arms are thus inserted into the door slot, it will be found that the supporting surface of the tray does not occupy a true horizontal plane. In most instances, due to the clearance between the glass panel 31, and the sill whereon the cushions 37 rest, and/or the lateral curvature of a road whereon the vehicle is standing, the tray will incline downwardly away from the door. To cause the supporting surface of the tray to assume a truly horizontal position, the bar 47 is then pressed to the left (Figs. 1, 6 and 7). When this occurs, the camming wedges 49 cooperate with the washers 43 of screws 42 to draw the tops of the upturned ends 36 of straps 35 toward the upper extremities of the supporting arms 44. When this occurs, the lower portions of the upturned ends 35, having the contiguous portions of the supporting arms 44 as their fulcrums, turn in the clockwise direction (Fig. 8), this movement being continued until the supporting surface of the tray assumes a truly horizontal plane. Under these conditions, the lugs 46—46 at the upper ends of the supporting arms 44 are engaging in the notches 39—39 at the tops of the upturned ends 36 of the tray carrying straps 35. Since the adjusting bar 47 is common to both of the supporting arms 44, it will be understood that the angularity of the two supporting arms 44, with respect to the supporting surface of the tray, may be effected simultaneously and to precisely the same extent. This adjustment of the supporting arms to place the supporting surface of the tray in the true horizontal position, is very readily and easily accomplished by slight pressure of one finger upon the right hand end (Fig. 7) of the adjusting bar 47.

After the tray is removed from the car door, and when it is desired to restore the supporting arms 44 to their raised or horizontal positions, the bar 47 is moved as far as possible to the right (Fig. 6) thus permitting the disengagement of the arm lugs 46 from the notches 39 of the upturned ends of straps 35. Both arms then may be swung to their horizontal positions and there locked by a left hand movement (Fig. 6 of bar 47). This last

mentioned movement of the bar 47, due to the cooperation of wedging cams 49 with the washers 43 of screws 42, causes the supporting arm lugs 46 tightly to engage in the lateral notches 40 of the upturned ends 36 of the tray supporting straps 35.

In the embodiment of the invention just described, the supporting arms 44 are restored to their raised or horizontal positions by separately moving them—as distinguished from the embodiment of the invention shown in Figs. 13 to 22 inclusive, wherein the restoration of the supporting arms to their horizontal positions is accomplished by actuation of the bar, which also adjusts their angularity with respect to the supporting surface of the tray.

In the simplified construction of Figs. 11 and 12, the tray proper is indicated at 51 and the supporting straps, which preferably are welded to the tray bottom, are indicated at 52. Cushioning sleeves of rubber or the like are indicated at 53. Each of the straps 51 has an end 55 turned upwardly at right angles to the body of the strap. Hinged to each of the upturned strap ends 55, for swinging movement on a horizontal axis, is a tray supporting arm 56,—a slot in the upturned strap end and a loop formed on the contiguous end of the arm affording the requisite hinge connection.

When the tray of Figs. 11 and 12 is being carried, the arms 56 may be caused to overlie the supporting surface of the tray, as shown in the drawings, at which time said arms may be utilized to hold sandwiches, packages of cigarettes and other articles, in position on the tray. When the tray is to be applied to a car door, the arms 56 are swung to the dotted line position of Fig. 12,—ready for insertion into a car door, as are the supporting arms of the tray previously described.

In the preferred embodiment of our invention illustrated in Figs. 13 to 20 inclusive, the tray proper is illustrated at 57, the welded-on supporting straps are shown at 58, the upturned ends of the straps are shown at 59, and the cushioning sleeves with which the straps are provided are indicated at 60. Each upturned strap end 59 is provided with a vertical rib 61, which preferably is pressed from the metal of the said upturned strap end, as indicated in Figs. 18 and 20.

Pivoted to each of the upturned strap ends 59 is a tray supporting arm 62, the pivotal connection being afforded by a shoulder screw 63, the cylindrical unthreaded portion of which extends rather loosely through an aperture 64 in the upturned strap end.

The operating bar for the supporting arms 62 is shown at 65, said bar lying between the supporting arm 62 and the upturned strap ends 59 and being provided with slots 66 which receive the cylindrical portions of screws 63,—said slots 66 having straight and curved portions, as shown in Figs. 14 and 15. Also formed in the bar 65 are slots 67, each of which is contiguous to one of the aforesaid slots 66. Each of the slots 67 comprises a relatively long straight portion merging, at shoulders 68 and 68*a*, into a shorter but parallel straight portion. Each of the tray supporting arms is provided with a pin 69, which is adapted to engage in one of the slots 67. The slots 66 and 67 and pin 69, at each end of the bar 65, are similarly but reversely arranged with respect to the corresponding slots and pin at the other end of the bar, this being so because the tray supporting arms 62 are designed to swing simultaneously in opposite directions when actuated toward and away from their raised or horizontal positions.

Located at the lower edge of each end of the operating bar 65 are cams 70 and 70*a*, the cams being formed of the metal of the bar, and the cams of each pair tapering in opposite directions and being most narrow at their contiguous ends (see Fig. 19). Each pair of cams 70 and 70*a* is adapted to cooperate with one of the ribs 61 of one of the upturned strap ends 59.

The operating bar 65 preferably is provided at each of its ends with an offset finger piece 71. Moreover, the operating bar preferably carries, at its central portion, a spring clip 72 adapted to receive and support a menu card or the like, indicated at 73. The said clip 72 is shown as consisting of a small piece of spring metal riveted to the bar 65, but if desired the clip may be welded to the bar or be in the form of a spring tongue struck from but not severed from the metal of the bar.

The lower ends of the tray supporting arms 62 preferably are provided with rubber tips 74 of the kind clearly illustrated in Figs. 17 and 21.

Let us assume that the tray supporting arms 62 are in the positions illustrated in Figs. 13 and 14 and that we desire to cause the said tray supporting arms to occupy the raised or horizontal positions indicated in Fig. 15. To accomplish this purpose the operating bar 65 is pressed to the left (Figs. 13 and 14). The first result of this movement of the bar 65 is an engagement of cams 70*a* with ribs 61 to insure that both of the pins 69 are in cooperative engagement with their respective slots 67. The next result of the said left hand movement of the operating bar 65 is the engagement of the shoulders 68 of the slots 67 with the pins 69. When the said shoulders engage the said pins, the supporting arms 62 simultaneously are swung toward each other and upwardly to the positions shown in Fig. 15,—the curvature of the slots 66 permitting the proper cooperation of the pins 69 with the slots 67 and permitting the pins 69 to engage in the shorter portions of the slots 67 after the supporting arms 62 have reached the horizontal positions of Fig. 15. With the upper supporting arms 62 in the raised or horizontal positions of Fig. 15, and with the operating bar 65 in the positions of Figs. 15 and 19, the cams 70*a* of the bar 65, cooperating with ribs 61, tighten up the moving parts and hold them against rattling.

When it is desired to mount the tray upon an automobile door or the like, the operating bar 65 is moved from left to right (Figs. 13 and 15). The first result of this movement of the bar 65 is a movement of the cams 70*a* with respect to ribs 61 to permit a loosening of the relatively movable parts. The next result of such movement of the operating bar 65 is the engagement of shoulders 68*a* of the slots 67 with pins 69. When this occurs, the tray supporting arms 62 are forced downwardly and away from each other to the positions shown in Figs. 13 and 14,—the curvatures of the slots 66 again permitting the proper cooperation of pins 69 with their slots 67. The supporting arms 62 now may be inserted into the glass panel opening of an automobile door in the manner shown and described in connection with that embodiment of our invention illustrated in Figs. 1 and 2. If, after the insertion of the tray supporting arms 62 into the car door, it is found that the loaded tray inclines downwardly away from the door, the suppporting surface of the tray may be brought to the true horizontal by from the door, the supporting surface of the 65 (Figs. 13 and 14) until the cooperation of the

cam 70 with the ribs 61 has accomplished the desired result.

Having thus illustrated and described our invention in several practical embodiments, we do not limit ourselves to the particular construction and arrangement of parts herein described and illustrated, the tray being susceptible to many modifications without departure from the scope of our invention, as defined by the appended claims.

What we claim is new and desire to secure by Letters Patent of the United States is:

1. In combination a tray, supporting arms pivotally mounted on said tray, said arms being capable of pivotal movement with respect to the tray in parallel planes transverse to the supporting surfaces of the tray, said arms also being capable of pivotal movement in a common plane substantially at right angles to said parallel planes, and an adjusting member adapted when actuated to adjust said arms, with respect to the tray, in the parallel planes aforesaid.

2. In combination a tray, supporting arms pivotally mounted on said tray, said arms being adapted for pivotal movement with respect to the tray in parallel planes transverse to the supporting surface of the tray, said arms also being capable of pivotal movement in a common plane substantially at right angles to said parallel planes, and an operating and adjusting member for said arms adapted by its manipulation to swing said arms in their common plane and effect their adjustment, relative to the supporting surface of the tray, in the parallel planes aforesaid.

3. In combination with a tray, a pair of arms carried by the tray at one edge thereof adapted to depend from the tray for insertion into a vehicle door slot, and means pivoting the arms to the tray so that they may be swung to positions within the receptive depth of the tray.

4. In combination with a tray, a pair of arms carried by the tray at one edge thereof adapted to depend from the tray for insertion in a vehicle door slot, means pivoting the arms to the tray so that they may be swung to posiitons within the receptive depth of the tray, and a member movable adjacent the aforesaid edge of the tray adapted simultaneously to swing said arms from their raised positions to their depending positions and vice versa.

5. In combination with a tray, a pair of arms carried by the tray at one edge thereof adapted to depend from the tray for insertion in a vehicle door slot, means pivoting the arms to the tray so that they may be swung to positions within the receptive depth of the tray, and an actuating bar movable in a line parallel to said tray edge adapted to swing said arms from their raised positions to their depending positions and to lock them in said positions.

6. In combination with a tray, a pair of arms carried by the tray at one edge thereof adapted to depend from the tray for insertion in a vehicle door slot, means pivoting the arms to the tray so that they may be swung to positions above the bottom of the tray, and an actuating and adjusting bar movable in a line parallel to one edge of said tray, said bar being adapted to lock said arms in their raised positions and camming means coacting with a part of said tray to adjust the arms, in planes transverse to the supporting surfaces of the tray, when said arms are in their depending positions.

7. In combination with a tray, a pair of arms carried by the tray at one edge thereof adapted to depend from the tray for insertion in a vehicle door slot, means pivoting the arms to the tray so that they may be swung to positions above the bottom of the tray, and an actuating and adjusting bar movable adjacent said edge of the tray and connected to said arms to swing them from their raised positions to their depending positions, and vice versa, and means on said bar in camming engagement with a part of said tray for adjusting said arms, with respect to the tray, in substantially parallel planes transverse to the supporting surface of the tray.

8. In combination with a tray, a pair of supporting arms mounted on the tray for pivotal movement in a plane substantially parallel to one edge of the tray, said arms also being capable of pivotal movement in planes at right angles to the aforesaid plane, and an operating member, common to said arms, adapted by rectilinear movement to swing said arms in the first plane aforesaid and adjust them in the parallel planes aforesaid.

9. In combination with a substantially rectangular tray, depending arms pivoted to the tray at one side thereof and an adjusting member capable of longitudinal movement adjacent and parallel with the aforesaid side of the tray, connections between said adjusting member and said arms and means variably moving said member by a camming action whereby longitudinal movement of said adjusting member effects adjustment of said arms in parallel planes perpendicular to the plane of said tray.

10. In combination with a tray, a supporting arm depending from said tray, an operating bar capable of longitudinal movement, connections between said bar and arm, and means variably moving said bar by a camming action, whereby longitudinal movement of the bar acts to adjust said arm in a plane perpendicular to the plane of said tray.

11. In combination with a tray, a supporting arm pivoted to the tray at one side thereof, and an adjusting member carried by the tray adjacent and parallel with the aforesaid side thereof, and connections between said arm and said adjusting member whereby movement of the latter acts to adjust said arm in a plane perpendicular to the plane of said tray.

12. In combination with a tray, a spaced pair of supporting arms depending from the tray at one edge thereof, a bar carried by the tray, said bar being movable adjacent the aforesaid edge of the tray, and connections between said bar and said arms whereby longitudinal movement of said bar acts to swing said arms in a common vertical plane and whereby additional longitudinal movement of said bar acts to adjust said arms in vertical planes transverse of the edge of said tray.

13. A service tray comprising depending supporting arms, and a bar common to said arms parallel to the side of the tray adapted by its longitudinal movement to cause pivotal movement of said arms in parallel planes perpendicular to the plane of said tray.

14. In combination, a tray, a pair of supporting arms having their lower ends adapted for insertion in a car door slot or the like, mounted at one edge of the tray and having their upper ends mounted on the tray to shift their position from one projecting in a plane substantially at right angles to the tray to folded position in which they do not so project, bodily movable adjusting means operating between the tray and arms to so project or fold the arms, and cam devices engageable

at the close of the projecting bodily movement of said means variably to determine and secure the angle of the plane of the arms to the tray.

15. In combination a tray, a pair of supporting arms having their lower ends adapted for insertion in a car door slot or the like, depending from one edge of the tray and having their upper ends pivotally mounted on the tray to permit movement of said arms with respect to the tray in parallel planes transverse to the supporting surface of the tray, an abutment on said tray, and a supporting arm adjusting member carried by the tray in camming engagement with said abutment and adapted by its manipulation variably to effect such movement of the arms in the parallel planes aforesaid, said adjusting member acting upon said arms adjacent their points of attachment to the tray.

16. In combination with a tray, a pair of supporting arms, each arm having one of its ends hinged to the tray adjacent one of the edges of the tray, said arms being adapted to depend from the tray for engagement in a car door slot or the like and adapted to be swung into raised positions substantially parallel and closely adjacent to the supporting surface of the tray, and an actuating device, operatively connected with both of said arms and supported by and movable with respect to the tray, said actuating device being arranged and adapted, by certain of its movements, to swing said arms to and from their depending positions, and means engaged, by others of its movements, to adjustably limit the angularity of the plane of the supporting arms relative to the supporting surface of the tray, when said arms are in their depending positions and engaging in a car door slot or the like, and thus bring the supporting surface of the tray to the horizontal.

17. In combination with a tray, a pair of supporting arms, each arm having one of its ends hinged to the tray adjacent one of the edges of the tray, said arms being adapted to depend from the tray for engagement in a car door slot or the like and adapted to be swung into raised positions closely adjacent to the supporting surface of the tray, and an actuating device, operatively related to both of said arms, and supported by and movable with respect to the tray, means facilitating variable adjustment and holding of the angularity of the plane of the arms relatively to the supporting surface of the tray by manipulation of the actuating device when the arms are in their depending positions and engaging in a car door slot or the like, and thus level the supporting surface of the tray.

18. In combination with a tray, a pair of supporting arms, each arm having one of its ends hinged to the tray adjacent one of the edges of the tray, said arms being adapted to depend from the tray for engagement in a car door slot or the like and adapted to be swung into raised positions closely adjacent to the supporting surface of the tray, and an actuating device operatively related to both of said arms and supported by and movable with respect to the tray, said actuating device being adapted by one of its movements to swing said arms from their depending positions to their raised positions, and means causing it, by others of its movements, to adjust the angularity of the plane of the supporting arms to the supporting surface of the tray, when said arms are in their depending positions and engaging in a car door slot or the like, and thus level the supporting surface of the tray.

19. In combination with a tray, car door engaging means adjacent one edge of the tray arranged to rest upon a car door, a pair of supporting arms each having one end hinged to the aforesaid edge of the tray and adapted to depend from the tray into the slot of a car door whereon the aforesaid engaging means rests, said arms being adapted to be swung into raised positions substantially parallel and adjacent to the supporting surface of the tray, and an actuating device, operatively connected with both of said arms and supported by and movable with respect to the tray, said actuating device being adapted, by certain of its movements, to swing said arms to and from their depending positions and means causing it, by others of its movements, simultaneously and equally to adjust the angularity of the plane of the supporting arms to the supporting surface of the tray, thus to level the tray by turning it about the points of contact between the car door and the aforesaid car door engaging means.

EDWARD G. DE FOE.
CARL BRAMMING.

CERTIFICATE OF CORRECTION.

Patent No. 1,965,955. July 10, 1934.

EDWARD G. De FOE, ET AL.

It is hereby certified that error appears in the printed specification of the above numbered patent requiring correction as follows: Page 3, line 149, strike out the words "from the door, the supporting surface of the" and insert instead continuing the left to right movement of the bar; and that the said Letters Patent should be read with this correction therein that the same may conform to the record of the case in the Patent Office.

Signed and sealed this 11th day of September, A. D. 1934.

Leslie Frazer

(Seal) Acting Commissioner of Patents.