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F. MERHAR

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COMBINATION SERVING TRAY AND TABLE FOR AUTOMOBILES

Filed Aug. 19, 1930

Fig. 1.

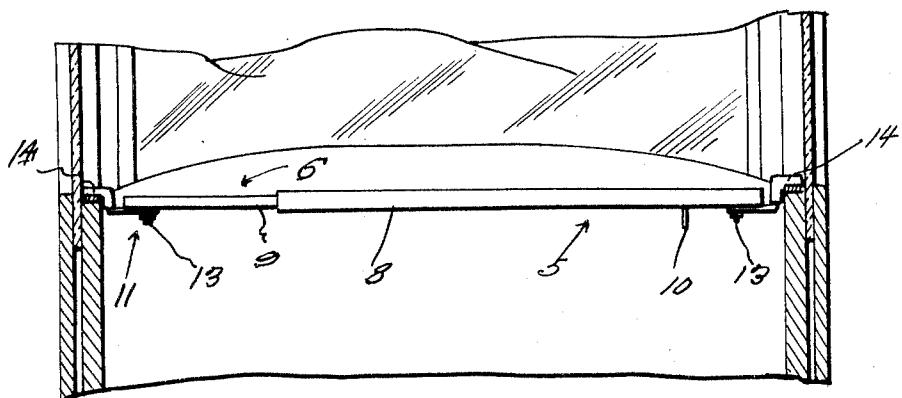


Fig. 2.

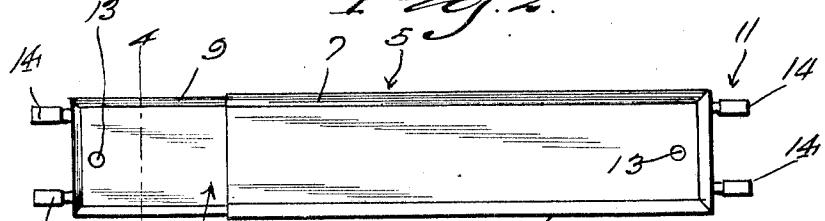


Fig. 3.

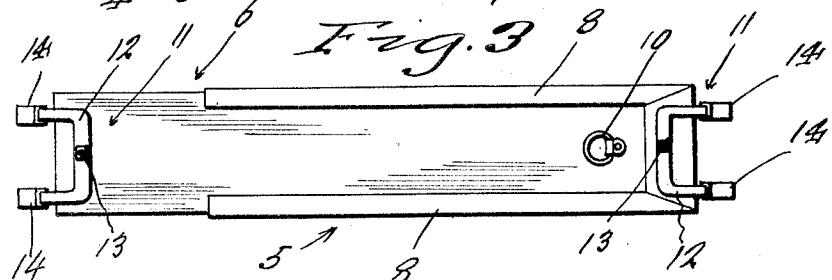
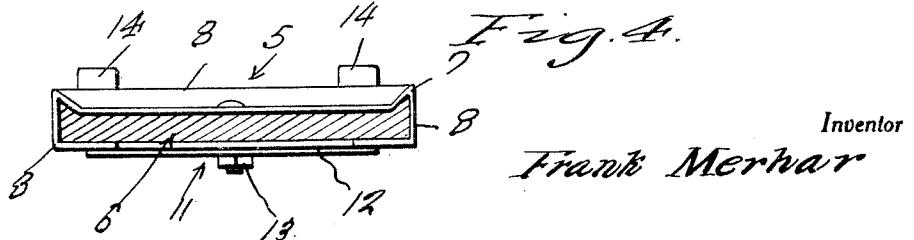


Fig. 4.



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COMBINATION SERVING TRAY AND TABLE FOR AUTOMOBILES

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This invention relates to an automotive appliance in the nature of a supplemental device, which is constructed to function in a double capacity, namely, as a serving tray for food, soft drinks and the like, and secondly as a table for temporary installation in the car to expedite usage.

I am aware of the fact that the broad principle of an extensible detachable temporary table and serving tray is not broadly new in the prior art. Therefore, I wish to call attention to the fact that the present improvements and refinements are predicated upon a structure which is characterized by a sturdy arrangement of parts, a structure which is susceptible of convenient carrying, and equally desirable for expeditious placement in the machine in a safe and dependable manner.

Otherwise stated, the present novelty is predicated upon a unique organization of parts which are so structurally organized as to better fulfill the requirements of a structure of this class, whereby to permit it to be conveniently employed at road stands and the like for carrying edibles and drinks from the stand to the car and placing the tray and article in the car to be used temporarily as a table to facilitate consumption by the occupants of the car, without requiring alighting from the car.

Other features and advantages will become more readily apparent from the following description and drawings.

In the drawings:

Figure 1 is an elevational view of the device, in the form serving as a table in a machine.

Figure 2 is the device contracted to serve as a tray.

Figure 3 is a bottom plan view of Figure 2.

Figure 4 is a cross section on an enlarged scale on the line 4-4 of Figure 2.

The body portion of the device is composed primarily of two major parts, namely a metallic casing 5, at one end, and a wooden slide or board 6, at the opposite end. The metal casing is of the elongated rectangular form and of hollow construction, and serves somewhat as a female section. It has the marginal

edge arranged as at 7, to form a sort of retaining rim.

In addition, it is formed with channel shaped guides 8 to receive the edge portions of the male sections 6, which telescopes thereinto. The section 6 as before stated is in the form of a wooden board, which is appropriately ornamented and provided with a marginal upstanding rim 9, which slides into the rim portion 7. At the inner end of the board, at the bottom thereof, is a finger rim 10, to facilitate the adjustment of the respective section. Each section is provided with a suspension bracket generally designated by the numeral 11. This bracket includes a substantially U-shaped portion, whose bight is detachably and pivotally joined by a bolt and nut connection at 13. The arm portions thereof extend beyond the adjacent ends and are laterally offset upwardly to form spaced hooks. These hooks are covered by rubber sleeves 14, to prevent marring of the car. The hooks seen in Figure 1, and used in the car engage over the edges of the window opening. This, therefore, temporarily supports the device in the machine to serve as a table.

Particularly do I wish to emphasize the two-fold purpose of the invention. In one instance it serves as a carrying tray for expediting service between a road stand and a parked car. Secondly, it serves as a temporary table for installation in the car, within convenient reach of the occupants of the car to facilitate the convenient usage for eating purposes. The board is of such cross sectional proportions that it fits snugly and frictionally in the encasing metallic section 5. This facilitates extension to promote accurate adjustment for dependable suspension in the car. The finger ring 10 is important in facilitating this adjustment. Likewise the U-shaped brackets at the opposite ends of the casings and boards respectively are such as to permit them to be angled properly for secure maintainance of the device in the car. These and other important features will be quite clear to persons skilled in the art, to which the invention relates. Therefore a more lengthy description is regarded as unnecessary.

Minor changes in shape, size, materials and rearrangement of mechanical features may be resorted to, in actual practice, without departing from the spirit or scope of the invention defined in the accompanying claim, if desired.

5 What is claimed is:

A tray of the class described comprising a pair of telescoping sections, a U-shaped bracket at the outer end of each section, a bolt for connecting each bracket to the section, said bolt passing through the section and through the bight of the bracket whereby the bracket is pivotally connected to the section, a nut on the bolt for holding the bracket in adjusted position, the ends of each bracket projecting beyond the section and having angle-shaped extensions for resting on an object and preventing longitudinal movement 20 of the tray.

In testimony whereof I affix my signature.
FRANK MERHAR.

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