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G. A. KRISCHKE
TABLE FOR AUTOMOBILES

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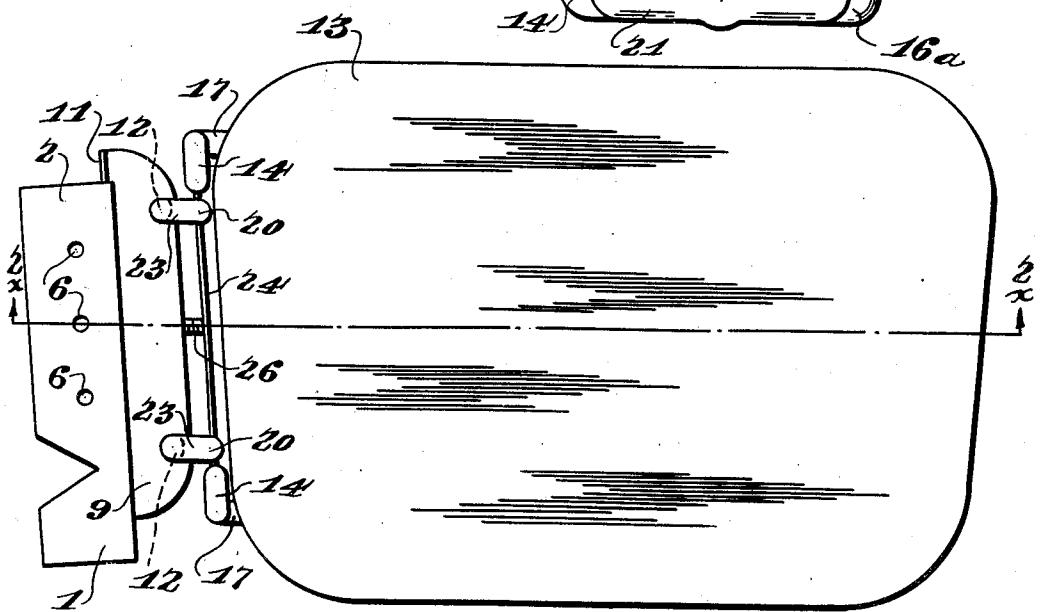
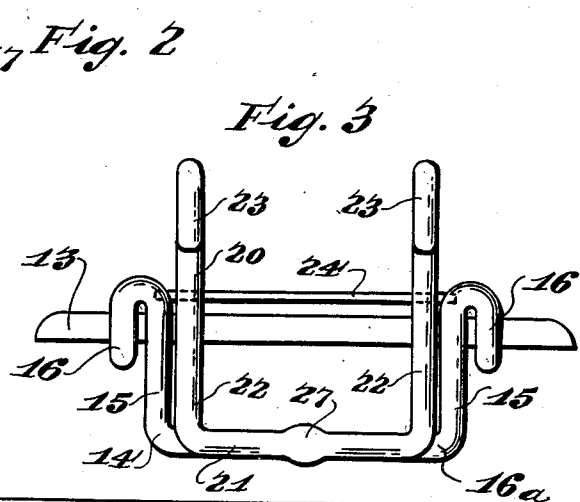
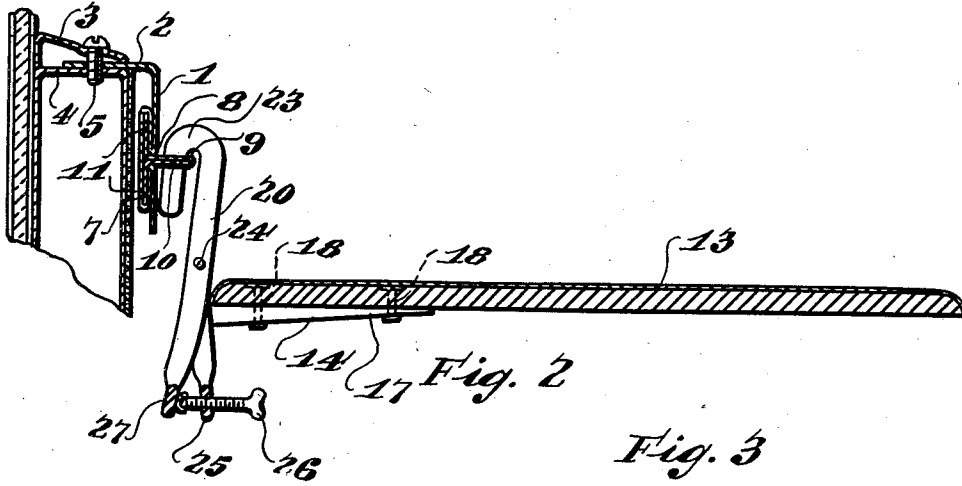


Fig. 1

INVENTOR
George A. Krischke

BY
Frank Kiefer
ATTORNEY

UNITED STATES PATENT OFFICE

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TABLE FOR AUTOMOBILES

George A. Krischke, Rochester, N. Y.

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3 Claims. (Cl. 311-22)

The object of this invention is to make a table and a support therefor for use in an automobile, more especially a sedan, or coupe, etc.

Another object of the invention is to provide a support for the table that is readily attachable to the door, window, or instrument board of the auto.

Another object is to provide cheap construction and give certain adjustments to the table.

These and other objects of the invention will be illustrated in the drawing, described in the specification, and pointed out in the claims at the end thereof.

In the drawing:

Figure 1 is a top plan view of the table and support.

Figure 2 is a vertical transverse section through the table and support on the line 2x-2x of Figure 1.

Figure 3 is an elevation of the table and hanger bracket therefor viewed from the left as these parts are shown in Figure 2.

In the drawing like reference numerals indicate like parts.

In the drawing reference numeral 1 indicates the stationary bracket that is fastened to the sill of the window or door of the car. This bracket has a lateral or horizontal extension 2 that slips under the molding 3 and rests on the sill 4 and is fastened in place by a screw 5. For the purpose of giving adjustment to this bracket, two or more screw holes 6, 6 are provided, as is shown in Figure 1. The bracket 1 consists of a single sheet of metal bent to the shape shown in cross section in Figure 2 and comprises a T-shaped guide 7, having a slot 8 therein. In this guide slides the sliding bracket 9, which is T-shaped and is bent up from a single sheet of metal. This bracket consists of a web 10 and two flanges 11. In the web 10 is provided two holes indicated at 12, 12 in Figure 1. This bracket can be adjusted by moving it endwise in the guide in the stationary bracket in which it engages.

As shown in the several figures, I provide a table 13, to which is fastened a stationary bracket 14. This stationary bracket is bent up of a single piece of wire or rod stock. This table bracket has a middle or intermediate part that is U-shaped comprising upright arms 15, 15 and a horizontal member 16a. The upright arms 15 are bent down at the top, forming members 16, 16, the lower ends of which are bent forwardly, as indicated at 17, to form arms that engage under the table 13 for the support of the table.

The table is attached to these horizontally extending arms as indicated at 18, 18.

This bracket 14 swings on a hanger 20, which is composed of a single piece of heavy wire or rod stock. This hanger has an intermediate part that is U-shaped and comprises the horizontal member on the stationary hanger 21 and the upright members 22, 22. The top of each upright member 22 is bent over and down to form hooks 23, 23 that engage in the holes 12, 12 shown in Figure 1.

The bracket 14 is mounted to swing on the hanger 20 and is connected thereto by a pin or shaft 24, which passes through suitable holes in the upright members 15 and 22, by which the parts are connected together. To get the ends of the pin 24 in place in the uprights 15, 15 the uprights 15, 15 are sprung apart sufficiently to permit the ends to be inserted in the holes or sockets therein, after which they are forced together again into their permanent position.

In the intermediate part 25 of the bracket 14 is threaded an adjusting screw 26, which screw can be turned forward or back. This screw rests loosely against the flattened part 27 of the horizontal member 21, and by turning the screw in or out the table 13 can be brought to a horizontal position.

In operation the stationary bracket 1 is fastened to the sill of the window or door of the car. The sliding bracket is then either inserted or brought to correct position, and then the hooks of the hanger bracket 20 are engaged in the holes 12 in the sliding bracket 9, and the table is brought to the correct position by adjustment of the screw 26.

I claim:

1. A table for an automobile comprising a fixed bracket adapted to engage the sill of the window or door of a car, said bracket having a T-shaped channel formed therein, a bracket having a T-shaped base engaging in said T-shaped channel, and sliding laterally thereon, a hanger supported from said sliding bracket, a bracket fastened to said table and swinging on said hanger, means on said table bracket by which it can be adjusted angularly with reference to the hanger for the purpose of placing the table supported thereby in horizontal position while the table extends inwardly from the door or window of the automobile.

2. A table for an automobile comprising a fixed bracket adapted to engage the sill of the window or door of a car, said bracket having a T-shaped channel formed therein, a bracket hav-

ing a T-shaped base engaging in said T-shaped channel, and sliding laterally thereon, a hanger having hooks thereon adapted to engage with said sliding bracket, a bracket fastened to said table and swinging on said hanger, and means on said table bracket by which it can be adjusted angularly with reference to the hanger for the purpose of placing the table supported thereby in horizontal position while the table extends inwardly from the door or window of the automobile.

3. A table for an automobile comprising a fixed bracket adapted to engage the sill of the window or door of a car, said bracket having a T-shaped channel formed therein, a bracket hav-

ing a T-shaped base engaging in said T-shaped channel, and sliding laterally thereon, a hanger having hooks supported from said sliding bracket, said hanger being formed from a single piece of wire, a bracket fastened to said table and swinging on said hanger, said bracket being formed from a single piece of wire, and means on said table bracket by which it can be adjusted angularly with reference to the hanger for the purpose of placing the table supported thereby in horizontal position while the table extends inwardly from the door or window of the automobile.

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