No. 853,051. PATENTED MAY 7, 1907.

L. A. ALSON.

DISPLAY RACK.

APPLICATION FILED SEPT. 17, 1906.

Fig. 1.

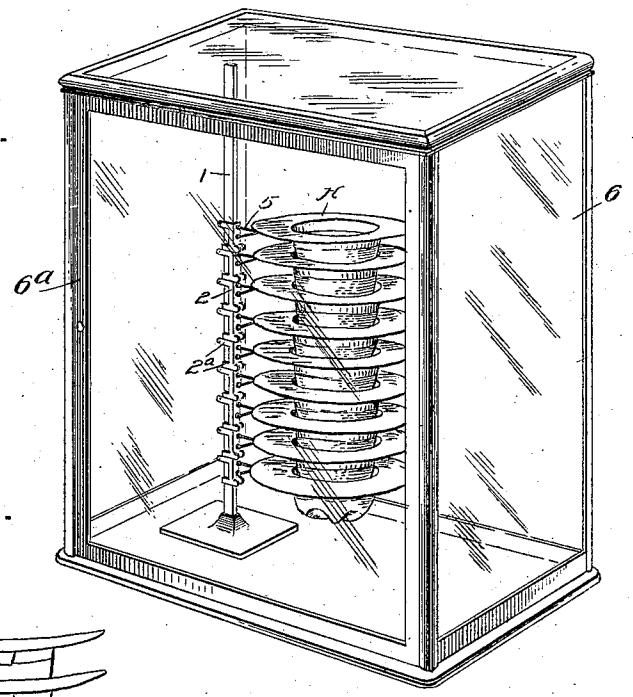


Fig. 2.

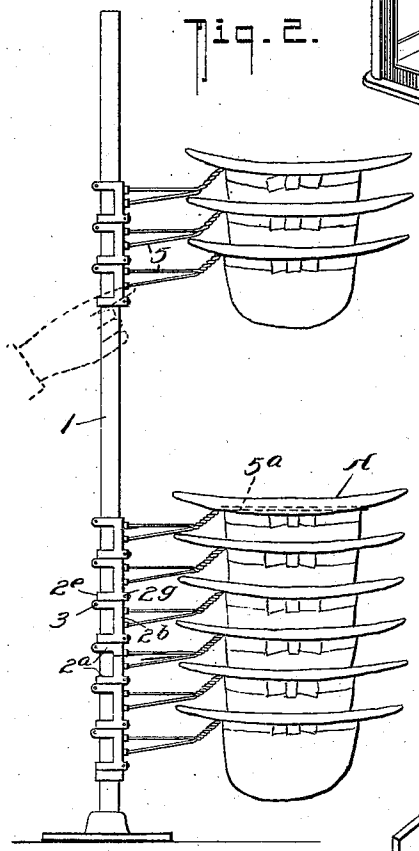


Fig. 3.

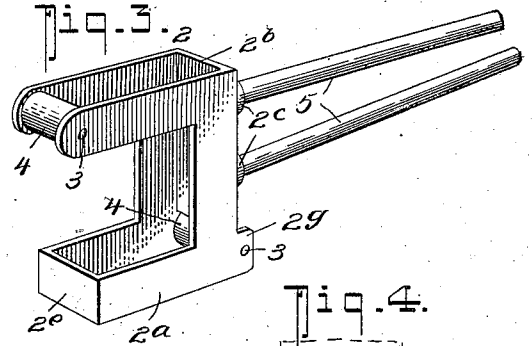


Fig. 4.

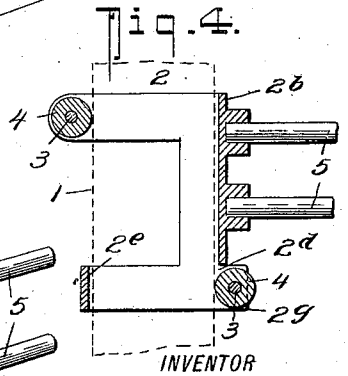
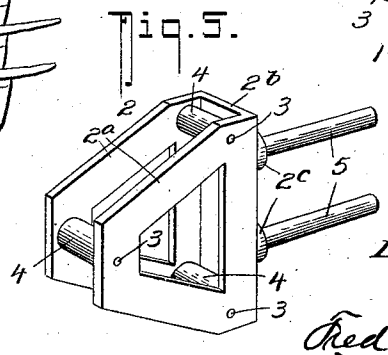


Fig. 5.



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DISPLAY-RACK.

No. 853,051. Specification of Letters Patent. Patented May 7, 1907.

Application filed September 17, 1906. Serial No. 334,948.

To all whom it may concern:

Be it known that I, LOUIS ANTHONY ALSON, residing at Water Valley, in the county of Yalobusha and State of Mississippi, have invented a new and Improved Display-Rack, of which the following is a specification.

My invention relates to certain new and useful improvements in display racks, and it more particularly seeks to provide a display rack for hats and the like, of a very simple and economical construction, which can be easily and cheaply manufactured and which will readily and effectively serve its intended purposes.

Generically, my invention comprises a base frame having a rod or post projected upwardly, a plurality of sliding frames mounted on the rod and a plurality of hat receiving arms detachably secured one on each sliding carriage, which arms have portions to receive the hat. The rod and the sliding carriages are made rectangular in cross section to prevent the carriages turning on the rod. A casing for the parts may also be provided where found desirable.

In its more detailed nature, my invention comprises certain improvements on my display rack disclosed in my co-pending application filed April 30, 1906, No. 314,382, and also comprises certain novel construction and arrangement of parts, all of which will be first described in detail, and then be specifically pointed out in the appended claims, reference being had to the accompanying drawings, in which:—

Figure 1, is a perspective view of my invention. Fig. 2, is a side elevation thereof, the casing being removed. Fig. 3, is a perspective view of one of the sliding carriages. Fig. 4, is a vertical longitudinal section thereof. Fig. 5, is a view similar to Fig. 3, of a slightly modified form of my invention.

Referring now to the accompanying drawings in which like numerals and letters of reference indicate like parts in all of the figures, 1 designates a vertical post of substantially rectangular cross section, which post is securely mounted to a suitable base or supporting plate that may be secured within a glass housing 6 to keep the entire rack and its contents dust proof.

Slidably mounted on the post 1 is a series of carriages 2 formed with side frames 2^a connected by a front plate 2^b which has lugs 2^c to receive the rack rods 5, hereinafter again referred to. Each carriage 2 is provided at the rear with a friction roller 4 mounted on a cross bolt 3 and at the front, the form of carriage shown in Figs. 1 to 4 inclusive has its front plate 2^b cut away as at 2^d and bent outwardly to form ears 2^g between which on a spindle or bolt 3 the roller 4 is held. The friction rollers 4 at the front and rear of the carriage bear against the end faces of the rod 1, it being understood that the passage for the rod 1 through the carriage 2 is of slightly larger cross sectional area than that of the rod 1, see dotted lines, Fig. 4. At the rear the carriage 2 is provided with a cross plate 2^e on the lower portion thereof, as shown. The rack bars 5 are formed of wire and twisted together and bent into a loop 5^a to receive the hat H in a manner similar to that shown in my co-pending application hereinbefore referred to and as clearly indicated in the drawings accompanying this application.

In Fig. 5, I have shown a slightly modified arrangement of my invention in which there are two friction rollers 4 adjacent the front face 2^b of the carriage and the cut away portion 2^d is eliminated, the rollers being mounted within the carriage. At the rear a single friction roller 4 is disposed midway between the front friction rollers 4 as indicated. By reason of the manner in which the carriages are mounted on the rod 1, and by reason of the friction rollers engaging the rod 1, I find that the operation of my invention is better performed than in my co-pending application hereinbefore referred to.

By referring to Fig. 2 of the drawings, it will be seen that the carriages may be separated to allow the removal of any hat desired, the weight of the hats on the upper rack arms 5 being sufficient to hold them in the position indicated in Fig. 2 until the carriage is slightly tilted to loosen its engagement with the rod when the friction rollers permit the upper carriages to be dropped down so they will assume the position shown in Fig. 1.

From the foregoing description, taken in connection with the accompanying drawings, it is thought the complete construction, operation and many advantages will be readily understood by those skilled in the art to which it appertains and I desire to say that many slight changes in the detailed construction and arrangement of the parts may be made without departing from the scope of the invention.

Having thus described my invention, what I claim and desire to secure by Letters Patent, is:—

1. A rack comprising a base, a rod projecting upwardly therefrom, a plurality of sliding carriages mounted thereon, hat receiving arms carried by said carriages, a plurality of relatively fixed rollers mounted in each carriage at one side of said rod, and a relatively fixed roller mounted in each carriage on the other side of said rod, substantially as shown and described.

2. A rack comprising a base, a rod projecting upwardly therefrom, a plurality of sliding carriages mounted thereon, hat receiving arms carried by said carriages, a plurality of relatively fixed rollers mounted in each carriage at one side of said rod, and a relatively fixed roller mounted in each carriage on the other side of said rod, said rollers lying in different horizontal planes, substantially as shown and described.

3. A rack comprising a base, a rod of rectangular cross section projected upwardly therefrom, a skeleton frame carriage slidably mounted on said rod and embracing the same, said carriage comprising a front portion and side portions, a shaft connecting said side portions together, a friction roller mounted on said shaft, and a second shaft mounted on the front of said carriage, and a friction roller on said second shaft, said friction rollers being relatively fixed and lying in different horizontal planes, substantially as shown and described.

LOUIS ANTHONY ALSON.

Witnesses:
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