PORTABLE CLOTHES HANGER HOLDER AND CARRIER

This invention relates to improvements in a portable clothes carrier of the type normally used in transporting clothing in an automobile and for that reason being mountable within the window frame of an automobile.

The general utility of such carriers is dramatically illustrated by their very widespread use by travelers. The type of carrier here contemplated is basically a two-piece affair, one component, which may be designated a post, being mountable within the window frame of an automobile, while the other component which may be designated the carrier, from which clothing on wire, wooden or plastic clothing hangers may be suspended, is held by the post. When it is desired to remove clothing from the automobile, it is not necessary that it be taken out garment by garment. Rather is the carrier component itself entirely detached from the post, and it, together with all of the clothing suspended therefrom, may be removed from the automobile. The carrier is adapted so that it, with its burden of suspended clothing, may be hung in a closet, so that garments need not be individually hung. There is thus provided a great convenience to the traveler who is merely stopping overnight, yet who wants to have his clothing made available with a minimum of effort.

One difficulty which arises in connection with such carriers as heretofore constructed has been that it has not been possible to securely mount the post component with ease within the window frame. Where not securely mounted, the post is often not adequate in its job as support for the carrier, and also, is always the case with loose parts in an automobile, a very disturbing rattle results. Accordingly, it is highly desirable that means be provided so that the post may easily but firmly be seated within the window frame. It is a primary object of this invention to provide such means.

The way in which this object is to be achieved is to provide a telescoping post, that is, a post having adjustable length, this feature being achieved by constructing the post of two members, one slideable within the other. A stop means is provided to fix a minimum length for the post, which in practice will be set to just permit loose insertion of the post into the window frame for the given automobile. A final lengthening adjustment by way of a cam action rotating member is then provided whereby the length of the post may be extended so that the post is urged into a position of firm and secure seating in the window frame. It will be observed that the construction provided will permit firm and secure seating in the window frame of any make of automobile. This universality of fit also is an object of this invention.

In a device of the type under discussion, it is imperative also that the carrier component seat securely in the post member for travel, yet be removable with a minimum of effort despite a full load of suspended garments from the post. A further object of this invention is to provide a jointure between carrier and post having the properties described. The way in which this is done is to form the post with inclined surfaces therein, which are suited to receive an inclined flange portion on the carrier. The latter portion on the carrier has associated therewith a resilient portion carrying a protuberance, which snaps into a protuberance-engaging hole in the post when it is desired that the carrier be retained within the post. Such an arrangement permits easy engagement and disengagement of carrier and post components.

It is apparent from the foregoing brief description of the present invention, that a highly useful device may be provided whose construction permits of very economical manufacture. The device is sturdy yet remarkably efficient. Its economy will result from the elimination of extra components, since substantially all of those necessary for a workable device are formed right into the two basic components of post and carrier. Economy of construction together with the preservation of full utility is a final aspect of this invention.

How these and many other objects are to be implemented will become apparent from a consideration of the accompanying drawings wherein:

Fig. 1 shows in front view the completely assembled structure mounted in an automobile window frame;

Fig. 2 is a sectional view as at 2—2 of Fig. 1;

Fig. 3 is an enlarged portion of the structure in the vicinity of the locking cam;

Fig. 4 is a rear view of the structure as it would appear when installed;

Fig. 5 is a front view of the structure showing the carrier in position when out of use;

Fig. 6 shows how the structure may be loaded when installed in an automobile window frame;

Fig. 7 illustrates how garments may be carried on the carrier when detached from the post, and

Fig. 8 illustrates how the carrier may be hung within a closet with garments still suspended therefrom.

The structure consists of a garment carrying member 10 which may be inserted, by means subsequently to be described, into what may be designated, in gross, a post 11. The post may be mounted between two edges of an automobile window frame, 12. The carrier 10 and post 11 each has mating portions formed therein whereby carrier 10 may be detachably inserted into post 11, and when so inserted, be securely held within the post. The mating parts on the carrier are inclined flanges 13 and 14 which respectively can be fitted onto inclined surfaces 15 and 16 formed in the post. Adjacent to inclined flange 14 on carrier 10 is resilient portion 17, which has formed therein a protuberance 20. Correspondingly, post 11 has resilient flanges 21 and 22 adjacent to inclined surfaces 13 and 14, with a protuberance engaging hole 23 suitably located for engagement with protuberance 20. Thus, inclined flanges 13 and 14 on the carrier may be inserted onto inclined surfaces 15 and 16 in the post, and when inserted, protuberance engaging hole 23 comes into engagement with protuberance 20, effectively locking the carrier and post together. Carrier 10 may simply be disengaged by exerting an upward force on it, and, because the area of the carrier on which the protuberance is located is resilient, the protuberance under such force will come free.

It will be noted that the carrier 10 is shaped with an opening 24 into which the hand may be inserted for carrying, apertures 25 into which the hooks of clothes hangers may be inserted, and a hooked portion 26 whereby the loaded carrier may be conveniently suspended from a closet bar.

Post 11 is constructed of two mutually slideable members 27 and 28, the former 27, fitting within the latter, whereby a telescoping of the post may be easily achieved. It is member 28 which has formed therein the accommodating means for the carrier.
Slidable member 27 has a longitudinal slit 31 therein along which the length adjusting mechanism, best seen in Fig. 3, may slide. This mechanism consists of a bolt 32 onto which is threaded a wing nut 33, and upon which also is mounted the free turning levered cam 34. It is thus apparent that the length of telescoping post 11 may be fixed at a length at which it fits loosely between edges 12 of an automobile window frame, by loosening nut 33, sliding bolt 32 to the appropriate position, and then tightening down nut 33. This coarse length adjustment is made with cam 34 in the position shown in Fig. 3. Cam 34 is in the nature of a final lengthening adjustment. Following the coarse length adjustment by means of nut 33, the length of the post may be finally adjusted by rotation of cam 34 in the direction indicated by the downward arrow shown in Fig. 3 to the dotted position which rotation will force slidable member 28 upward as indicated by the upward pointing arrow seen in Fig. 3. The post 11 is now securely locked in position with the automobile window frame. It can easily be removed by reversing the outlined installation procedure. At either end of post 11, at the portions which contact the window frame, resilient pads 35 are affixed to protect the finish along the edges of the window frame.

Member 28 of the post has fingers 36 formed therein which can engage apertures 25 of carrier 10, thus furnishing a suspension means for the carrier when it is not desired to employ the carrier for the hanging of clothing.

While I have described a specific embodiment of my invention it is apparent that changes and modifications may be made therein without departing from the spirit of my invention.

I claim:

A portable clothes hanger comprising a garment carrying member having an inclined flange and a resilient portion integral therewith, and a protuberance formed within said resilient portion, and a post having inclined surfaces and a resilient flange therein, said resilient flange having a protuberance-engaging hole therein, said post being mountable between two substantially parallel edges of a frame, said inclined flange being engageable by said inclined surfaces, and said protuberance being releasably lockable within said protuberance-engaging hole, said post having two mutually slidable components whereby the length of said post is rendered variable, and releasable stop means on one of said components for limiting the extent of mutual slidability between said components, said means having a final lengthening adjustment for firmly seating said post between the edges of said frame.

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