

UNITED STATES PATENT OFFICE

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CLOTHES RACK

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1 Claim. (Cl. 211—123)

This invention relates to an improved clothes rack, particularly adaptable for use in automobiles, although it is also adapted for other uses, such as in clothes closets and the like.

An object of my invention is to provide a novel clothes rack, which is simple in construction, inexpensive to manufacture, and which can be quickly and easily set in position.

Another object of my invention is to provide a novel clothes rack, the clothes supporting arm of which is made of a flexible material which is flexed upwardly when in operative position, thus forming an arch to more effectively support clothing thereon.

A feature of my invention resides in the means on the clothes supporting arm to receive the hooks of clothes hangers and enabling the clothes to be properly spaced.

Another feature of my invention resides in a novel means of adjusting the length of the clothes supporting arm, so that the clothes rack can be mounted in spaces of different width.

Other objects, advantages and features of invention may appear from the accompanying drawing, the subjoined detailed description and the appended claim.

In the drawing:

Figure 1 is a side elevation of my clothes rack in operative position, an automobile body being shown in section.

Figure 2 is a top plan view of my clothes rack.

Figure 3 is a fragmentary side elevation of the clothes rack arm with parts broken away to show interior construction, and illustrating a modified latching means.

Referring more particularly to the drawing, the numeral 1 indicates a vehicle body of usual and well-known design, and including the spaced side walls on which the clothes rack 2 is supported. The clothes rack comprises a clothes supporting arm formed of two members 3 and 4. These two members are formed of a suitable flexible material, such as steel and the like, and will bend readily forming an arch as shown when in operative position. The member 3 is fixedly attached to a foot 5, and similarly the member 4 is fixedly attached to a foot 6. The feet 5 and 6 bear against the supporting side walls of the structure in which the clothes rack is mounted, and are of sufficient length to prevent horizontal misalignment or tilting of the rack.

The members 3 and 4 are each provided with a plurality of spaced holes 7 into which the hook of the clothes hanger may be inserted, and thus

the clothes which are hung on the rack kept in properly spaced relation to each other. The members 3 and 4 overlap and are adjustably secured together by suitable releasable means, such as the bolts and wing nuts 8 thereon, or a suitable releasable means such as is shown in Figure 3. In this latter construction, the members 9 and 10 correspond to the members 3 and 4, previously described, and also formed of a suitable flexible material, the inner ends of which overlap, and on one of these members a latch 11 is pivotally mounted by a fulcrum 11' on member 10, this latch including a finger 12 which extends into aligned holes 14 in the members 9 and 10, thus holding the said members in adjusted position. A clip 13 guides sliding movement of the members 9 and 10 longitudinally of each other and prevents them from moving transversely out of proper overlapped relation to each other.

A spring 15 holds the latch 11 in engaged position. In operation the members 9 and 10 are so adjusted that the distance between the shoes 5 and 6 is somewhat greater than the distance between the walls against which the clothes rack is supported. The members are then bowed upwardly and when released the shoes 5 and 6 are pressed upwardly against the supporting side walls such as the interior of an automobile. The members 9 and 10 retain their upward bow and will thus effectively support a load of clothes thereon without sagging.

Having described my invention, I claim:

A clothes rack comprising a bar adapted to have garments suspended therefrom and consisting of elongated flat strips of resilient material having inner end portions overlapped, means to releasably secure the said inner end portions of said strips in adjusted overlapped relation to each other and form a bar of predetermined length adapting it to be bowed upwardly and disposed in a vehicle transversely thereof between side walls of the vehicle, spaced from each other a distance less than the length of the bar, and cross bars rigidly secured across the outer ends of said strips and projecting from opposite sides thereof and constituting rigid shoes adapted to be held in frictional gripping engagement with the side walls of the vehicle by the resiliency of the strips, the portions of the cross bars projecting from opposite sides of the strips serving to brace the said bar against transverse tilting.

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