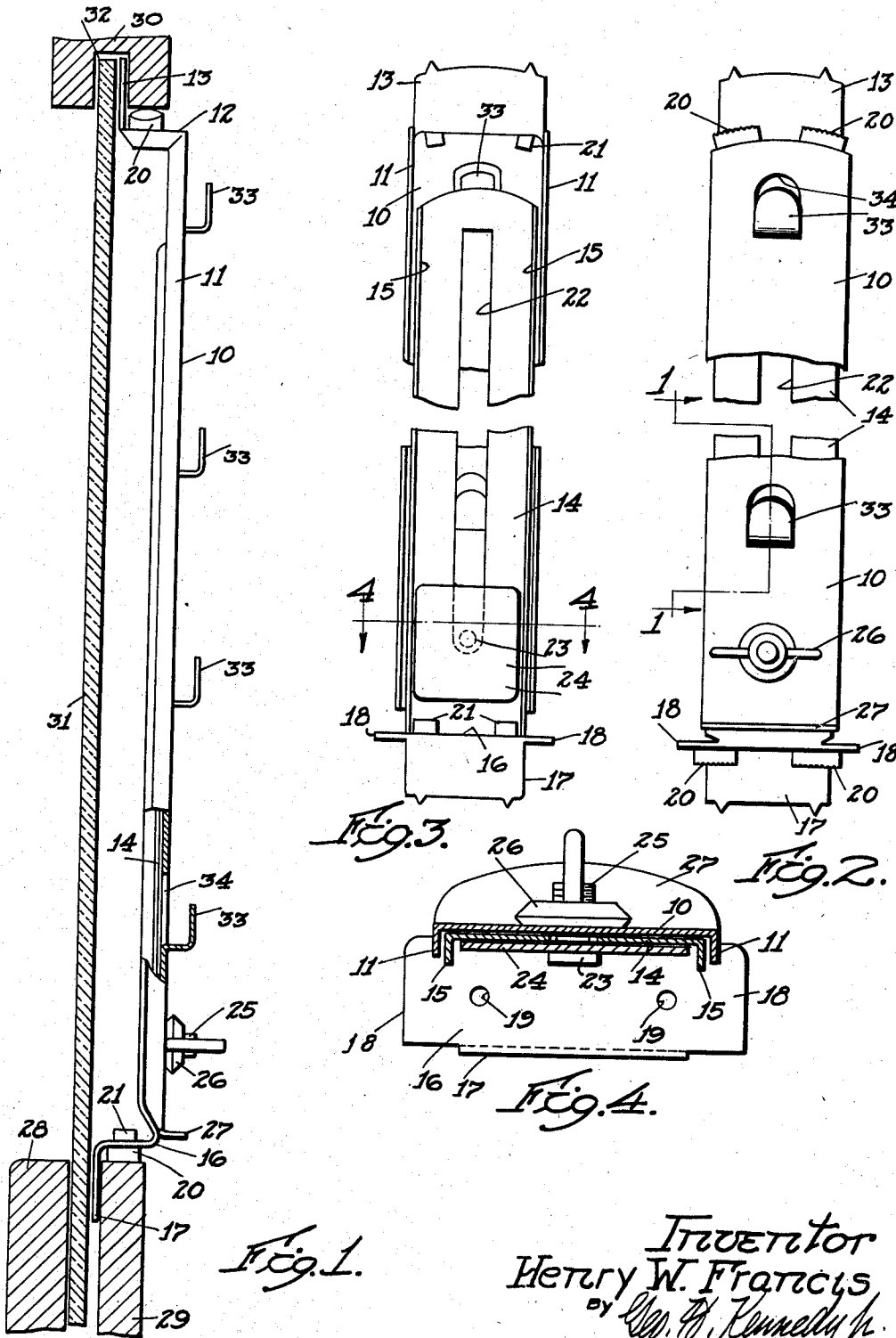


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GARMENT HANGER FOR AUTOMOBILES

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GARMENT HANGER FOR AUTOMOBILES

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The present invention relates to garment hanging devices and more particularly, to such devices which are adapted for use in automobiles.

A primary object of the present invention is to provide a garment supporting device which may be readily secured within the inside portion of an automobile window frame without presenting an obstruction to the window itself.

A further object of the present invention is to provide such a garment hanger which is so constructed that it may be readily adjusted to fit the inside frame portion of any style automobile window frame.

A still further object of the present invention is to provide a garment hanger of the above described type which is not only efficient in use but which, at the same time, is adapted to be readily and inexpensively manufactured.

With the above and other objects in view, as will hereinafter appear, the invention comprises the devices, combinations, and arrangements of parts hereinafter set forth and illustrated in the accompanying drawings of a preferred embodiment of the invention, in which the several features of the invention and the advantages attained thereby will be readily understood by those skilled in the art.

In the accompanying drawings,

Fig. 1 represents a side elevation view, partly in section, of the present invention, which view is taken substantially along the line 1—1 of Fig. 2, and the entire device is illustrated as being mounted within the inside portion of an automobile window frame which is represented in vertical section.

Fig. 2 represents a fragmentary front view of the present device.

Fig. 3 represents a fragmentary rear view of the present device.

Fig. 4 represents, on an enlarged scale, a sectional view of the present device taken substantially along the line 4—4 of Fig. 3.

The present drawings illustrate a preferred form of the present invention which comprises a main frame element 10 in the form of an elongated channel member having its marginal side portions 11, 11 bent at right angles to the main body portion. Referring particularly to Figs. 1, 2 and 3, it is to be noted that the upper portion of the main frame member is formed with a substantially horizontally disposed upper abutment member 12 which terminates in an upstanding tongue element 13.

Telescopically positioned within the confines of the main frame member is an elongated slide

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element 14 which is also formed substantially as a channel member, with its marginal edge portions 15, 15 bent at right angles to the body portion thereof. It is to be noted that the lower portion of the slide member 14 has formed thereon a substantially horizontally disposed lower abutment member 16 which terminates in a lower tongue element 17.

Referring particularly to Figs. 2, 3 and 4, it will be understood that the lower abutment member 16 extends beyond the confines of the main frame member 10 so as to form a pair of oppositely extending wings 18, 18, the function of which will be hereinafter set forth. Also, the lower abutment member 16 is provided with a pair of spaced apertures 19, 19, each of which is adapted to receive a rubber bumper element which comprises a substantially circular head portion 20 with a shank element 21 extending therefrom, so as to be received within one of the apertures 19, 19 for the purpose of securing the bumper in a position which is best disclosed in Fig. 1. The upper abutment member 12 is provided with a pair of rubber bumpers which are secured thereto in the same fashion.

Referring particularly to Figs. 1, 3 and 4, the slide element 14 is provided lengthwise of itself with an elongated slot 22 which is adapted to receive a stud, the rear portion 23 of which is riveted securely within a clamping plate 24, while its forward end is threaded as at 25. A wing nut generally designated by the numeral 26, is adapted to be threadingly received over this stud, for the purpose of locking the slide and main frame elements together in any selected position or adjustment. The forward portion of the stud passes through an aperture which is provided within the main frame element 10. From this, it will be understood that whenever the wing nut 26 is loosened, the slide and main frame elements may be telescopically shifted lengthwise of each other and thereafter, the wing nut may be tightened for the purpose of locking the slide and main frame elements in any selected position.

Referring particularly to Figs. 1 and 4, the main frame element terminates at its lower portion in a wing element 27 which extends outwardly from the forward portion of the main frame element. This wing element 27 forms a means whereby the user of the present device may grasp the main frame element in one hand, while the wing elements 18, 18 of the slide element 14 may be grasped in the other hand, all for the purpose of facilitating the adjustment of the slide and main frame elements.

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Referring particularly to Fig. 1, there is disclosed in vertical section, a typical automobile window frame comprising lower frame elements 28 and 29 and an upper frame element 30. A window 31 is adapted to be raised and lowered between the lower frame elements 28 and 29, and when it is in its closed position, its upper portion is received within a slot 32 provided within the upper frame element 30. In utilizing the present invention, the wing nut 26 is first loosened so that the slide and main frame elements 14 and 10 may be shifted toward each other and thereafter, the device may be positioned against the automobile window 31, whereupon the slide and main frame elements may be shifted away from each other so that the opposing tongue elements 13 and 17 may be inserted within the oppositely opposed upper and lower window frame elements in a manner which is particularly disclosed in Fig. 1. It is to be understood that the slide and main frame elements should be shifted away from each other until the upper and lower pairs of bumper elements have properly engaged their associated window frame members and thereafter, the wing nut 26 may be tightened so as to lock the entire hanger assembly in position. Obviously, the bumper elements will prevent the hanger assembly from scratching the window frame members and, at the same time, they will provide a resilient cushion between the hanger assembly and such window frame members so as to prevent the hanger from shifting relative to the window frame.

Referring particularly to Figs. 1, 2 and 3, it will be noted that the main frame element 10 is provided with a plurality of hooks 33, 33 which are adapted to be punched out from the main frame itself. Each of the hook elements, 33, 33 is substantially L-shaped and in each case, the hook is punched from the main frame so as to leave an aperture 34 within the frame. It is to be understood that each of the vertically spaced hooked elements 33, 33 will function as a means for supporting a garment which may be first placed upon a standard type of wire garment holder which is provided with a hook, which hook may be secured over one of the hook elements 33, 33. From this, it will be understood that the present device is adapted to receive a plurality of such garment hangers so that it will have a relatively large capacity.

From the above, it is manifest that the present invention may be secured to any type of automobile window frame without interfering with the normal operation of the window itself. Furthermore, those skilled in the art will readily appreciate that the present invention is so constructed that it may be readily and inexpensively manufactured.

I claim:

1. In a device of the character described comprising, an elongated channel-shaped main frame member having an aperture disposed adjacent

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one end portion thereof, a plurality of hook elements longitudinally spaced along and projecting from the exposed face of said frame member, an elongated slide member telescopically disposed within the confines of said channeled frame member and provided lengthwise thereof with a slot, a clamping plate having a threaded stud projecting therefrom and disposed against one face of said slide member with the threaded stud projecting through the slot and aperture of said slide and frame members, a nut mounted upon the distal end of said stud for the purpose of releasably locking said slide and frame members in selective position of adjustment, a pair of abutment elements located at one side of said device with each abutment element secured directly to a respective one of said slide and frame members and at a respective one of the end portions of said device so as to extend substantially at right angles to the longitudinal axis of said device, a resilient nonmetallic bumper element secured upon the outer face of each of said abutment elements, and a tongue element carried upon the free end portion of each of said abutment elements so as to be disposed substantially in parallel relation with the longitudinal axis of said device with the two tongues extending in opposite directions from each other.

2. In a device of the character described comprising, a pair of telescopically arranged elongated first and second frame members, means for releasably locking said frame elements together in selective positions of adjustment, a plurality of hook elements longitudinally spaced along and projecting from one face of said first member, a pair of abutment elements with each abutment element secured directly to a respective one of said first and second members and at a respective one of the end portions of said device so as to extend substantially at right angles to the longitudinal axis of said device, a tongue element carried upon the free end portion of each of said abutment elements so as to be disposed substantially in parallel relation with the longitudinal axis of said device, and a pair of wings disposed substantially at right angles to the longitudinal axis of said device, one of said wings being secured upon that end of said first member remote from its associated abutment element with the other wing being secured upon a portion of said second member adjacent its associated tongue element so as to enable an operator to shift said first and second members back and forth relative to each other by seizure of said wings.

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