

Aug. 14, 1923.

1,465,026

J. T. SMITH

HATRACK

Filed Aug. 18, 1922

Fig. 1.

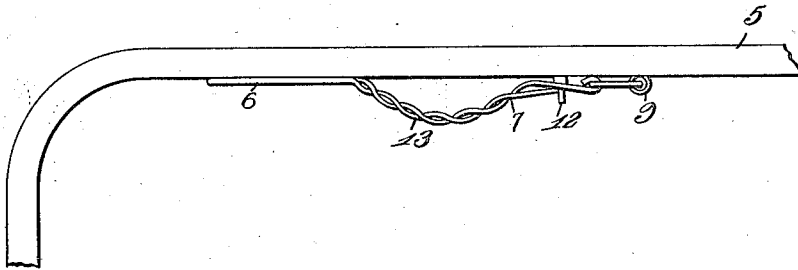
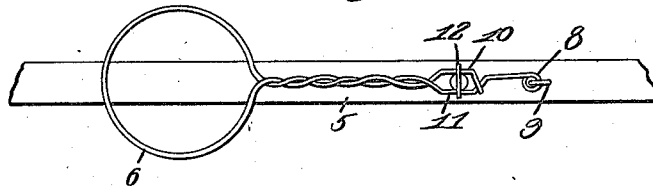


Fig. 2.



J. T. Smith Inventor

By *C. Snowles* Attorney

UNITED STATES PATENT OFFICE.

JAMES THOMAS SMITH, OF THAYER, KANSAS.

HATRACK.

Application filed August 18, 1922. Serial No. 582,784.

To all whom it may concern:

Be it known that I, JAMES T. SMITH, a citizen of the United States, residing at Thayer, in the county of Neosho and State of Kansas, have invented a new and useful Hatrack, of which the following is a specification.

This invention has reference to hat racks or the like, and aims to provide novel means to be employed in connection with the top supporting bows of a vehicle, for supporting hats or similar articles.

Another object of the invention is to provide a device of this character which will clamp the brim of a hat into close engagement with the bow of the vehicle, to prevent movement of the hat, with respect to the bow eliminating wear of the hat.

With the foregoing and other objects in view which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that changes in the precise embodiment of the invention herein disclosed, may be made within the scope of what is claimed, without departing from the spirit of the invention.

Referring to the drawing:

Figure 1 is a side elevational view of a rack constructed in accordance with the present invention.

Figure 2 is a plan view thereof.

Referring to the drawing in detail, the reference character 5 designates the top supporting bow of a vehicle, to which the rack is applied.

The rack embodies a supporting arm including a length of wire bent upon itself to provide a loop portion 6 which is of a diameter to receive the usual crown of a hat, the brim of the hat resting on the loop portion 6.

The reference character 7 designates the body portion of the rack which is formed by twisting sections of the length of wire around each other, one section of the length of wire being relatively long as compared with the remaining section, the relatively long section having a hook portion 8 formed at

one end to be engaged by the eye bolt 9, which is screwed into the bow 5.

The opposed section of the body portion 7 has a lateral extension 10 formed at one end cooperating with the lateral extension 11 of the first mentioned section to provide a clearance for the winged nut 12 which normally overlies the extensions 10 and 11 to hold the loop portion 6 into engagement with the bow.

As shown, the body portion 7 is curved as at 13 to lend resiliency to the body portion to increase the clamping qualities of the rack.

In the use of the device the winged nut is turned to align with the opening formed by the offset portions 10 and 11 of the sections of the body portion 7, thereby permitting the body portion to swing downwardly. With the body portion in this position, a hat may be readily positioned in the loop portion 6 so that the brim thereof will overlie the loop portion 6. It follows that when the body portion is swung to a position as shown by Figure 1 of the drawing, and the winged nut rotated, or moved to a position as shown by Figure 2 of the drawing, the hat will be securely clamped between the loop portion 6 and bow 5.

What is claimed is:—

In a hat rack, a length of wire bent intermediate its ends to provide a loop portion, portions of the length of wire being twisted upon themselves to provide a body portion, said portions of the body having extensions to provide an opening, said rack being pivotally connected to a bow of a vehicle top, a winged nut secured to the supporting bow and disposed in the opening, said winged nut adapted to be moved transversely of the opening to engage the opposed sections of the body portion to hold the loop portion under clamping engagement with the supporting bow.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

JAMES THOMAS SMITH.

Witnesses:

J. M. GALWIX,
ED C. EAGLES.