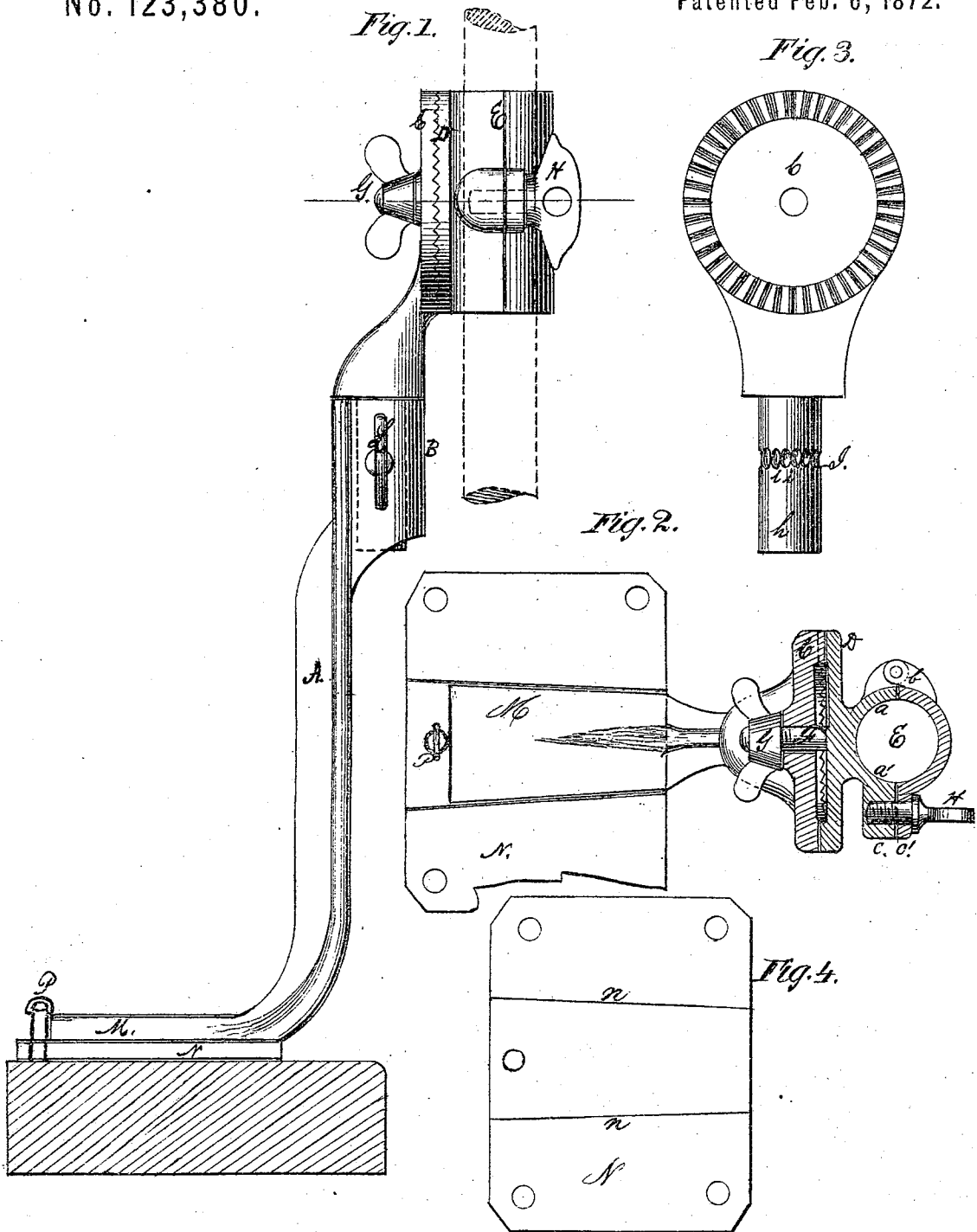


ALMON CLARKE.

Improvement in Umbrella Support for Carriages.

No. 123,380.

Patented Feb. 6, 1872.



WITNESSES.

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ALMON CLARKE, OF SHEBOYGAN FALLS, WISCONSIN, ASSIGNOR TO HIMSELF AND CHARLES A. SPENCER, OF SAME PLACE.

IMPROVEMENT IN UMBRELLA-SUPPORTS FOR CARRIAGES.

Specification forming part of Letters Patent No. 123,380, dated February 6, 1872.

SPECIFICATION.

I, ALMON CLARKE, of Sheboygan Falls, county of Sheboygan and State of Wisconsin, have invented certain Improvements in an Apparatus or Device for Holding Carriage-Umbrellas, of which the following is a specification:

The first part of my invention relates to the construction and combination of a clamp with two serrated disks, turning upon the top of a standard, in such a manner as to allow the position of the umbrella to be changed at will. The second part of my invention relates to the construction and use of a standard to hold the joint above named, and also to the manner of attaching the same to the seat of a carriage.

In the accompanying drawing, Figure 1 is a side elevation of the device embodying my invention. Fig. 2 is a horizontal transverse section of the clamp E and the disks C and D. Fig. 3 is a view of the disk C and spindle *h*. Fig. 4 is a top view of the seat-plate.

Like letters designate like parts in the several figures.

General Description.

A is the standard, substantially constructed of iron, to sustain the joint and umbrella, and resist the vibration and shaking while in use. It is attached to the top of the seat, and passes up in front of the cushion. B is a sleeve at the top of the standard. C is an upright disk, having on its lower edge a spindle, *h*, Fig. 3, passing into the sleeve and forming a joint, as shown. D is a serrated disk, combined with the clamp E, the disk D and the half circle *a a*, Fig. 2, being cast in one piece, and having a wrought-iron bolt or screw, F, Fig. 2, cast in the same, by means of which, and the thumb-nut G, the two disks are held together. E is a clamp, having hinges *b* and ears *c c*, with the thumb-screw H, so arranged that it may be made to grasp the staff of the umbrella firmly. I, Fig. 3, is a groove around the spindle *h*, having several holes, *i i*, countersunk therein to receive the end of the thumb-screw L, Fig. 1. M, Fig. 1, is the foot of the standard, which passes be-

neath the cushion and rests on the seat-plate N, it being made wide enough to afford a substantial bearing. The anterior portion is a little narrower than the posterior, and the edges bevel, so that it may be inserted from the back side, under the two lugs of the seat-plate *n n*, Fig. 4. P, Fig. 1, is a pin inserted in a hole in the seat-plate, and bearing against the back end of the foot M, to keep it wedged firmly in position. By this means the standard A, Fig. 1, is held with great firmness in its proper position, and is readily and easily attached and detached without mutilating the carriage.

The staff of the umbrella is placed in the clamp E, and the height of the umbrella may be varied by claspings the staff at any point desired. The angle of the umbrella may be changed by rotating the disk D, and when the proper angle is obtained the umbrella may be turned in any direction or point of compass by turning the spindle *h* within the sleeve B, and securely held in position by the thumb-screw L. Whenever the thumb-screw L is drawn back to allow the spindle *h* to revolve, the shoulder of the groove I will be caught by the end of the screw L after it has cleared the holes *i i*, thus preventing the spindle from being thrown or lifted from its position. It will thus be readily seen that the umbrella may be adjusted to and securely held in any position needed for protection.

I do not here claim the within-described method of holding or adjusting a carriage-umbrella, as that has been substantially described in a patent issued to me December 27, 1870.

I do claim as my invention, and desire to secure by Letters Patent—

1. The combination of the clamp E with disks C and D, having serrated surfaces, substantially as described, and for the purpose specified.

2. The combination of the clamp E and disk D with the screw F, all constructed and arranged substantially as set forth.

3. The serrated disk C, having a shank or spindle, *h*, either with or without the groove I and the holes *i i*, in combination with a supporting-sleeve, B.

4. The standard A, having a supporting-sleeve, B, foot M, in combination with a seat-plate, N, and pin P, all constructed and arranged substantially as set forth.

5. An umbrella-support for carriages, consisting, essentially, of clamp E and disk D, serrated clamp C, and shank h, shank A hav-

ing sleeve B on foot M, combined, arranged, and constructed substantially as set forth.

ALMON CLARKE.

Witnesses:

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