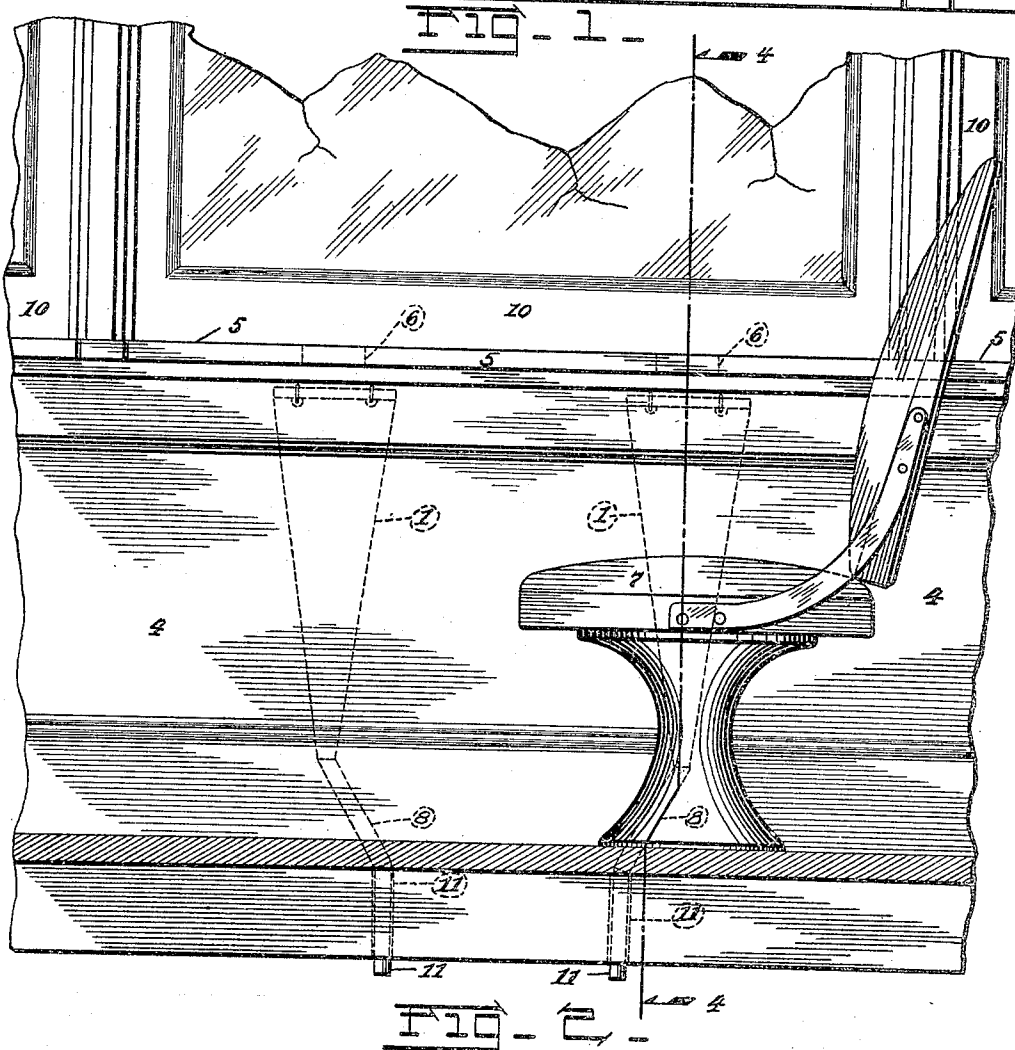
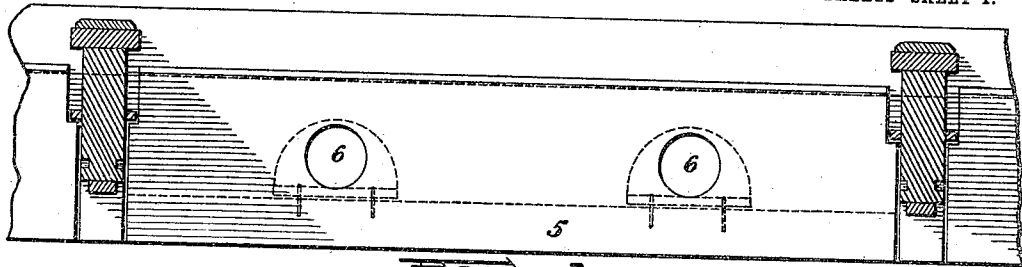


M. COLONNA.
 UMBRELLA RECEPTACLE FOR CARS.
 APPLICATION FILED JULY 27, 1909.

958,096.

Patented May 17, 1910.

3 SHEETS—SHEET 1.



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3 SHEETS—SHEET 2.

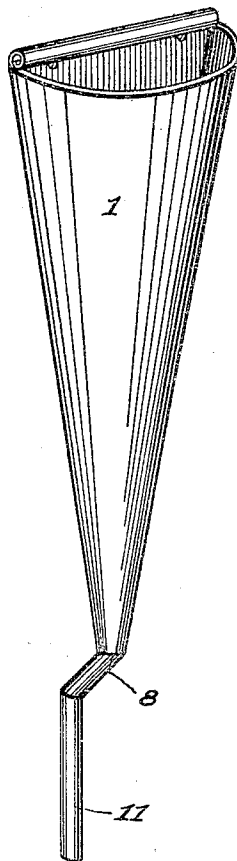


FIG. 3.

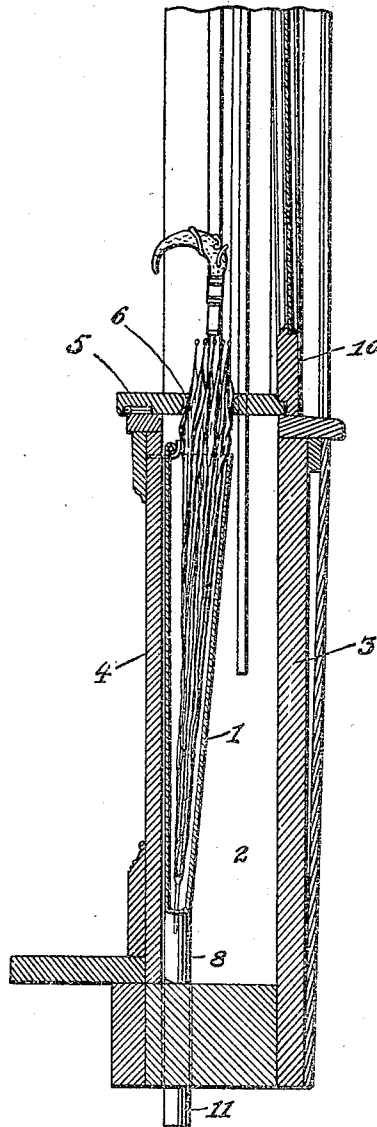


FIG. 4.

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 3 SHEETS—SHEET 3.

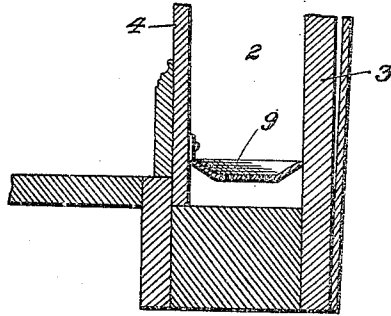


FIG - 5 -

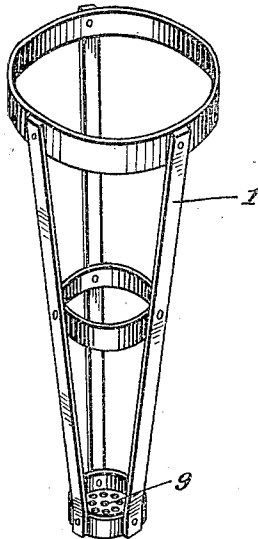


FIG - 6 -

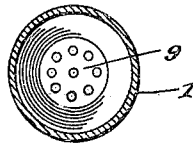


FIG - 7 -

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UNITED STATES PATENT OFFICE.

MILDRED COLONNA, OF ST. LOUIS, MISSOURI.

UMBRELLA-RECEPTACLE FOR CARS.

958,096.

Specification of Letters Patent.

Patented May 17, 1910.

Application filed July 27, 1909. Serial No. 509,789.

To all whom it may concern:

Be it known that I, MILDRED COLONNA, a citizen of the United States, residing at the city of St. Louis, State of Missouri, have invented certain new and useful Improvements in Umbrella-Receptacles for Cars, of which the following is a specification, reference being had therein to the accompanying drawings.

If, when a passenger on a street-car or the like has a wet umbrella, he or she allows same to lean against the clothes, the moisture from the umbrella is likely to produce a stain or, at least, disadvantageously to communicate moisture thereto. To prevent this, some passengers sometimes take the great trouble of holding the umbrella in the hand away from contact with any clothes.

The object of the present invention is to provide a receptacle for umbrellas to overcome the above-mentioned disadvantage and inconvenience. This is accomplished (1) by locating an umbrella receptacle, or a plurality of same, adjacent to each passenger's seat; (2) by so locating such receptacle or receptacles that the passengers' clothes can not come in contact with the umbrella; and (3) by arranging a drain from the receptacle in such manner as to conduct the water that drips out of the umbrellas away from contact with either the passengers' clothes or the floor where their feet must rest, the floor of a car without such receptacles oftentimes becoming very wet and, therefore, unhealthy from the moisture received by same from dripping umbrellas.

In the drawings forming part of this specification, like numbers of reference denote like parts wherever they occur, and Figure 1 is a top plan view; Fig. 2 is an elevation of the inner wall of a street-car showing in dotted lines the location of this device; Fig. 3 is a detail view, on an enlarged scale, of the umbrella receptacle; Fig. 4 is a sectional view showing the umbrella receptacle *in situ* and an umbrella therein; and Figs. 5, 6, and 7 show modifications in the construction of the umbrella receptacle.

The umbrella receptacle 1 is located in a space 2 between the outer wall 3 of the car and the inner facing 4. As frequently constructed, a sill 5 covers said space, and when such sill is found in the car an opening 6 therein will be provided for the insertion therethrough of the umbrella, the umbrella

receptacle being located immediately underneath such opening. It will be observed that the clothes of the passenger occupying seat 7 are effectually protected from contact with the wet umbrella by reason of the location of such umbrella in the space between facing 4 and wall 3.

The form of the umbrella receptacle 1 may be varied, but as one illustration thereof it is shown in the drawings as tapering downward and as having an elbow 8 in the drain pipe leading therefrom. Due to the fact that wet umbrellas are usually not tightly rolled, such an umbrella tapers downwardly, and the shape of the receptacle shown in the drawings is found to accommodate such shape of the umbrella besides helping to retain the umbrella in an elevated position, so that, if there were no elbow 8 at the bottom of the receptacle, the umbrella would not fall through the bottom opening of the receptacle. As passengers are likely, however, to use such receptacles for dry and rolled umbrellas, it is better that the bottom opening of the receptacle 1 should be closed, *e. g.*, as by elbow 8 or a perforated plate or wire screen, so that all umbrellas will be positively held from falling out through the bottom of the receptacle. Since the facing 4 will adequately protect the passengers' clothes from the moisture of the umbrella or stains therefrom, and since the opening 6 in sill 5 and the elbow 8, or plate or screen that may take the place of same, will hold the umbrella in position, the construction of the receptacle 1 may be varied otherwise than in shape, and may take the form of a mere plate 9 or other support, or, if desired, same may consist, instead of a continuous metal body, as shown in the drawings, of a ring at the top and a plate at the bottom, or a series of rings, said modifications being shown in Figs. 5, 6, and 7. While such variations may be made in the construction of the receptacle, nevertheless the form shown in the drawings is convenient and cheap and insures that the umbrella will be out of the way of window 10 if it is desired to lower same into space 2.

It is obvious that many minor changes in the form, construction, and arrangement of the several parts can be made without departing from the nature and spirit of this invention.

While this invention is especially designed for use in the kind of cars having a central

aisle and seats arranged in pairs on each side of said aisle, so as to group passengers in pairs facing forward, for which reason two receptacles 1 are shown as located adjacent each window, yet this device will be found useful in any kind of cars, and may be readily adapted thereto. For instance, in a car where two pairs of seats 7 are opposite each window, instead of only one pair, four openings 6, instead of two, will be cut in the sill 5, and four receptacles 1, instead of two, will then be provided.

In addition to avoiding detriment to the clothing of passengers or inconvenience to them in holding their umbrellas out of contact with their clothes, an important advantage attending this invention resides in the fact that it improves the sanitariness of the cars by draining the moisture outside of the cars, pipe 11 extending to a point where the water will be conducted to the street. At the present time, on rainy days, the floor of a street-car is generally so wet as to be detrimental to health, such dampness being due principally to the draining of umbrellas thereon.

I claim:

1. In combination with the outer wall of a car, an inner facing spaced therefrom, and a sill formed with an opening extending over the space between the wall and facing, an umbrella receptacle consisting of a member of a size to be received in said space and having an open upper end which alines with said sill opening, the latter being of a size to receive the umbrella.

2. In combination with the outer wall of a car, an inner facing arranged in spaced relation to said wall, and an umbrella receptacle disposed in said space, said receptacle having a mouth which is disposed adjacent the upper end of said facing and a drain pipe which communicates with the lower end of the receptacle and extends through the floor of the car.

In testimony whereof I have affixed my signature in presence of two witnesses.

MILDRED COLONNA.

Witnesses:

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