

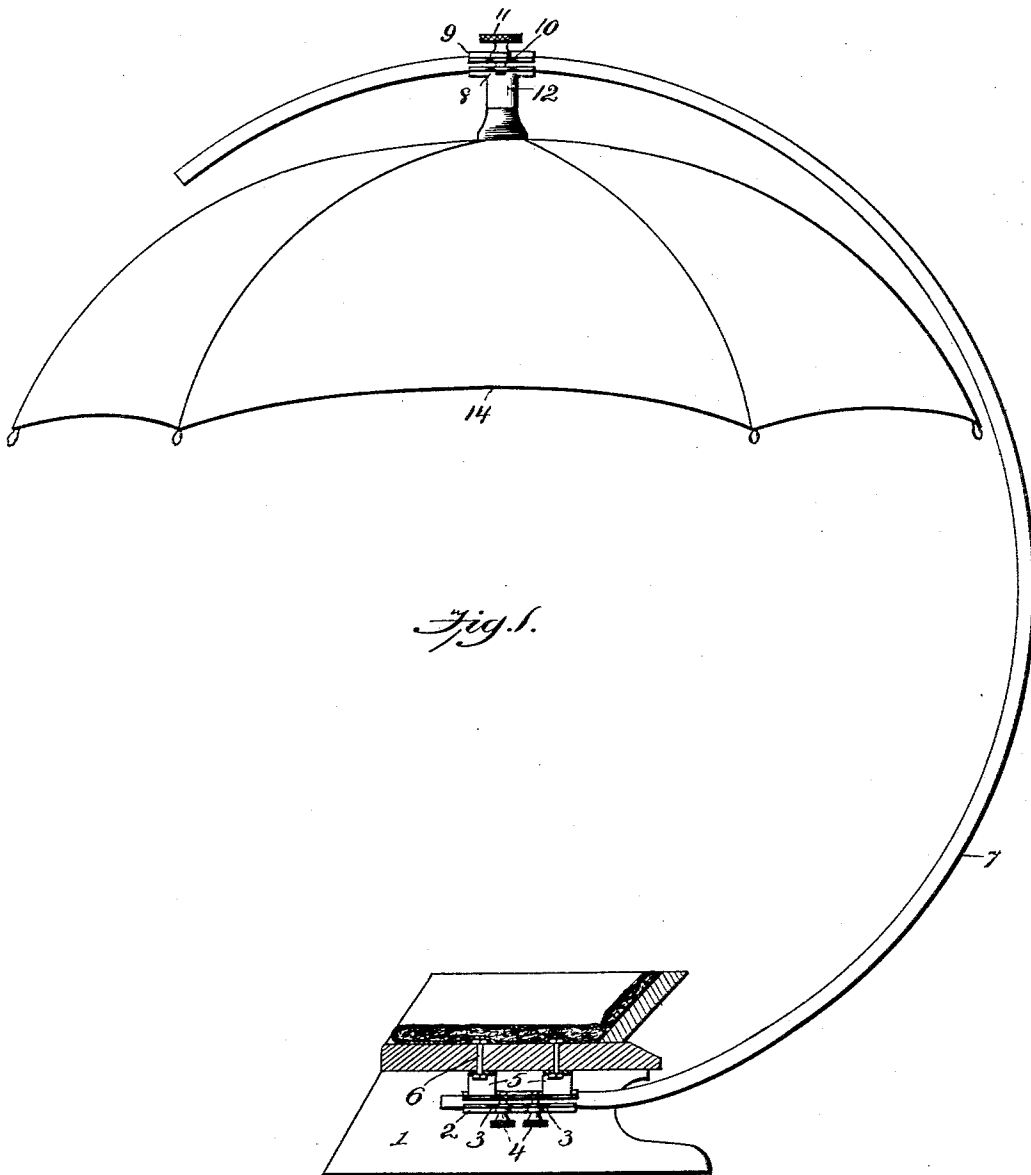
(No Model.)

2 Sheets—Sheet 1.

M. LIGHT.
UMBRELLA SUPPORT.

No. 504,843.

Patented Sept. 12, 1893.



Witnesses

Inventor

John L. Shaw.
W. S. Duval.

Melven Light.

By His Attorneys,

C. A. Snow & Co.

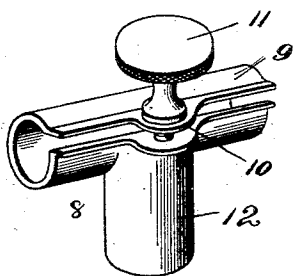
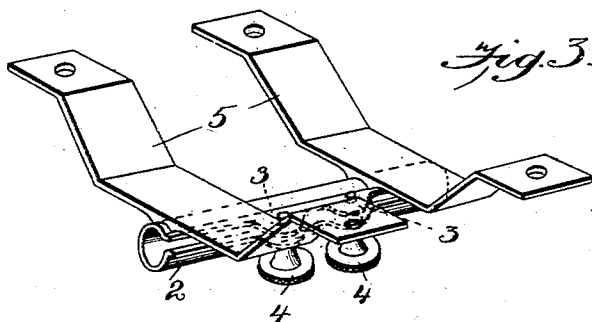
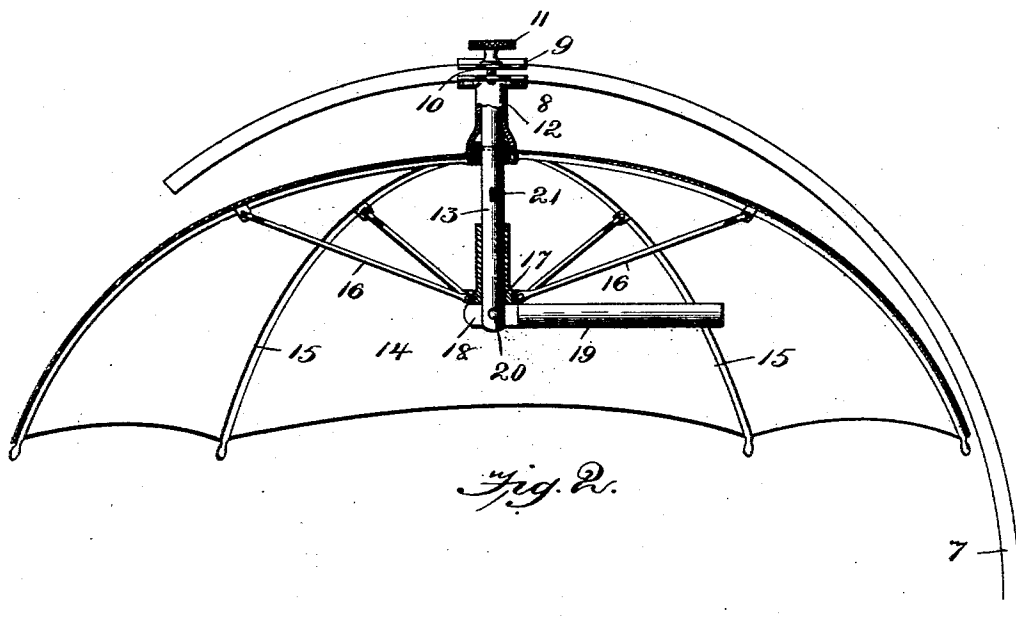
(No Model.)

2 Sheets—Sheet 2.

M. LIGHT.
UMBRELLA SUPPORT.

No. 504,843.

Patented Sept. 12, 1893.



Witnesses

John L. Shaw.
W. S. Duval.

By *his* Attorneys,

C. A. Snow & Co.

Inventor

Melvin Light.

UNITED STATES PATENT OFFICE.

MELVEN LIGHT, OF SHELDON, ILLINOIS.

UMBRELLA-SUPPORT.

SPECIFICATION forming part of Letters Patent No. 504,843, dated September 12, 1893.

Application filed February 15, 1893. Serial No. 462,477. (No model.)

To all whom it may concern:

Be it known that I, MELVEN LIGHT, a citizen of the United States, residing at Sheldon, in the county of Iroquois and State of Illinois, have
5 invented a new and useful Vehicle-Shade, of which the following is a specification.

My invention relates to improvements in vehicle-shades or tops to be used in light carts, spring carts, road-wagons, &c.; the objects in view being to provide a cheap, simple and convenient attachment adapted to support in an adjustable and convenient manner an umbrella designed to serve as a canopy or top.

15 With these various objects in view the invention consists in certain features of construction hereinafter specified and particularly pointed out in the claim.

Referring to the drawings:—Figure 1 is a side elevation of a shade-attachment constructed in accordance with my invention, the same being shown applied to a wagon-seat and the latter shown in cross-section. Fig. 2 is a vertical transverse sectional view of the shade. Fig. 3 is a perspective view of the clamp upon the under side of the seat for supporting the shade-standard. Fig. 4 is a similar view of the clamp for adjustably connecting the shade to the curved standard.

20 Like numerals of reference indicate like parts in all the figures of the drawings.

1 designates the seat of any ordinary vehicle, and to the under side of the same there is secured a clamp. In this instance the clamp consists of a circular split body-portion 2, the meeting edges of which are provided with perforated lugs 3 arranged in pairs and connected by means of clamping-screws 4. Securing-plates 5 are formed upon
35 the upper side of the body-portion and by means of bolts 6 are secured to the under side of the seat.

Secured within the body-portion by means of the clamping-bolts 4 is a curved standard 7, the same extending rearwardly from the under side of the seat and over the seat. This standard 7 may be constructed of any suitable material, but it is preferably formed of gas-pipe.

45 Mounted for movement upon the curved standard 7 is a casting 8, the same consisting of a split body-portion 9 having a pair of op-

posite perforated lugs 10 which are connected by means of a clamping-screw 11, and it further consists in a depending socket 12, which
55 receives the upper or ferrule end of the umbrella-staff or stick.

13 designates the umbrella-staff or stick, and like the standard 7, may be of gas-piping if desired. The staff or stick has its upper end secured within the socket 12 of the casting 8, and has mounted thereupon below the socket the umbrella, which, as usual, consists of the cover 14, ribs 15, braces 16, and ring 17. The lower end of the stick 13 is bifurcated, as indicated at 18, and in the same is pivoted the upper end of the handle 19, as indicated at 20. This completes the construction of the device, and its operation, though apparent, may be briefly described as follows:—It will be seen that through the medium of the clamping-casting upon the under side of the seat the device may be readily applied or removed from its position, and when in position by loosening the clamping-screw 11 of the casting 8 the umbrella as a whole
75 may be swung either to the front or rear, thus serving to oppose a beating rain, the rays of the sun, &c., and protect the person occupying the seat. The stick 13 is provided above its joint with a projecting-pin 21, and by moving the ring 18 upward upon the stick above the joint 20 it will be seen that the handle 19 may be swung at a right angle to the stick, and the ring being released will
85 descend and bear upon the handle at each side of the joint, whereby the ring becomes locked in an elevated position and consequently the umbrella spread or opened. When opened the umbrella may be swung laterally by loosening and retightening the clamping-screw or bolt 11. When it is desired to lower the umbrella the ring is elevated until it comes in contact with the stop-pin, which will permit of a lowering of the
95 free end of the handle, or in other words permit the handle to be swung into vertical alignment with the stick, so that the ring may slide down over the handle and thus the umbrella be closed.

100 From the foregoing description in connection with the accompanying drawings it will be seen that I have provided a simple and cheap umbrella-attachment for seats of ve-

hicles of various kinds, which attachment is so arranged and constructed as to permit of its ready removal or application, and of a universal adjustment of the umbrella.

5 Having described my invention, what I claim is—

10 The combination with the seat, the bowed securing plates located under and secured to the seat, the split clamp 2 connecting the same and provided at its meeting edges with pairs of perforated lugs, and clamping-screws passed through and connecting the lugs, of the continuously curved standard secured within the clamp, the split clamp 9 mounted

upon the curved standard and provided with 15 a pair of perforated lugs having a clamping screw and upon its under side with a depending socket, and an umbrella having its upper end or tip secured in said socket, substantially as specified. 20

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

MELVEN LIGHT.

Witnesses:

J. W. SARJENT,
C. E. ANDERSON.