(No Model.) 2 Sheets—Sheet 1.

C. H. BUTLIN.

UMBRELLA ATTACHMENT FOR CARRIAGES.

No. 307,522. FIG. 1. Patented Nov. 4, 1884.

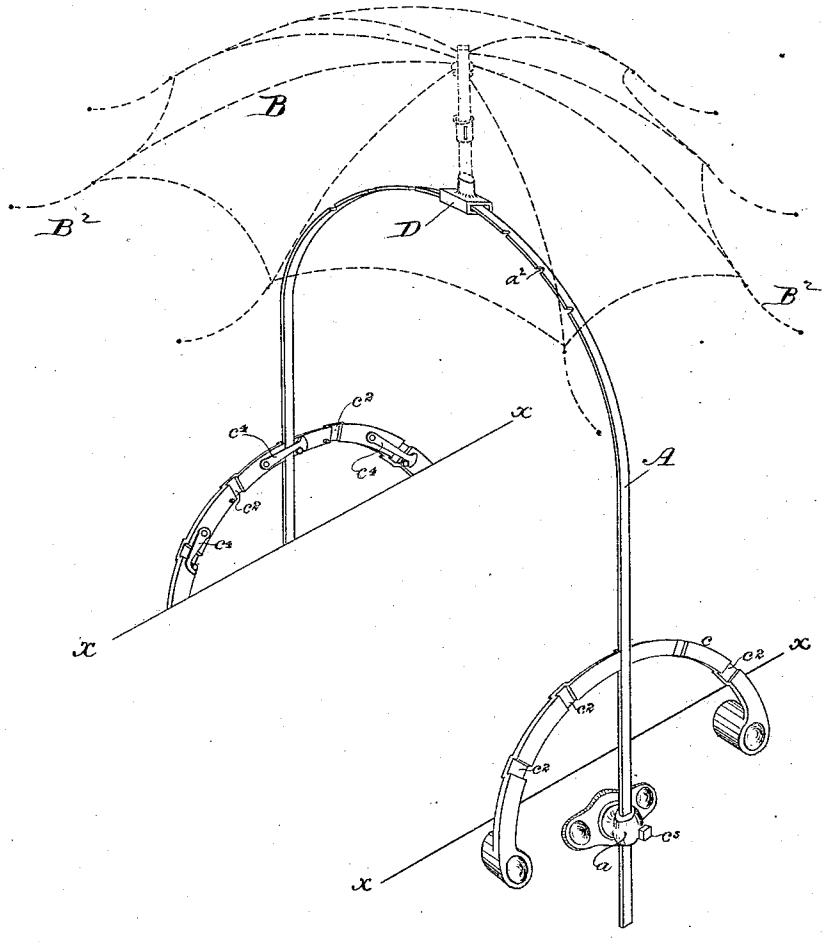
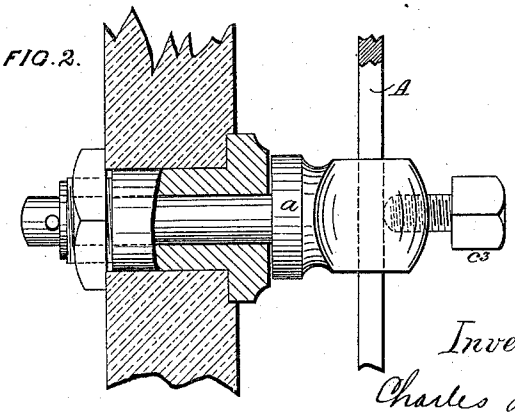


FIG. 2.



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(No Model.) 2 Sheets—Sheet 2.

C. H. BUTLIN.

UMBRELLA ATTACHMENT FOR CARRIAGES.

No. 307,522. Patented Nov. 4, 1884.

Fig. 3.

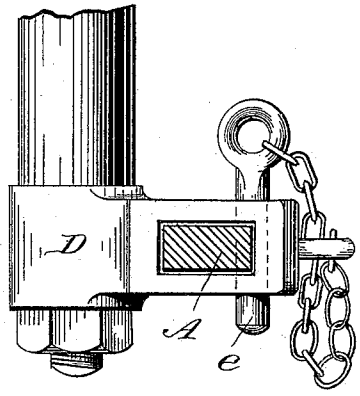


Fig. 4.

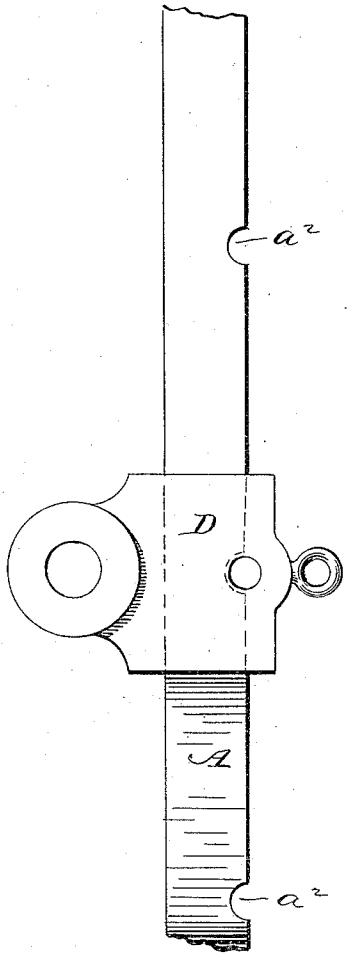
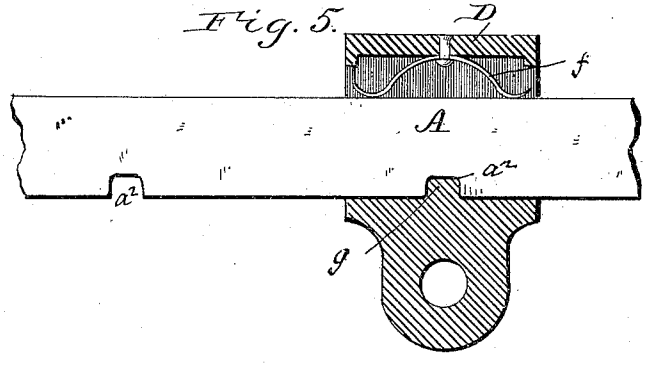


Fig. 5.



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UNITED STATES PATENT OFFICE.

CHARLES HENRY BUTLIN, OF CAMBORNE, COUNTY OF CORNWALL, ENGLAND.

UMBRELLA ATTACHMENT FOR CARRIAGES.

SPECIFICATION forming part of Letters Patent No. 307,522, dated November 4, 1884.

Application filed January 23, 1884. (No model.) Patented in England November 13, 1883, No. 5,354.

To all whom it may concern:

Be it known that I, CHARLES HENRY BUTLIN, surgeon, a subject of the Queen of Great Britain and Ireland, and residing at Camborne, in the county of Cornwall, England, have invented certain Improvements in Umbrellas, Coverings, or Attachments for Carriages or other Vehicles, for protecting the occupants thereof, (for which I have obtained a patent in Great Britain, No. 5,354, dated November 13, 1883,) of which the following is a specification.

My invention relates to means for protecting the occupants of carriages or other vehicles from the weather, and has for its object to provide an arrangement which, while supporting the umbrella or covering, will obviate the inconvenience arising from the stick or support as at present arranged, and at the same time allow of the umbrella or covering being shifted into any desired position, the better to protect the occupants.

The essential feature of my invention is the provision of an arched or semicircular or other shaped piece or support, which extends over the occupant or occupants, the said piece or support being vertically-adjustable and hinged to the sides of the vehicle or to connections with the sides or other outward part of the vehicle in such a manner as not to form an obstruction in the interior of the vehicle. The said piece or support carries the umbrella proper, which may be capable of being slid or turned and fixed in any desired position upon the same.

My invention may be carried into effect in a variety of ways, one of which is illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of a device embodying my improvements, together with so much of a carriage-body as needed for the purpose of explanation. Fig. 2 is a longitudinal section on enlarged scale of one of the centers on which the umbrella-support turns and in which it slides. Fig. 3 is a detail sectional elevation, and Fig. 4 is a detail plan, showing one of the ways in which the umbrella may be adjustably attached to the support. Fig. 5 is a sectional plan representing still another way of adjustably attaching the umbrella to the support.

A is the arched support, having its ends held and adapted to slide in the heads of center-pins, *a*, upon which as an axis it turns. These center-pins are mounted in the sides of the vehicle, (represented diagrammatically by lines *x x*, Fig. 1,) in the manner plainly indicated in Fig. 2. Binding-screws c^3 in the heads of the pins serve to clamp the ends of the support in their vertically-adjusted position. The pins can turn, so as to adjust the angular position of the support A, which latter is retained in such position by notches c^2 in bowed pieces *c*, attached to the carriage-body. The notches c^2 are formed on the outer side of one piece *c* and on the inner side of the other, so that when the catches c^4 are thrown back the support A can be slightly sprung to one side to disengage it from the pair of notches in which it may happen to be, and to spring it into another pair of notches. The catches c^4 are pivoted to the piece *c* in a position where they will close the notches against the escape of the support.

The umbrella B can be mounted on the support A in any desired way. I prefer to make it laterally adjustable thereon. This may be accomplished in a variety of ways. For instance, I may fasten the umbrella to a slide, D, Figs. 3 and 4, which can be slidden along on support A and fixed in position by a pin, *e*, engaging one of the notches a^2 in the edge of the support; or, as shown in Fig. 5, I may make the opening in the slide D of sufficient width to receive on one side of the support A a spring, *f*, which draws the lug *g* on the other side of the slide into engagement with one of the notches a^2 of bar A. This is the arrangement which is indicated in Fig. 1. By pushing the slide against the stress of its spring it can be unlocked from the support A, and can then be slid along on the latter to any desired point.

If desired, more than one umbrella may be mounted on the support A, and in order to prevent the water from the umbrella falling upon the occupants, the splines or ribs of the umbrellas, or some of them, may be prolonged beyond the covering, as shown by dotted lines at B^2, and made of grooved or channel form, so as to conduct the water beyond the occupants.

I do not limit myself to the details for fixing

and adjusting the support and umbrella or covering, as it will be readily understood that they may be considerably modified without departing from the nature of my invention; neither do I confinfie myself to the form or construction of the umbrella or covering illustrated in my drawings, as it is obvious that these may be considerably varied. For example, a covering of cloth or other suitable material may be attached to a wire or other rim or frame of an oval or other form, either fixed permanently to the support A or adjustably fitted thereto, and capable of being detached and folded into a small compass when not required for use; or the cloth or covering may be attached to a central spine or bar provided with ribs or spreaders to support the cloth in the manner of an awning over the occupants of the vehicle, to which it may be attached in a similar manner to the umbrellas or coverings hereinbefore referred to.

I claim—

1. The combination of the rotating centerpins, *a*, the umbrella-support carried by and vertically movable in said pins, and means, substantially as described, whereby said support is fixed in its adjusted positions.

2. The combination of the vehicle-body, the vertically-adjustable umbrella-support hinged thereto, means, substantially as described, for fixing the said support in its adjusted position, and an umbrella carried by and laterally adjustable with reference to said support, as and for the purpose set forth.

3. Umbrellas or coverings for carriages or other vehicles, provided with ribs or splines, which are prolonged or formed, as hereinbefore described, to conduct rain away from the occupants, substantially as hereinbefore described, and illustrated in Fig. 1 of the accompanying drawings.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

CHARLES HENRY BUTLIN.

Witnesses:

JOSEPH W. HUNKIN,
3 Parade, Truro, Accountant,
JAMES ROBERTS,
Solicitor's Clerk, Truro.