J. H. ANDRUS & T. L. HAMMOND.

Umbrella-Support for Vehicles.

No. 197,536. Patented Nov. 27, 1877.

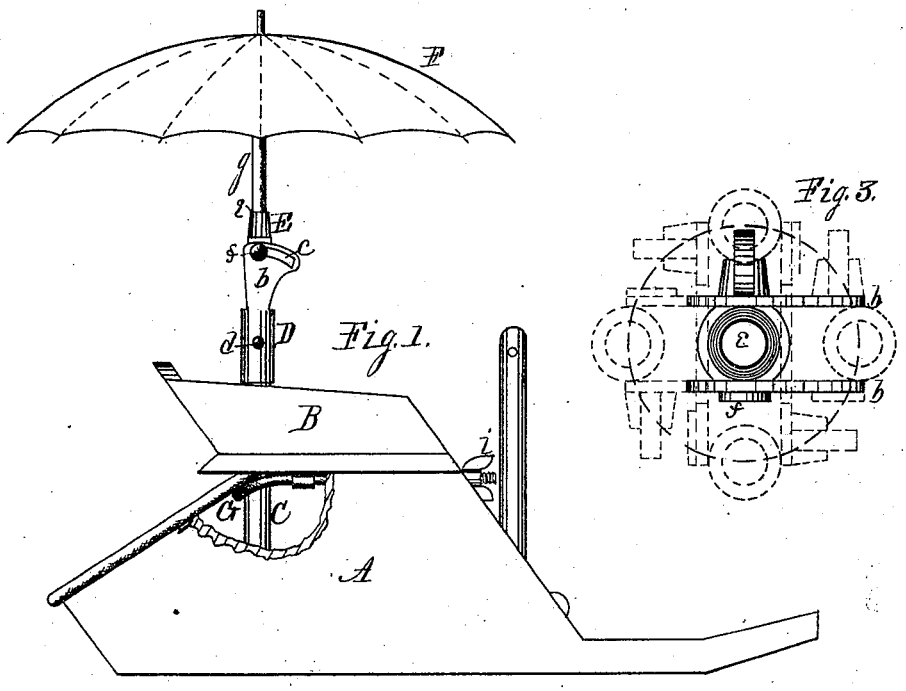

Fig. 1.

Fig. 3.

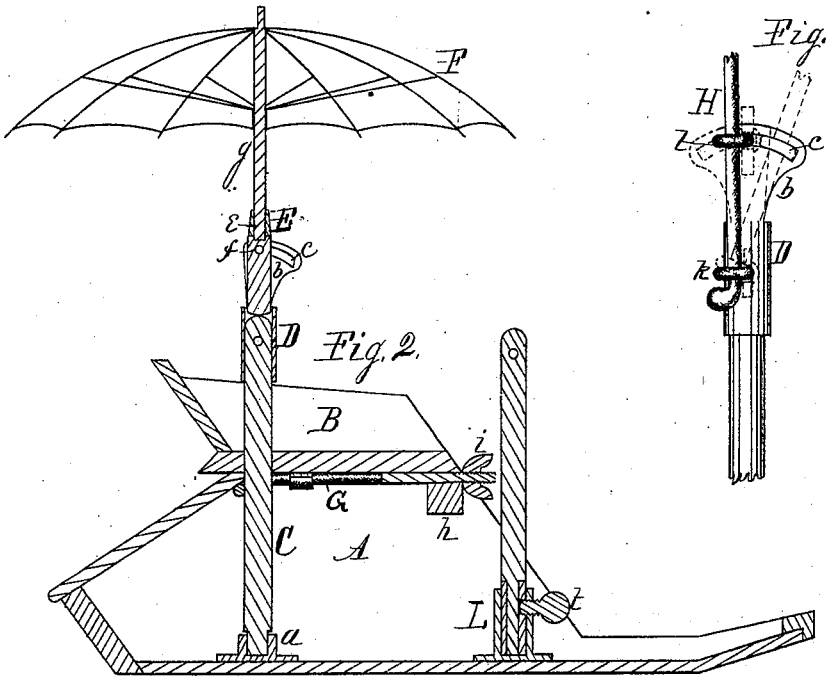

Fig. 2.

Fig. 4.

Witnesses:
F. J. Sovereign
D. Drain

Inventor:
John H. Andrus
Thomas L. Hammond
Per Jacob Behel
Atty

UNITED STATES PATENT OFFICE.

JOHN H. ANDRUS AND THOMAS L. HAMMOND, OF WAVERLY, IOWA.

IMPROVEMENT IN UMBRELLA-SUPPORTS FOR VEHICLES.

Specification forming part of Letters Patent No. **197,536,** dated November 27, 1877; application filed September 18, 1877.

To all whom it may concern:

Be it known that we, JOHN H. ANDRUS and THOMAS L. HAMMOND, of the city of Waverly, in the county of Bremer and State of Iowa, have invented a new and useful Improvement in Vehicle or Buggy Shades, which improvement is fully set forth in the following specification and accompanying drawing, in which—

Figure 1 is a side elevation of a buggy body and shade embodying our improvement. Fig. 2 is a lengthwise vertical central section of Fig. 1, in which the parts and their application are clearly shown in section. Fig. 3 is a plan view of the central support enlarged, in which the dotted lines show some of its possible positions to incline the umbrella-shade in any direction; and Fig. 4 shows the manner of attaching a common umbrella to our improved shade-support.

Our invention relates to that class of shades used on vehicles and known as umbrella or canopy shades, usually carried on a single or central support; and consists mainly in the construction and application of the support to the vehicle, by which the shade is made adjustable in any required direction to intercept the rays of the sun, or the driving storms.

In the drawing, A represents a buggy-body, and B a buggy-seat, both being the same substantially as buggy bodies and seats now in use. C represents the lower portion of an umbrella-staff, which passes down through the buggy-seat B, having its lower end fitted to enter a foot-socket, *a*, secured to the bottom of the buggy-body, to hold it in a vertical position. D is a socket the upper end of which is constructed with arms *b*, which rise above the socket, and are provided with transverse curved slots *c* near its upper end. This socket is mounted on the upper end of the staff C, and is held in place thereon by a pin or bolt, *d*, which passes through the parts.

E is a portion of the umbrella-staff, having its upper end made in socket form, as at *e*, and is passed between the slotted arms *b*, its lower end resting in the upper end of the socket, and a screw-bolt, *f*, is passed through the slots *c* and socket-staff E, and serves to hold the staff in any adjusted position within the limits of the curved slots.

F represents an umbrella-shade of the usual construction, having the lower end of its staff *g* inserted in the socket *e* in the upper end of the staff E. These parts, consisting of the staff C, socket D, socket-staff E, and staff *g*, form a jointed umbrella-staff capable of a sidewise inclination to any extent within the limits of the curved slots in the arms of the socket, and, by means of its connection with the buggy-body, can be turned in the foot-socket *a* to any point in the circle, as seen in the plan view at Fig. 3, for the purpose of intercepting the rays of the sun, or a driving storm coming from any direction.

G is a clamping-rod placed crosswise on the under side of the seat, and held in place thereon in guide-loops secured to the seat. The rear end of this clamping-rod is of loop form, to embrace the lower portion C of the jointed shade-staff. The forward end of this clamping-rod projects in front of the seat, passing through the front cross-bar *h*, and, having its projecting end screw-threaded, is provided with a thumb-nut, *i*, by means of which the shade-staff can be clamped to hold it, and the shade mounted thereon in any adjusted position.

From the foregoing it will be seen that, by means of the curved slots in the upward-projecting arms on the socket D, the socket-staff E, and consequently the shade mounted thereon, can be inclined to any angle within the limits of the curved slots; and, by means of the screw-bolt which passes through the curved slots and the shade-staff, it can be fixed at any inclination required within the limits of the curved slots, and, being mounted on the vertical shade-staff, capable of a rotary motion in its bearings in the foot-socket and the seat, it can be turned to any point in the circle to meet the requirements of the user, and when so adjusted can be fixed in position by means of the clamping-rod under the seat, embracing the staff and the thumb-nut on its projecting end in front of the seat.

At Fig. 4 we have represented our improvement in connection with a common umbrella-shade, in which H represents the lower portion of the staff of an ordinary umbrella secured to our improved socket by a hook-clamping bolt, *k*, embracing the staff, and passing through the socket D and staff C, and a similar hook-clamping bolt, *l*, which embraces the staff and

passes through the curved slots *c* in arms *b* of socket D, by which it can be inclined to any angle, adjusted, and held substantially in the same manner and for the same purpose as the umbrella-shade hereinbefore described.

In using our improvement on vehicles having spring-seats, a foot-socket, as represented at L, secured to the bottom of the vehicle-body, may be employed to receive and support our improved jointed shade-staff, and held in place and made adjustable by means of the thumb-screw *t*.

We claim as our invention—

The combination, with the jointed shade-staff, the upper section arranged to rest upon the lower section, the slotted ears, and clamping-bolt, of the horizontal clamping-rod located beneath the wagon-seat, and adapted to adjust the relative position of the staff by means of a thumb-screw, substantially as set forth.

JOHN H. ANDRUS.
THOMAS L. HAMMOND.

Witnesses:
ALFRED F. BROWN,
ANDREW J. TANNER.