

No. 654,547.

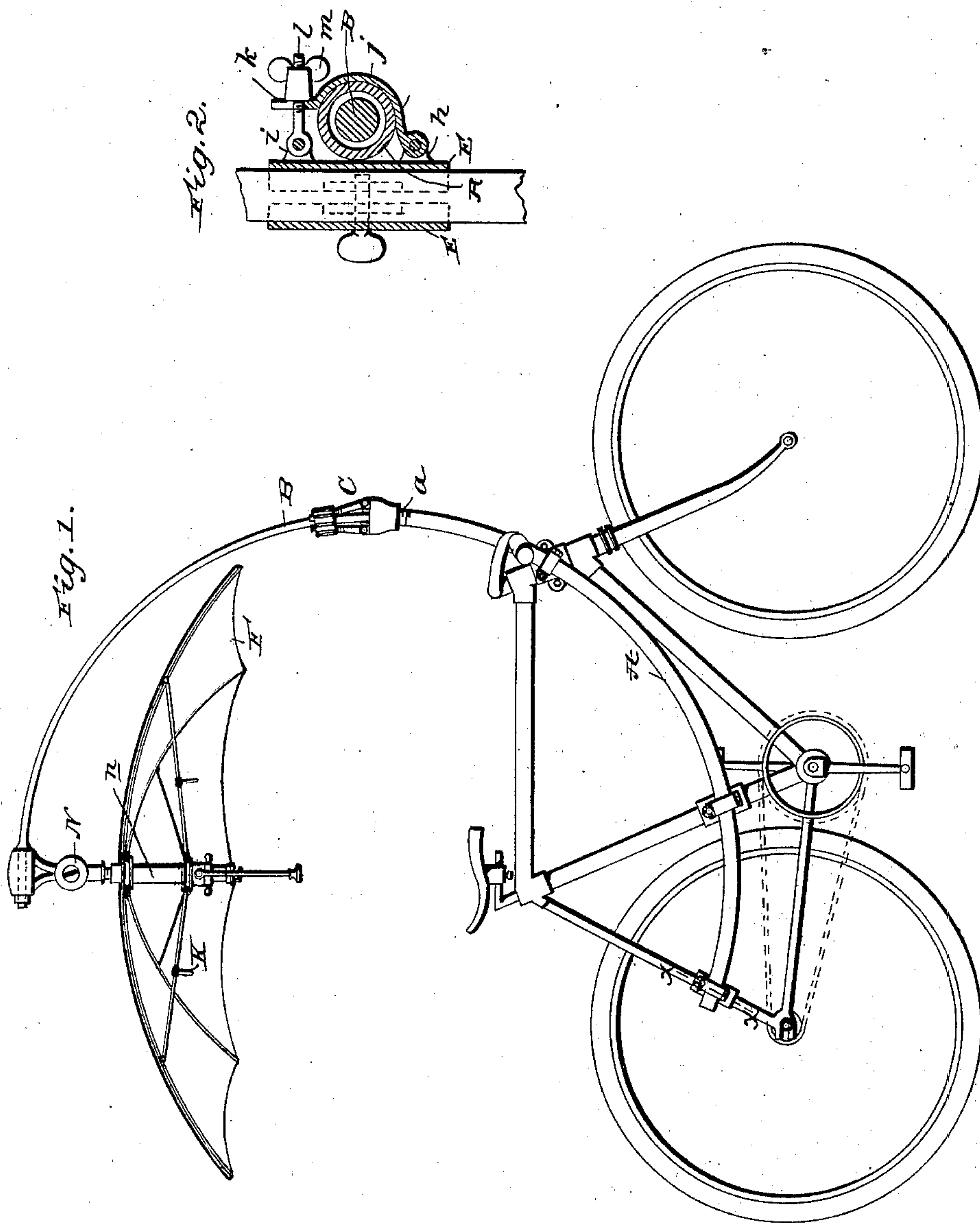
Patented July 24, 1900.

H. H. KESSLER, JR.
UMBRELLA SUPPORT.

(Application filed Sept. 7, 1899.)

(No Model.)

2 Sheets—Sheet 1.



witnesses:

Charles Baeder
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Inventor

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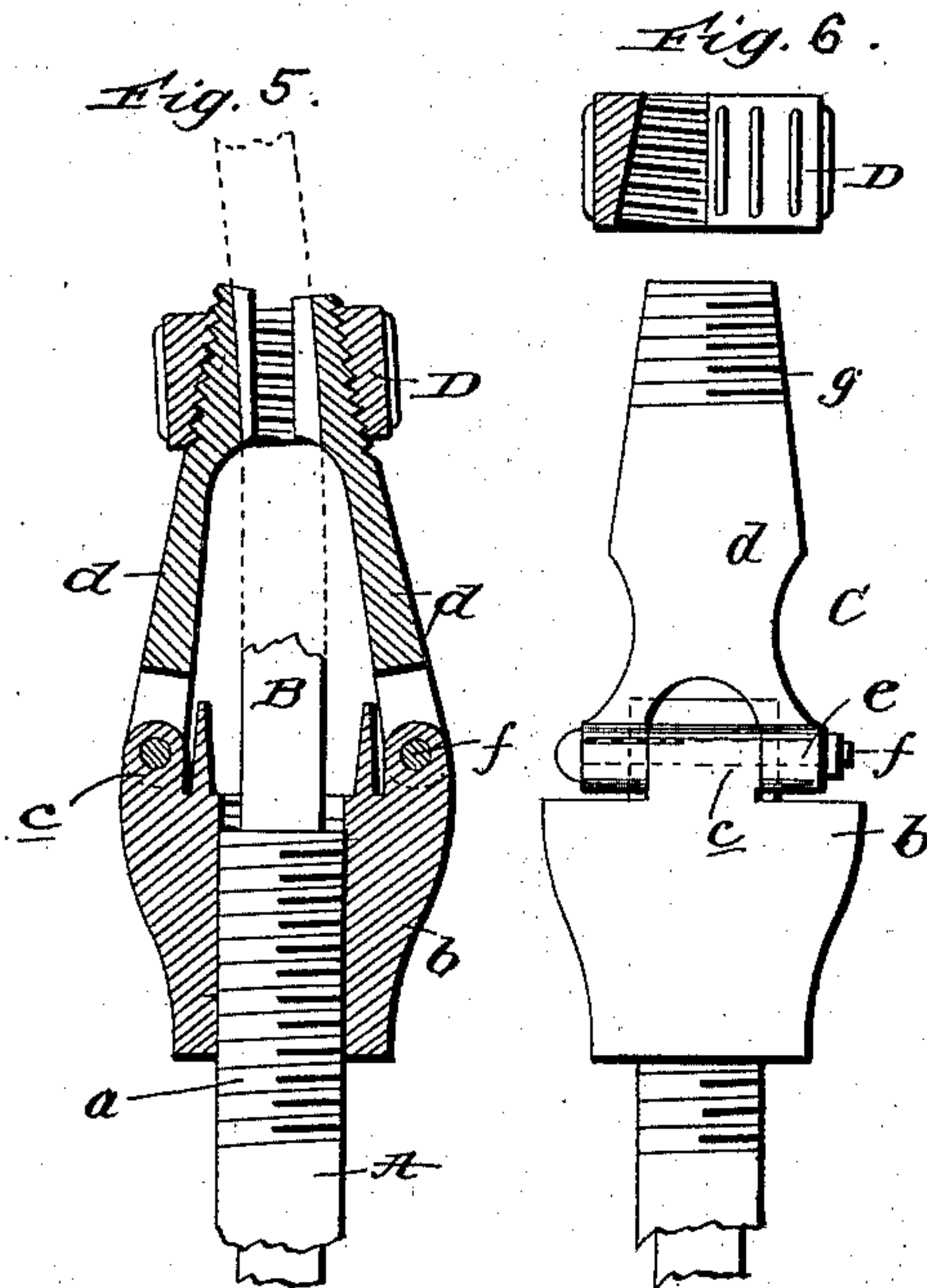
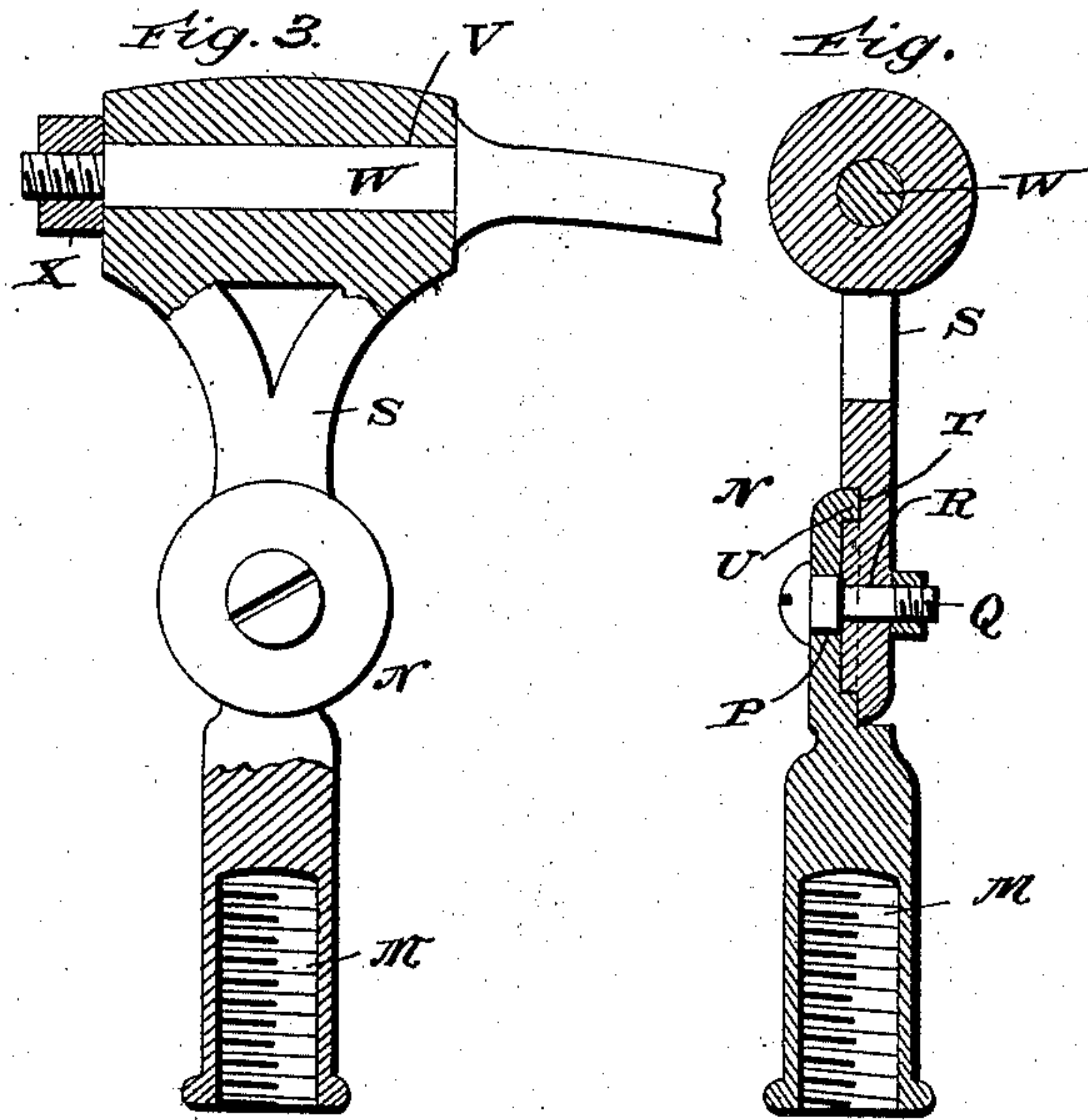
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witnesses:

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UNITED STATES PATENT OFFICE.

HENRY H. KESSLER, JR., OF CLEVELAND, OHIO.

UMBRELLA-SUPPORT.

SPECIFICATION forming part of Letters Patent No. 654,547, dated July 24, 1900.

Application filed September 7, 1899. Serial No. 729,775. (No model.)

To all whom it may concern:

Be it known that I, HENRY H. KESSLER, Jr., a citizen of the United States, residing at Cleveland, in the county of Cuyahoga and State of Ohio, have invented new and useful Improvements in Bicycle Attachments, of which the following is a specification.

This invention relates to an attachment for bicycles, tricycles, and other wheeled devices for holding a foldable shade or umbrella over the occupant.

The invention has for one object to provide a shade or umbrella holder that may be readily attached to any make of bicycle, tricycle, or the like and will hold the umbrella in any desired position with respect to the machine, the parts being adapted for such adjustment that the umbrella may be kept above the user whether he be seated on the saddle or walking by the side of the wheel.

Other objects and advantages will appear from the following description and claim when taken in conjunction with the annexed drawings, in which—

Figure 1 is a side view of my improvements, showing the same in operative position and attached to a bicycle of diamond frame. Fig. 2 is a view in section of one style of clamp that may be used in securing the tubular holder of the frame, the section being taken in the plane indicated by the dotted line xx on Fig. 1. Fig. 3 is a view, partly in section and partly in elevation, illustrating the hinge connection for attaching the umbrella to the telescopic curved rod. Fig. 4 is a vertical sectional view through said hinge connection. Fig. 5 is a longitudinal sectional view of the clutch, showing the same applied to portions of the tubular and rod supports. Fig. 6 is a side view of the clutch with the binding-nut partly in section.

In order to better illustrate my invention, I have shown the same as attached to a gentleman's bicycle with a diamond frame; but I would have it understood that it may be attached to a lady's bicycle, a tricycle, or other wheeled device with equal facility.

Referring by letter to said drawings, A indicates a tube of suitable diameter and of suitable length which may be arranged at various heights on a bicycle-frame to suit different riders. This tube is here shown as

clipped to the rear stay, the seat-post tube, and the head-tube, respectively; but it is obvious that it may be attached to less parts of the frame, and it may be secured at any suitable point. The tube, which is curved, is designed to extend forwardly and upwardly above the steering-head and is provided at such upper end with external screw-threads a for a purpose which will presently appear.

B indicates a rod which carries an umbrella at its upper end. This rod is of a curvature corresponding with that of the tube A and is designed to slide or telescope therein. Said rod is secured to the tube by means of a clutch C. This clutch comprises a lower ring-section b , which screws onto the external threads a of the tube, and it is provided at its upper end with lug-journals c to receive the lower ends of clamping-jaws d . These jaws are hinged or journaled to the lugs c by means of lug-eyes e and pintles or rods f , which take through the respective apertures of the lugs, nuts or other suitable fastening devices being employed on the rods or pintles. The upper ends of these jaws d are reduced in a tapering or conical manner and externally threaded, as shown at g , the inner sides of the jaws being plain and recessed in a curvilinear manner, so as to firmly engage the slidable rod B.

D indicates a conical nut having internal threads to engage the external threads of the conical or tapering portions of the jaws. To facilitate turning this nut on the clamping-jaws, it may have its periphery milled or provided with ribs, as shown. By this means it will be seen that the rod, and consequently the umbrella carried thereby, may be raised, lowered, and secured at any desired point, it being simply necessary to loosen the nut D to permit the rod to slide in the tube and to tighten such nut when the rod and umbrella have been suitably adjusted. It will also be seen that the umbrella may be conveniently and quickly taken off of the frame by simply loosening the conical nut on the clutch.

The clamps employed for attaching the curved tube to the frame may be of any suitable construction. In the present illustration I have shown a sectional tubular clamp E, having two lugs h and i on one side and a curved arm j hinged at one end in one of the

lugs and its opposite end slotted, as shown at *k*, to receive a rod *l*, which is hinged at one end in the other lug and externally threaded at its outer end to receive a wing-nut *m* or the like, which is designed to bear upon the slotted end of the arm *j* and confine the tube A against the tubular clamp E. While this is a convenient means of securing the curved tube to the frame, yet I am aware that many other means might be employed for the purpose. These clamps will also permit the tube to be removed from the frame when desired.

F indicates the umbrella, the upper end of the rod of which is threaded and takes into a threaded socket M in the lower end of the hinge N, which connects the umbrella with the upper end of the supporting-rod. The upper end of this socket-section is flattened, as shown, and provided with a central hole P to receive a bolt or rod Q, which bolt or rod takes through a corresponding hole R in the lower portion of the upper section S of the hinge connection. In order to have the holes or apertures at these sections register to receive the pivot or hinge bolt, one section is provided with a groove T and the opposite section with a flange U to enter the groove. By loosening the hinge or pivot bolt it will be seen that the socket, and consequently the umbrella carried thereby, may be swung forwardly or rearwardly, and then by tightening the bolt by means of a nut or otherwise the umbrella may be secured in the position desired. The upper end of the section S of this hinge connection may be enlarged, as shown, and provided in a plane at right angles to the aperture R with a plain bore or aperture V and receives the reduced end W, which may be shouldered, as shown, and threaded at its

outer end to receive a nut X. By this means the umbrella as a whole may be quickly applied to the rod and as quickly removed, the nut serving to secure the connection on the rod. When it is not desired to use the umbrella, it can be put out of the way by simply loosening the clutch C, moving the rod B as far as possible down into tube A, and folding the umbrella and arranging it alongside the frame or permitting it to hang near the handle-bar at either side of the frame.

I prefer to arrange the tube A at the outer side of the rear stay of the frame; but it is obvious that it might be arranged at the inner side of the stay without departing from the scope of my invention.

Having thus described my invention, what I claim is—

The combination with a velocipede; of an umbrella-support comprising a curved tube fixedly connected to the frame of the velocipede and having exterior threads at its forward end, a similarly-curved rod slidable in the tube and adapted for the connection of an umbrella, and a clutch having an interiorly-threaded ring-section screwed on the forward end of the tube, exteriorly-threaded and tapered jaws pivotally connected to the ring-section and adapted to grip the rod, and a conical nut mounted on said jaws and engaging the threads thereof, substantially as specified.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

HENRY H. KESSLER, JR.

Witnesses:

JOHN BITTEL,
JOHN KESSLER.