

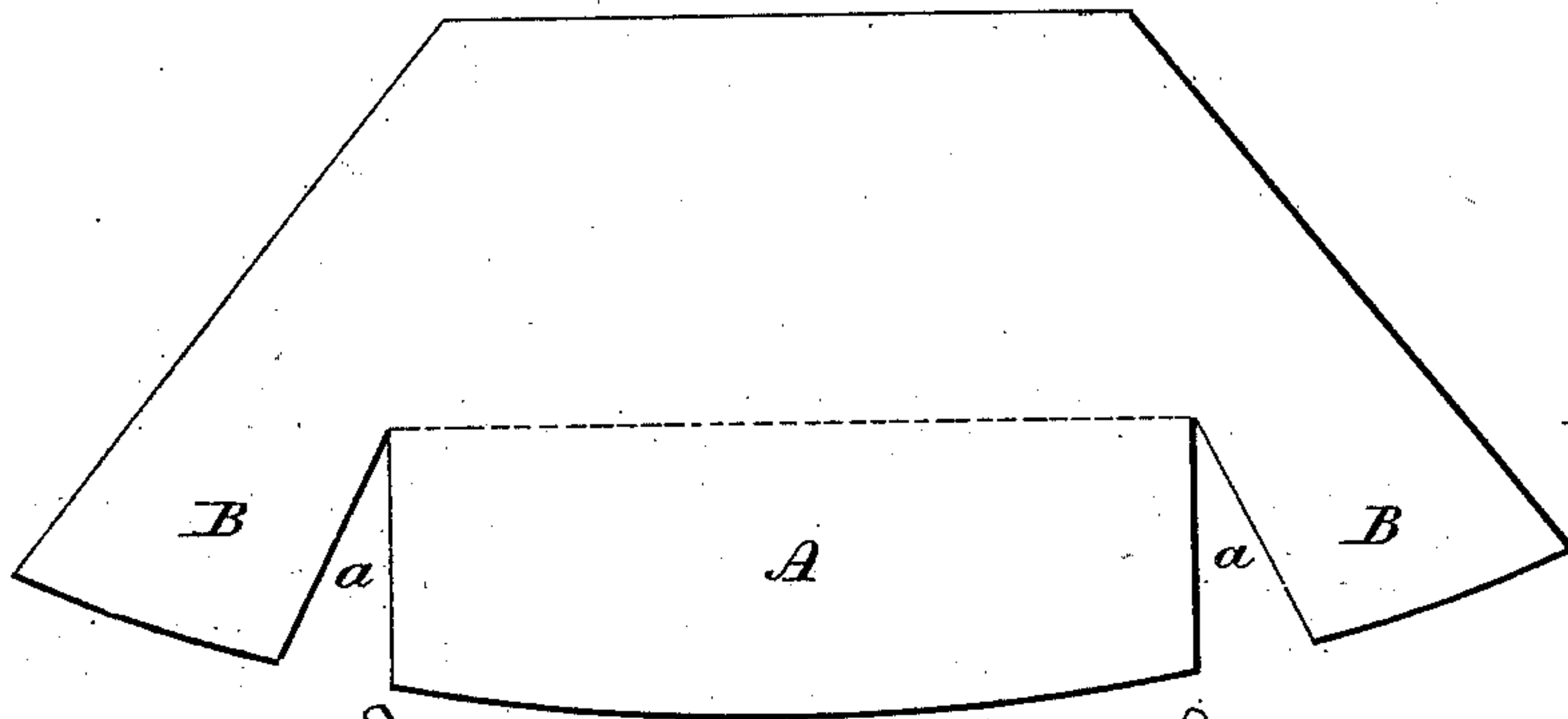
(No Model.)

G. E. SPARE.  
CARRIAGE APRON.

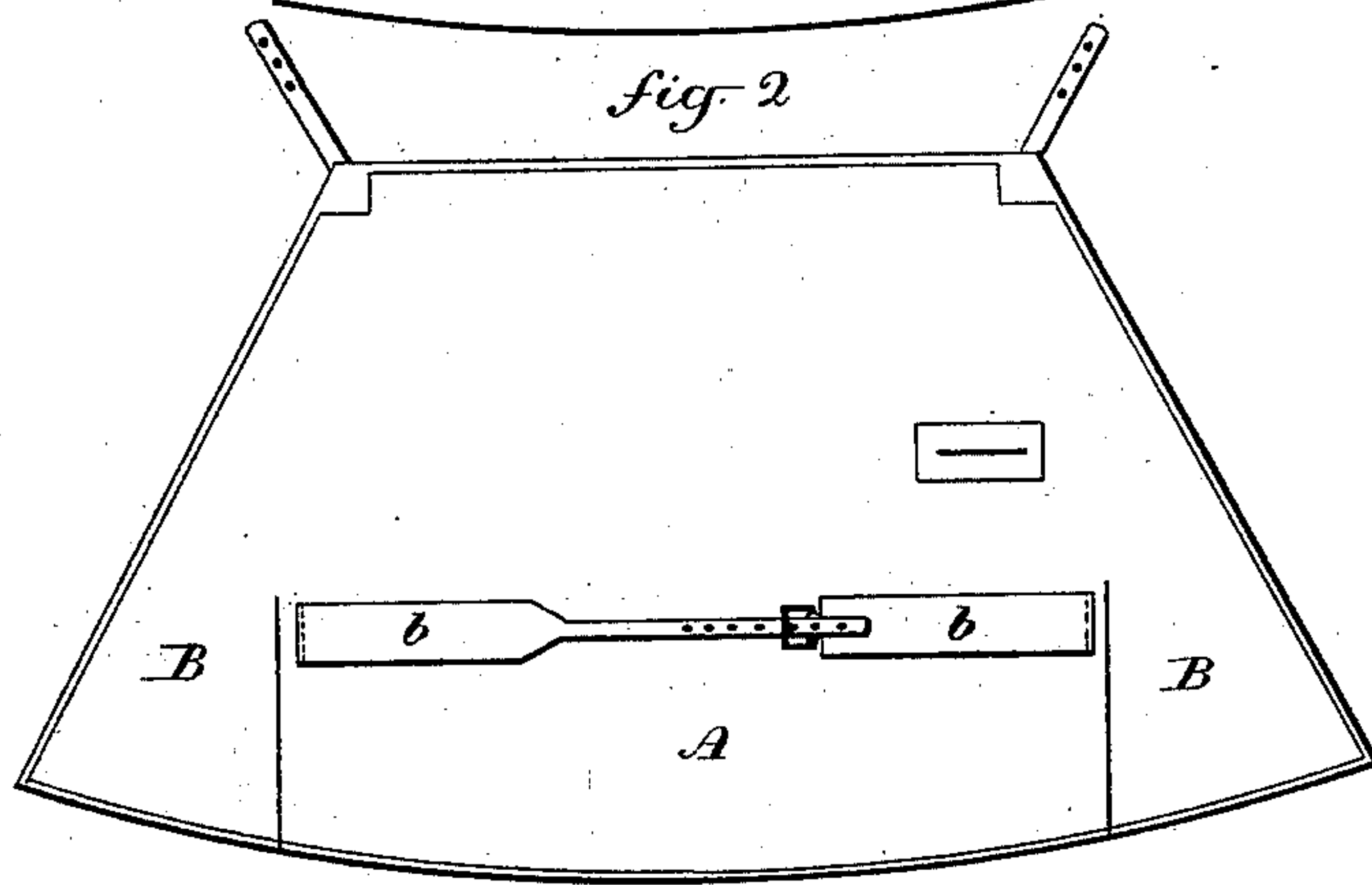
No. 273,180.

Patented Feb. 27, 1883.

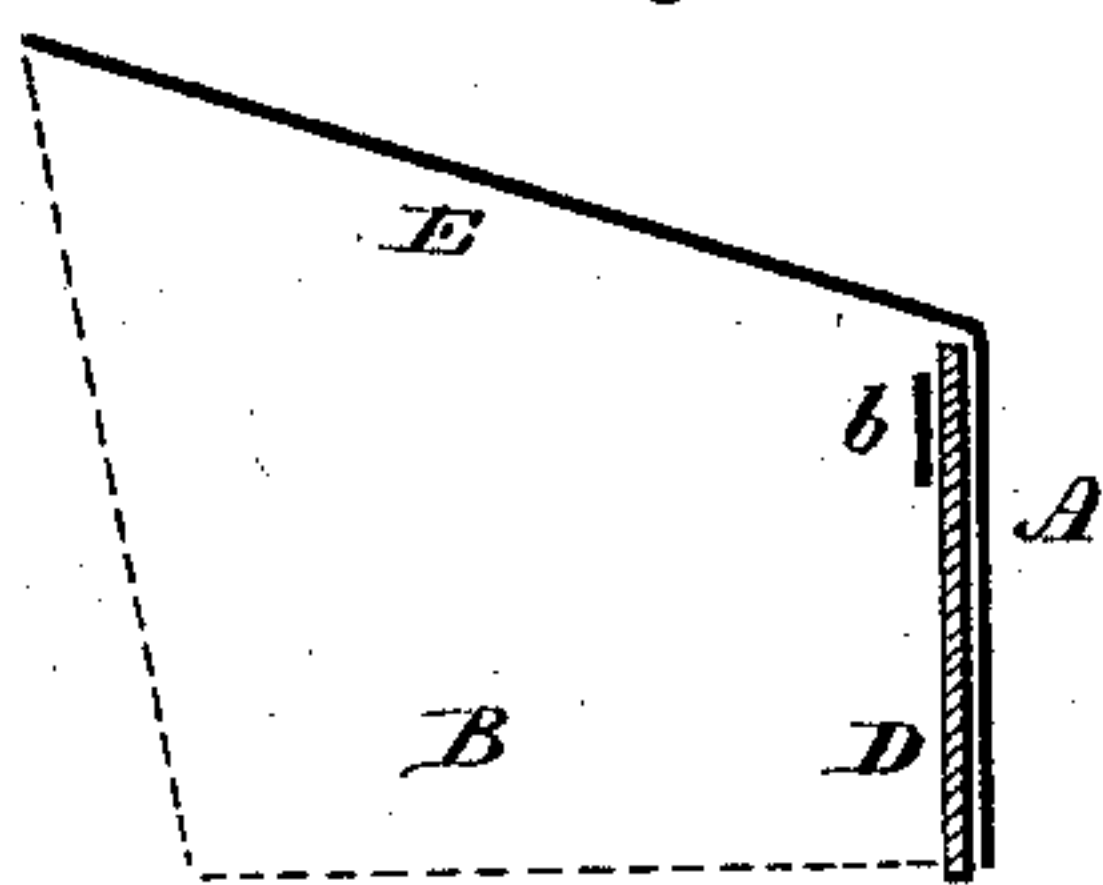
*fig 1*



*fig 2*



*fig 3*



Witnesses,

*J. H. Shumway*  
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# UNITED STATES PATENT OFFICE.

GEORGE E. SPARE, OF NEW HAVEN, CONNECTICUT.

## CARRIAGE-APRON.

SPECIFICATION forming part of Letters Patent No. 273,180, dated February 27, 1883.

Application filed January 15, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE E. SPARE, of New Haven, in the county of New Haven and State of Connecticut, have invented new Improvements in Carriage-Aprons; and I do hereby declare the following, when taken in connection with accompanying drawings and the letters of reference marked thereon, to be a full, clear, and exact description of the same, and which said drawings constitute part of this specification, and represent, in—

Figure 1, a diagram illustrating the cut of the apron; Fig. 2, inside view of the apron complete; Fig. 3, section illustrating this application to the dash of a carriage.

This invention relates to an improvement in the article commonly known as "carriage-aprons"—that is to say, a "boot," which is detached from the dash, but constructed so as to set on over the top edge of the dash and be temporarily secured thereto. In the usual construction the part of the boot which is to form the attachment to the dash is made in the form of a pocket, so as to pass down over the top edge of the dash and serve as a means to secure the boot. In this construction the apron starts from a point below the upper edge of the dash and inclines upward, and forms a receptacle for water, from which it is difficult for the occupant to throw it. The water flows from one side to the other, and escapes as best it may, generally passing through the whip-hole and into the carriage below. Again, the flaps at the sides necessarily hang over the outside of the carriage, and in frequent contact with the wheels.

The object of my invention is to construct an apron whereby these difficulties will be avoided; and it consists in the construction as hereinafter described, and more particularly recited in the claims.

I cut the apron from any suitable material, as seen in Fig. 1, the central part, A, corresponding to the width of the dasher, and preferably of about the depth of the dash, cutting out a gore-piece, *a*, at each side, leaving a flap, B, at each side, as seen in Fig. 1, the width from the dash-line upward corresponding to the height to which it is desired to protect the oc-

cupant. The edges of the gore-cuts *a a* are brought together, and secured as seen in Fig. 2, the apex of the gores being the upper edge line of the dash. On the inside, and near the upper dash-line, I attach a strap, *b*, at each end, which extend across and are attached together by an adjustable device—may be as by a buckle or by some elastic material. Thus constructed, the apron is placed over the dash, as seen in Fig. 3, D representing the dash, the part A outside the dash, the straps *b* across upon the inside. Then the apron part E is drawn up into the carriage and secured in the usual manner. By this construction the apron draws from the top edge of the dash upward, as shown, instead of from some distance below, as in the usual construction. Hence the drip will be down over the front of the dash, and water will not accumulate on the apron, as in the previous construction.

The side flaps, B, are confined at their forward edge by that part of the apron which extends in front of the dash; hence are not free and liable to blow outward against the wheels, as in the usual construction.

That part which extends down in front or outside the dash may be narrower; but in such case it will leave the outside flaps free, and while such construction will overcome the difficulty of the gathering of water on the apron, it would still retain the difficulty of the unfined flaps.

I claim—

1. The herein-described carriage-apron, constructed with the part A to extend down in front of the dash, with the flaps B at each side secured thereto, combined with the adjustable straps *b b* upon the inside, substantially as described.

2. The carriage-apron constructed to be placed over the top edge of the dash, a portion to extend forward in front of the dash, combined with adjustable straps *b* upon the inside, substantially as described.

GEO. E. SPARE.

Witnesses:

JOHN E. EARLE,  
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