

(No Model.)

G. H. CHAPPELL.  
ROBE HOLDER FOR VEHICLES.

No. 298,173.

Patented May 6, 1884.

Fig. 1.

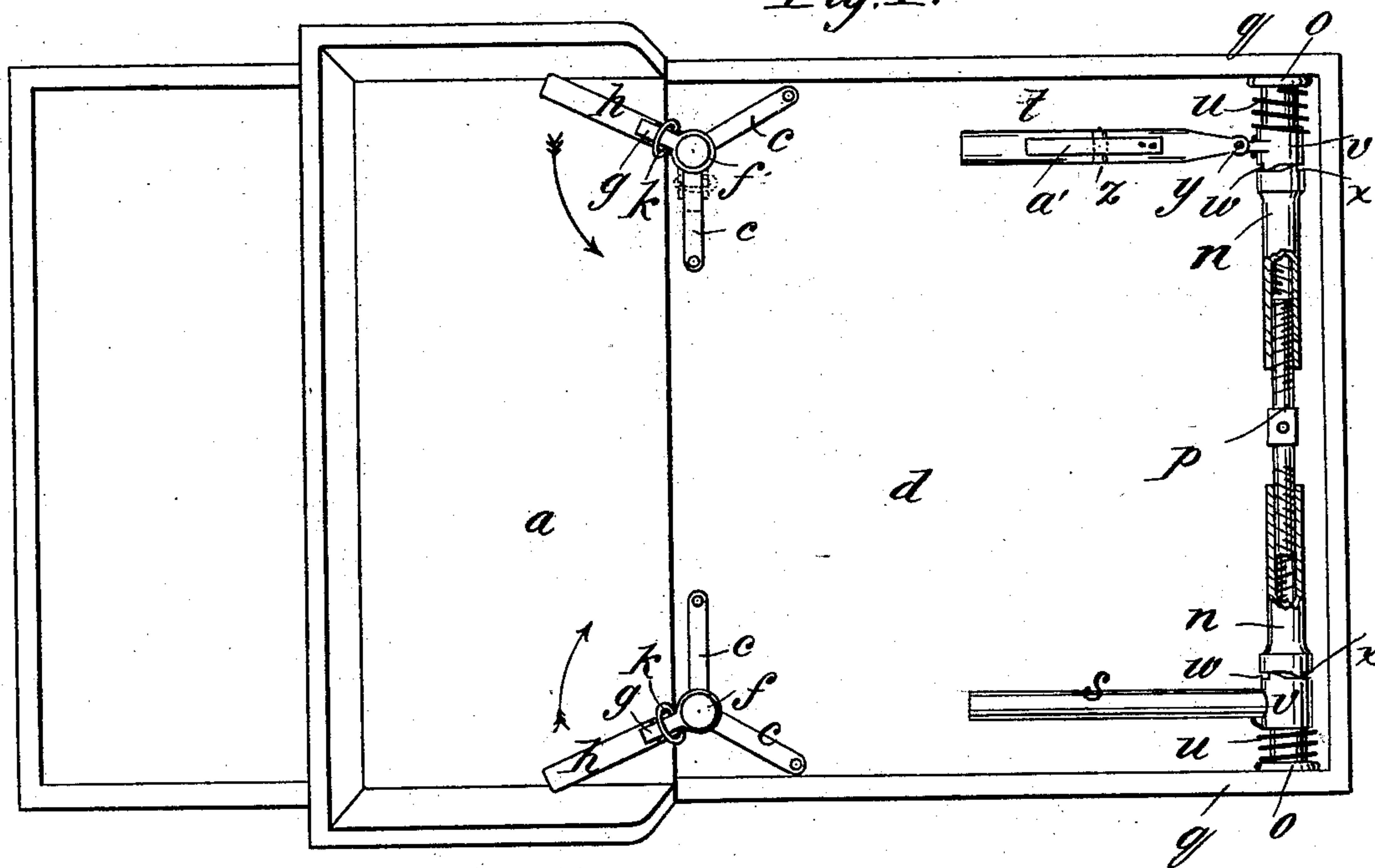


Fig. 3.

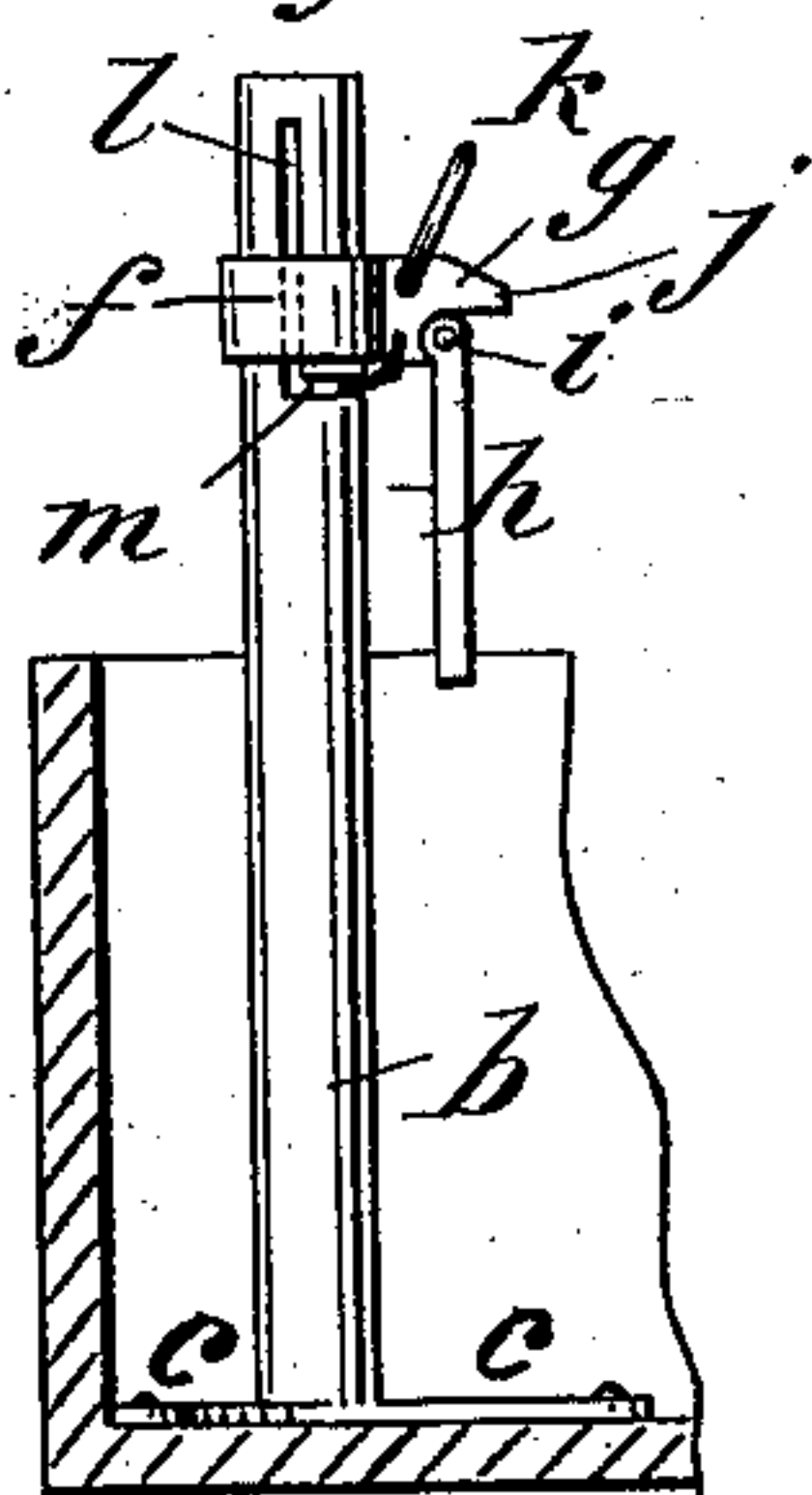


Fig. 2.

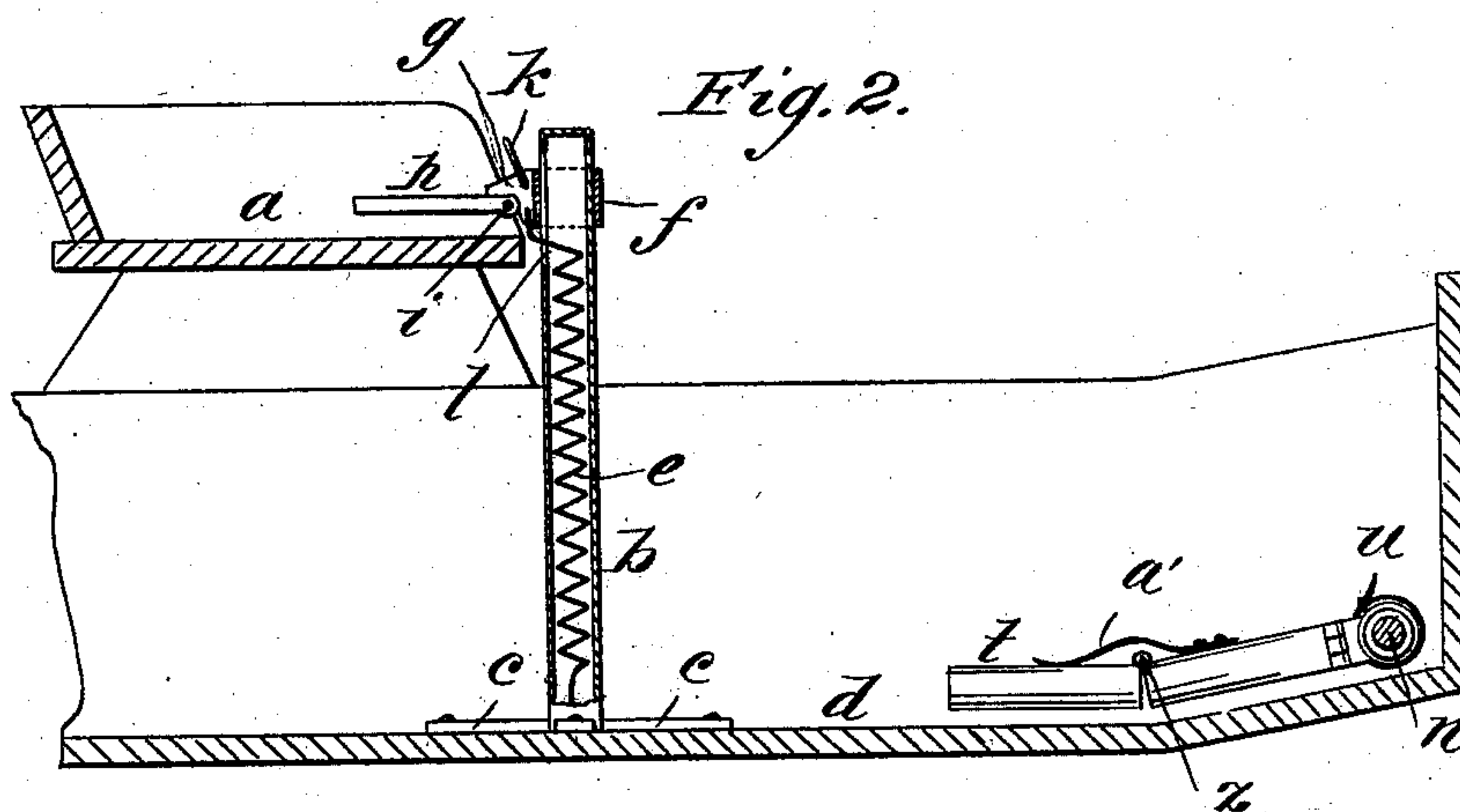
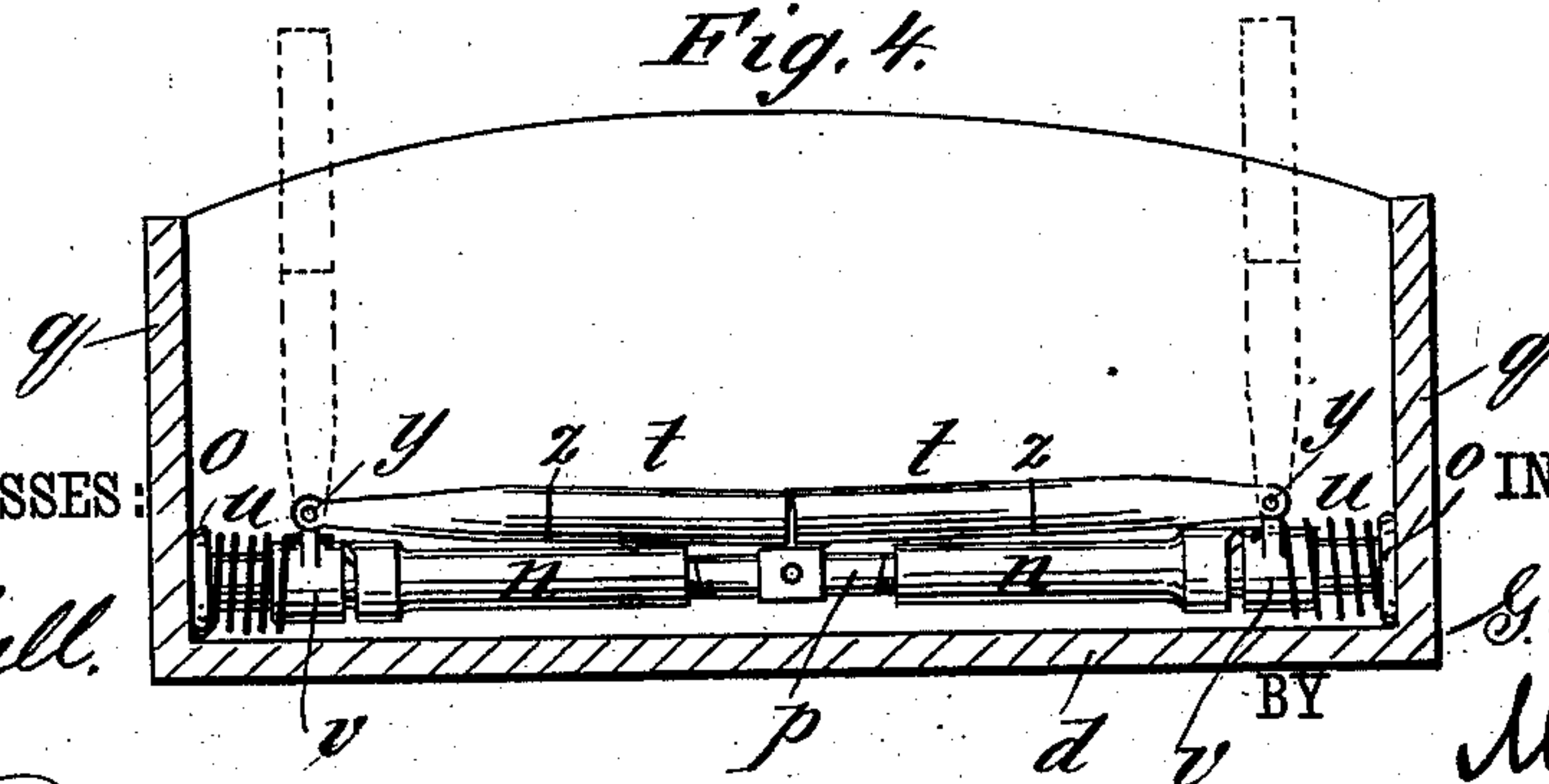


Fig. 4.



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# UNITED STATES PATENT OFFICE.

GEORGE HENRY CHAPPELL, OF HURON, DAKOTA TERRITORY.

## ROBE-HOLDER FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 298,173, dated May 6, 1884.

Application filed October 4, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE HENRY CHAPPELL, of Huron, in the county of Beadle and Territory of Dakota, have invented a new and Improved Lap-Robe Holder, of which the following is a full, clear, and exact description.

My invention consists of an attachment to a sleigh or carriage consisting of presser-arms or levers contrived to press the lap-ropes on the seat by the side of the rider, and also on the bottom of the body of the vehicle by the sides of his feet and legs, to hold the robes in place and prevent them from shifting and falling away by the shocks and jars of the vehicle, and thereby save the rider the labor and trouble of holding them, and increase the comfort of the rider in cold weather, all as hereinafter fully described.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a plan view of a vehicle-body provided with my improved lap-robe holder. Fig. 2 is a longitudinal section of the body of the vehicle and of some of the devices of the holder. Fig. 3 is a detail showing one of the seat-holders in side elevation. Fig. 4 is a transverse section of the body, showing the foot-board devices in side view.

At each end of the seat *a*, and at the front side, I set up a short tube, *b*, by suitable feet, *c*, attached to the bottom *d* of the body of the vehicle, said tubes rising a little higher than the seat, and containing a spiral spring, *e*, which at the upper end extends out through a slot of the tube, and connects with a collar, *f*, fitted on the tube, so as to shift up and down and turn on the tube, said collar having a projecting lug, *g*, to which an arm, *h*, is pivoted at *i* under the stop-shoulder *j*, so that the arm may swing downwardly freely but cannot rise above the horizontal line or thereabout. The collar *f* has a handle-ring, *k*, attached to it for the purpose of shifting the collar and the arm as required. The slot in the tube for the spring is partly vertical at *l*, and partly horizontal at *m*. When these arms *h* are to be used for holding down the robe, they are to be adjusted as represented in Figs. 1 and 2—that is, with the arms projecting over the seat for the purpose of pressing the margins of the robe

down on the seat, and holding the robe on the lap of the rider, over which it is to be suitably stretched with the margins tucked under the arms *h*. The robe is to be released when required by lifting the arms with the rings *K*; and when the holding-arms are not to be used, they may be swung around from over the seat, as indicated by the arrows, Fig. 1, and allowed to drop down parallel with the posts out of the way, as in Fig. 3.

For holding the robes about the feet of the rider, I make an extensible rod consisting of two sections, *n*, each having a head, *o*, and being fitted with a right-and-left adjusting-screw, *p*, for securing the rod between the sides *q* of the body, to hold presser-arms *s* or *t*, fitted on said rod, so as to swing up and down, and provided with springs *u*, to hold them down, for pressing on the robe stretched over the feet and legs of the rider and keeping it in place. These arms are attached to collars *v*, which turn on the rod to allow the arms to be pressed down by the springs, and also to allow the arms to be swung up right along the dash-board, where they may be secured, if desired, by studs *w* on the collars engaging with studs *x* of the rods and held in contact by the springs *u*. These arms may consist of a single piece and be rigidly connected with the collars on the rod; or, if preferred, they may be jointed to the collar, as at *y*, to fold down on the rod, as in Fig. 4; and, if desired, said arms may have a joint, *z*, to bend to the shape of the bottom of the body when the same is not straight, with a spring, *a'*, to cause the pressure on the robe.

It will be seen that with these simple devices a traveler can keep himself much more comfortably protected from the storms and cold than otherwise, and with much less labor. The rod on the foot-board may be readily taken out at any time by slackening the screw *p*, and the parts of the seat-holders may be temporarily screwed down to the floor for being taken out in warm weather.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The combination of presser-arms with the seat of a vehicle, said arms being adapted to hold a lap-robe thereon, substantially as described.



2. The combination of presser-arms with the bottom or foot board of a vehicle, said arms being adapted to hold a lap-robe thereon, substantially as described.

5 3. The combination of the arm-supporting tubes *b*, springs *e*, collars *f*, and presser-arms *h*, with the seat of a vehicle, the springs being connected with said arms through slots in the supporting-tubes, substantially as described.

10 4. The collar *f*, having jointed arm *h* and stop-stud *i*, in combination with supporting-tube *b*, and spring *e*, said tube having slot *l m*, and the collar fitted to slide and turn on the tube, substantially as described.

15 5. The combination of the supporting-rod *n*, and spring-pressed arms thereon, with the body of a vehicle, said rod and arms being located near the bottom and foot board, and arranged to press and hold the lap-robe, substantially as described.

20 6. The extensible rod *n*, having spring-pressed arms adapted to press and hold the lap-robe, in combination with the vehicle-body, said rod being arranged to be secured

between the sides of the body by the right-and-left adjusting-screw, substantially as described. 25

7. The combination of holding-arms, a rod for holding said arms, and springs for pressing said arms on the bottom or foot board of the body, said arms being pivoted to the holding-rod, and arranged to be raised upright and be secured by studs *w* and *x*, and their holding-down springs *u*, substantially as described. 30

8. The arms for holding the lap-robe down on the vehicle-bottom, connected to the supporting-rod *n* by turning collars *v*, and pivoted to said collars to fold down along the supporting-rod, substantially as described. 35

9. The combination, with a vehicle-bottom having irregular shape, of spring-pressed lap-robe-holding arms, having a joint, *z*, and presser-spring *a'*, to conform to said irregular shape, substantially as described. 40

Signed this 29th day of September, 1883.

GEORGE HENRY CHAPPELL.

Witnesses:

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