

(No Model.)

P. H. SHARP.
CARRIAGE APRON.

No. 351,663.

Patented Oct. 26, 1886.

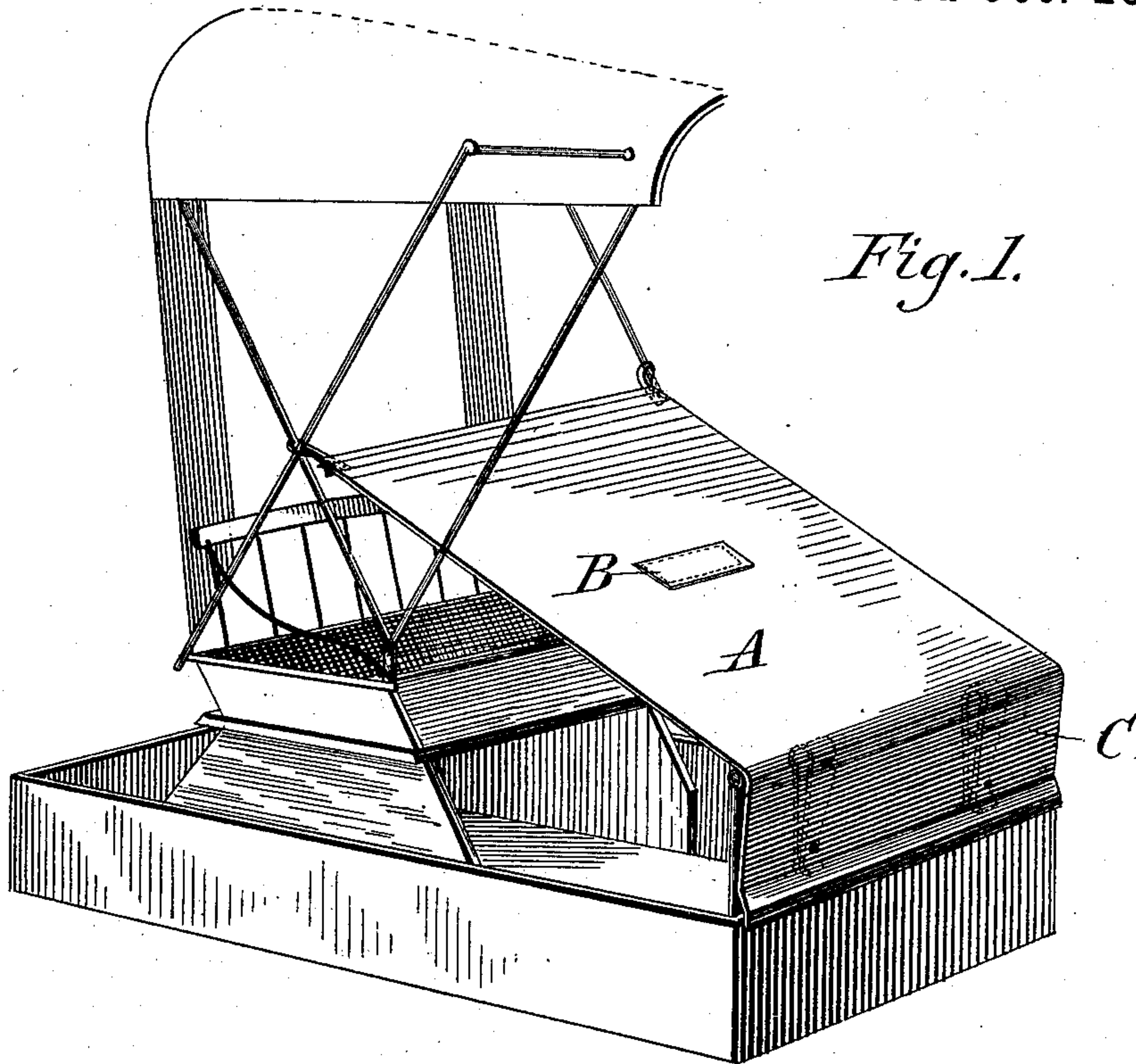
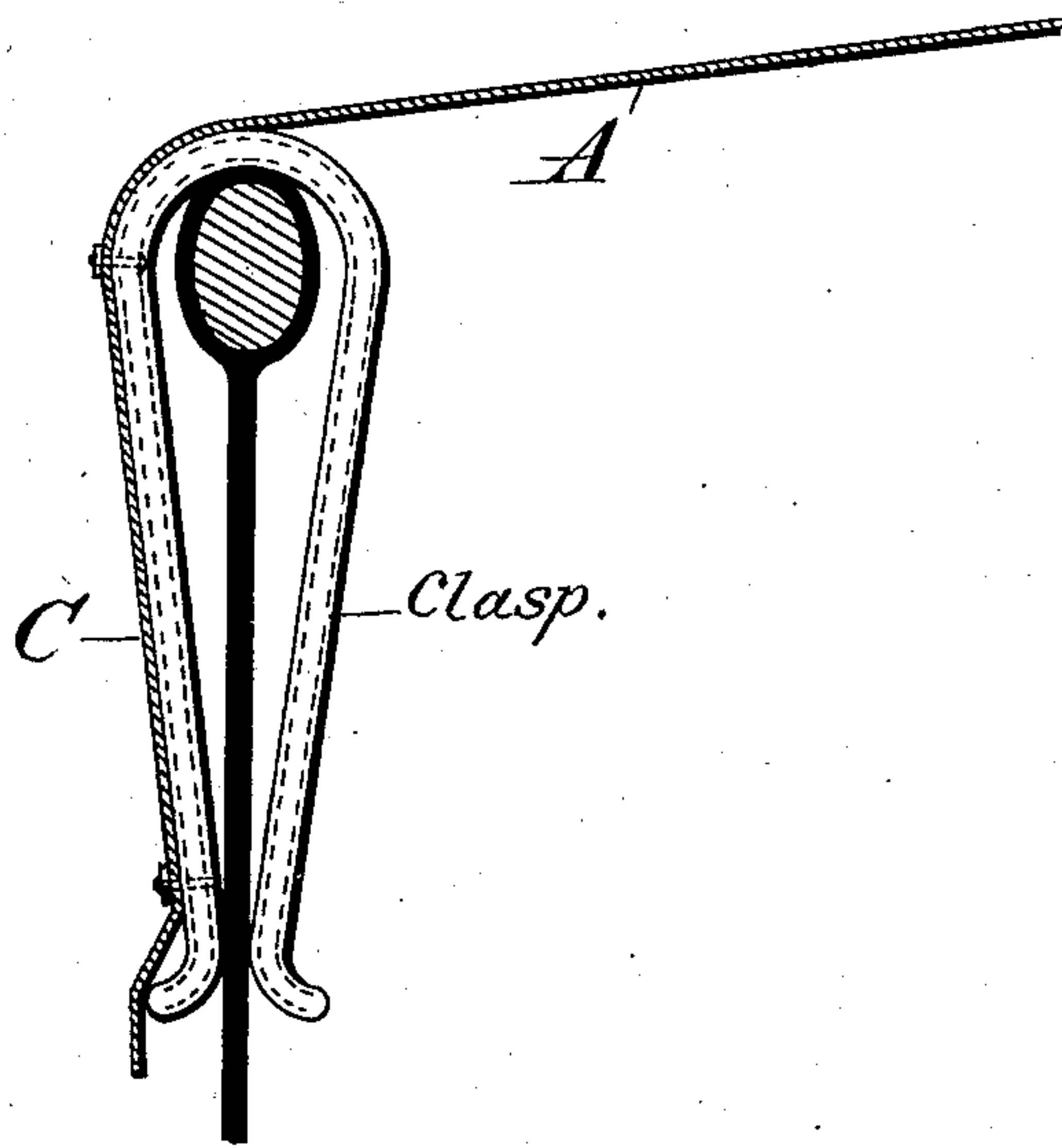


Fig. 2.



Attest:
H. H. Schott
Fred E. Tasker.

Inventor:
Philip H. Sharp,
per John C. Tasker,
att'y

UNITED STATES PATENT OFFICE.

PHILIP H. SHARP, OF PITSTON, PENNSYLVANIA.

CARRIAGE-APRON.

SPECIFICATION forming part of Letters Patent No. 351,663, dated October 26, 1886.

Application filed January 14, 1886. Serial No. 188,560. (No model.)

To all whom it may concern:

Be it known that I, PHILIP H. SHARP, a subject of the Queen of Great Britain, residing at Pittston, in the county of Luzerne and State of Pennsylvania, have invented certain new and useful Improvements in Carriage-Aprons; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to an improvement in carriage-aprons, such as are used to protect the occupant of a carriage or other vehicle from rain, snow, sleet, &c.; and the invention consists in the construction and combination of parts, as will be hereinafter set forth.

In the annexed drawings, Figure 1 is a view of my improved storm-apron in position upon the dash-board of a vehicle; and Fig. 2 is a cross-section of the same, showing the clasps by which the apron is secured in place.

Like letters of reference designate like parts.

A represents the main portion of the apron, made of any suitable material and of any size and shape to enable it to be conveniently attached to the front of a carriage to shield the occupant. At any point, as B, an aperture may be provided, through which the reins can be passed when the apron has been put into place in front of the driver. The lower portion of the apron is generally bent or folded at an angle, so that the part C may be outside, in front of the dash-board. Thus when the rain or storm beats upon the apron the water will pass down its inclined surface and fall to the ground in front of the dash-board.

The apron is secured in place upon the dash-board by means of U-shaped clasps, made preferably of the form shown in Fig. 2, and adapted to spring over the edges of the carriage-body and clasp it tightly. They are placed within the angle formed by the parts

A and C of the apron, and are firmly riveted or otherwise secured to the under side of the same. To the upper corners of the apron are secured straps and buckles *a*, by which the upper end of the apron is secured to the bows of the top, preferably at the point where they are intersected by the braces, which prevent said straps from slipping down.

I am aware that carriage-aprons have hitherto been provided with U-shaped clasps for attaching the same to the dash-board; but in devices of this kind it has been customary to fold the apron within the clasps. This leaves a gutter near the top of the dasher, where the water will accumulate and will be liable to soak through; and also the constant accumulation of water at this spot will in time spoil the material of the apron, so that it will not be as durable. Further, when the apron is folded within the clasps the lower ends of the latter are liable to wear holes in the apron, on account of the jerking and pulling which occurs whenever it is fixed in place.

I am also aware that it has heretofore been proposed to attach an apron to a dash-board by means of a clamp having rigid arms, adapted to straddle the dash-rail and be secured thereto by thumb-screws, the apron being fixed to the top of the clamp and forming a loose projecting flap over the dash. In my construction I fix the apron to spring-clasps having long arms adapted to straddle the rail and project a considerable distance below the same, the apron being secured to the lower ends of the outer arms of the clasps, as shown. It will be seen that this construction carries the apron well down over the dash-rail, thus forming a water-shed over the dash, and effectually preventing the entrance of rain, snow, &c. In my device the apron is quickly and easily adjustable upon any carriage. It presents a neat appearance, for the clasps are entirely concealed from view beneath the apron; and an apron of this kind will be found to be very durable, for there is nothing to get out of order, and there is no combination of parts where one part can wear upon the other to the detriment of the device.

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

5 A carriage-apron secured to the lower ends of the outer arms of spring-clamps, and adapted to pass thence up and over the dash-rail and be secured to the carriage-bows, all being substantially as herein shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

PHILIP H. SHARP.

Witnesses:

S. P. FENN,
REUBEN APT.