No. 644,399. Patented Feb. 27, 1900.

R. E. BRIER & W. E. CLARK.

STORM APRON FOR BUGGIES.

(Application filed Feb. 18, 1899.)

(No Model.)

Fig. 1.

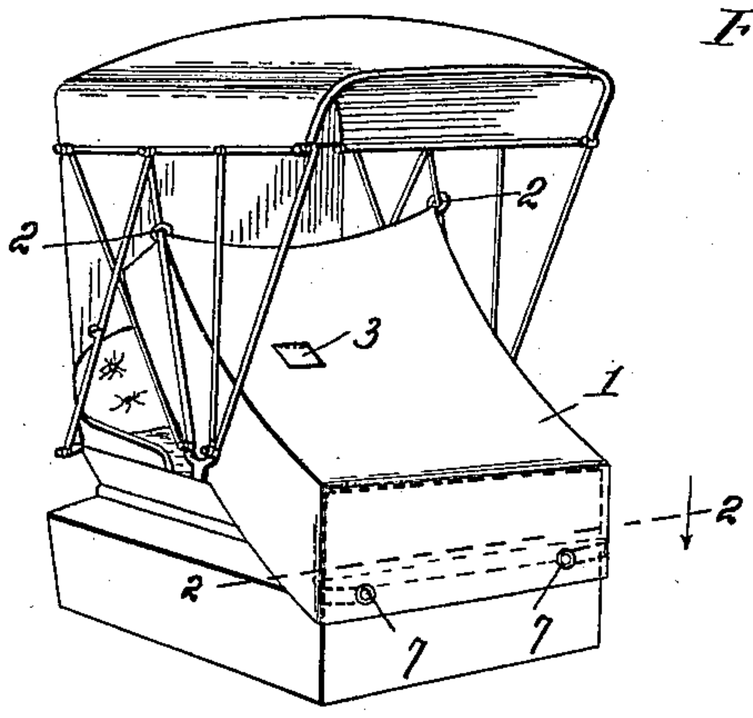


Fig. 2.

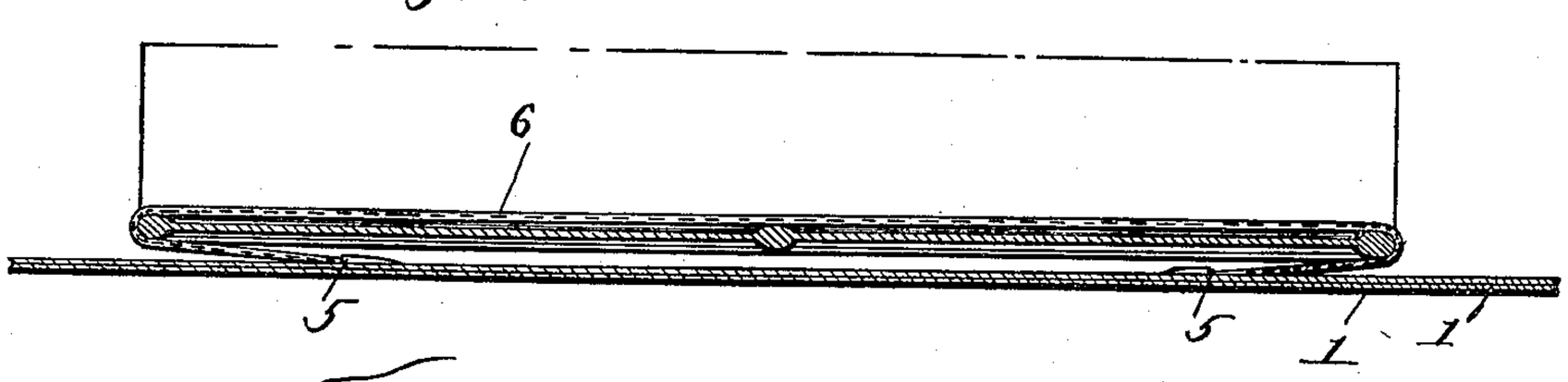


Fig. 3.

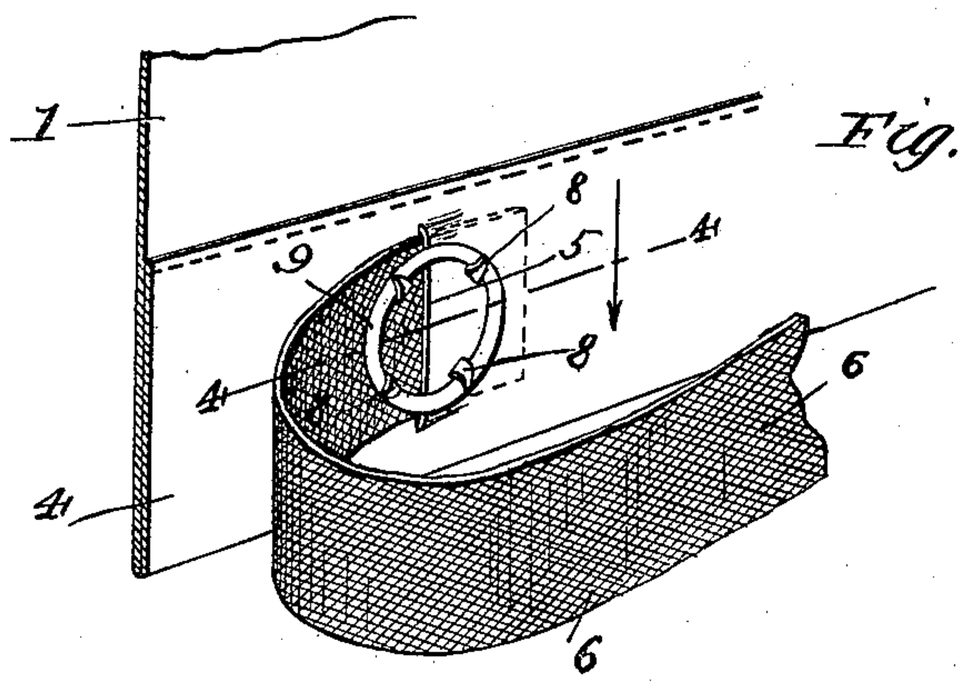
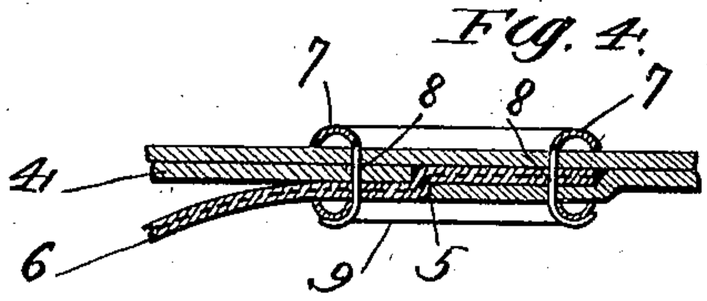


Fig. 4.



Witnesses
G. M. Lamaeus
G. H. Walmsley.

Inventors
Robert E. Brier
& William E. Clark
By Davis & Davis
Attorneys.

UNITED STATES PATENT OFFICE.

ROBERT E. BRIER AND WILLIAM E. CLARK, OF ST. LOUIS, MISSOURI.

STORM-APRON FOR BUGGIES.

SPECIFICATION forming part of Letters Patent No. 644,399, dated February 27, 1900.

Application filed February 18, 1899. Serial No. 705,987. (No model.)

To all whom it may concern:

Be it known that we, ROBERT E. BRIER and WILLIAM E. CLARK, citizens of the United States, and residents of St. Louis, State of Missouri, have invented certain new and useful Improvements in Storm-Aprons for Buggies, of which the following is a specification, reference being had therein to the accompanying drawings, in which—

Figure 1 is a perspective of a buggy, showing the device in position; Fig. 2, a horizontal sectional view of the dash with-apron attached, taken on line 2 2 of Fig. 1. Fig. 3 is a detail perspective view showing manner of fastening elastic strap to apron, and Fig. 4 is a sectional view on line 4 4 of Fig. 3.

The object of this invention is to provide a simple adjustable fastening device by means of which storm-aprons may be readily secured to the dashboards of various widths, the novelty lying, essentially, in the improved means for attaching the adjustable fastening device to the apron, as more fully set forth hereinafter.

The invention consists in the novel combination and arrangement of parts hereinafter described, and particularly pointed out in the claim appended.

Referring to the various parts by numerals, 1 designates the storm-apron, constructed of any suitable waterproof material and provided at its upper edge with suitable straps 2, by which said upper edge may be fastened to the bows of the buggy-top. The usual rein-opening is closed by a flap 3. At its lower edge the apron is turned inwardly on itself and sewed, forming a deep strong hem 4 on the inner side of the apron. At suitable points equidistant from a point midway the length of the lower edge of the apron transverse slits 5 are formed in the inner side of the hem. Through these slits the ends of the strong elastic band 6 are inserted, the ends of said band passing within the hem and extending toward the center of the apron, as shown in dotted lines in Fig. 3. Suitable fastening means secure the ends of said band permanently within the hem, said fastening means bridging the slits 5 and extending through to the face of the apron. The fastening means shown consists of a metallic ring 7 on the face of the apron and provided with the prongs 8, which pass through the hem and the elastic band, some of said prongs passing through on one side of the slit 5 and the remainder passing through on the other side of said slit. The inner ends of each set of prongs are then bent outward and clenched over a metallic ring 9, which bridges the slit 5. By this means the ends of the elastic band are secured within the hem and protected from all wear and tear, and the slits are also protected, all tendency to tear the hem or enlarge the slits being resisted by the fastening devices.

The distance between the points of attachment of the band to the apron is less than the width of the smallest dashboard commonly used, so that when the apron is placed in position and the band is extended and passed over the dash the pull on the apron will be from the center toward either side, causing the apron to fit closely over the dash and preventing wrinkles and fullness on the line of tautness across the front of the dashboard and enabling the apron to be drawn up taut.

Where the dash is formed with projecting lower corners, the elastic band is passed below them, and it then more securely holds the apron against accidental displacement.

By forming the apron with the hem at its lower edge and securing the elastic band in the hem not only is all tendency of the apron to pucker or buckle at the points of its attachment to the band, when the band is stretched over the dash, prevented and the apron caused to lie smooth and close to the dash, but also ample protection is afforded for the ends of the elastic band without defacing the front face of the apron. It will also be observed that the inclosed ends of the band extend toward each other, whereby when the band is stretched outward away from the center line of the apron there will be no doubling of the band at any point and no tearing strain at the points of entrance into the slits.

We claim—

A storm-apron having its lower edge turned upward and inward and secured to form a hem along the lower edge of the apron, said hem

being provided with a transverse slit at each side of the center of the apron, an elastic band having one end inserted in each of said slits, the inclosed ends extending toward each other, and a device closing each of said slits and securing the adjacent end of the band, said device consisting of two metal rings bridging the slit, one lying on the outside and the other on the inside of the apron and one being provided with prongs passing through the parts of the hem and the elastic band and engaging the other ring, substantially as described.

In testimony whereof we hereunto affix our signatures, in the presence of two witnesses, this 7th day of February, 1899.

ROBERT E. BRIER.
WILLIAM E. CLARK.

Witnesses:
AUGUST KRIEGER,
JOHN P. PRIMEAU.