

No. 674,818.

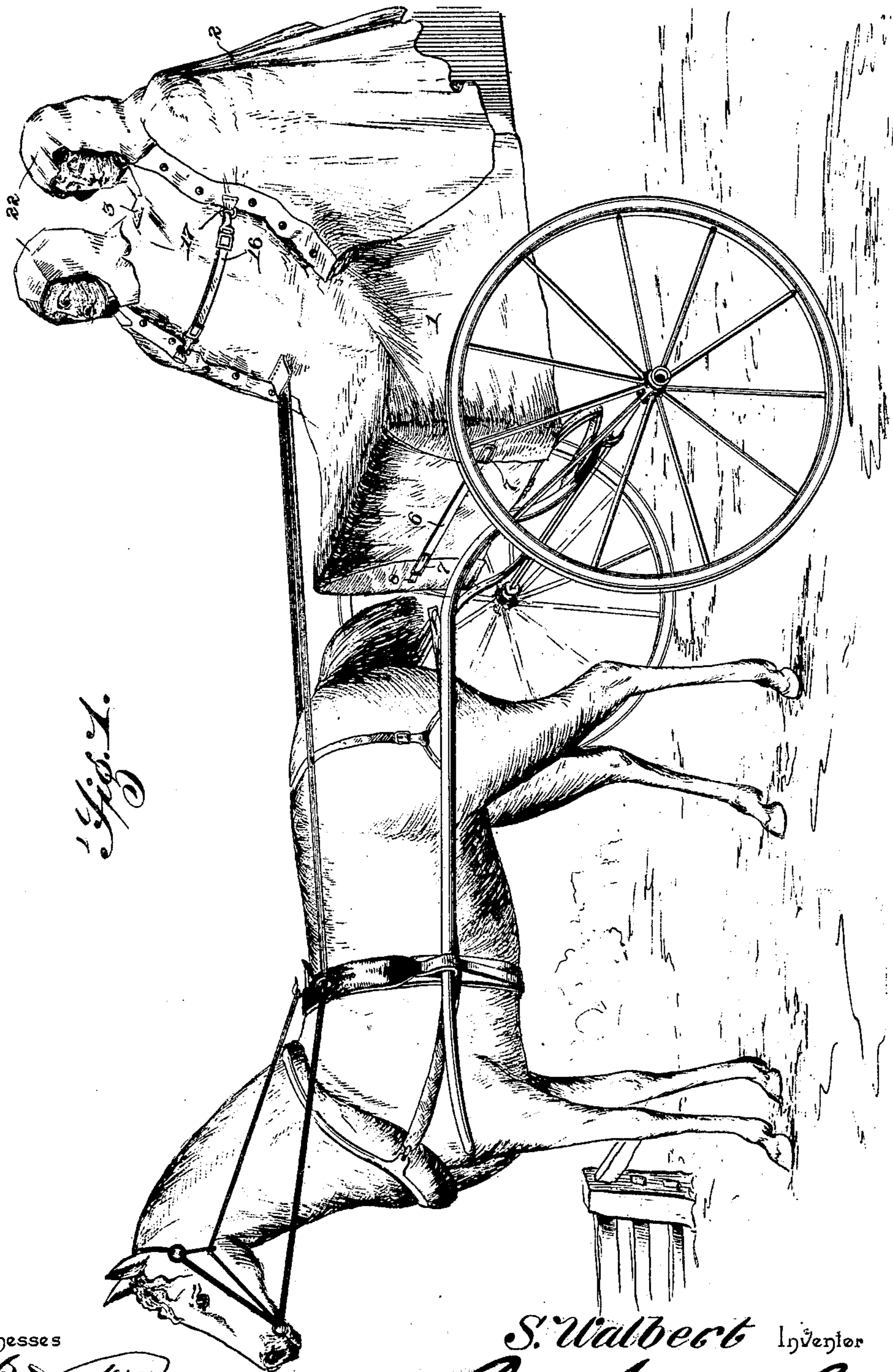
Patented May 21, 1901.

S. WALBERT.
STORM ROBE AND VEHICLE COVER.

(Application filed May 31, 1900.)

(No Model.)

2 Sheets—Sheet 1.



Witnesses
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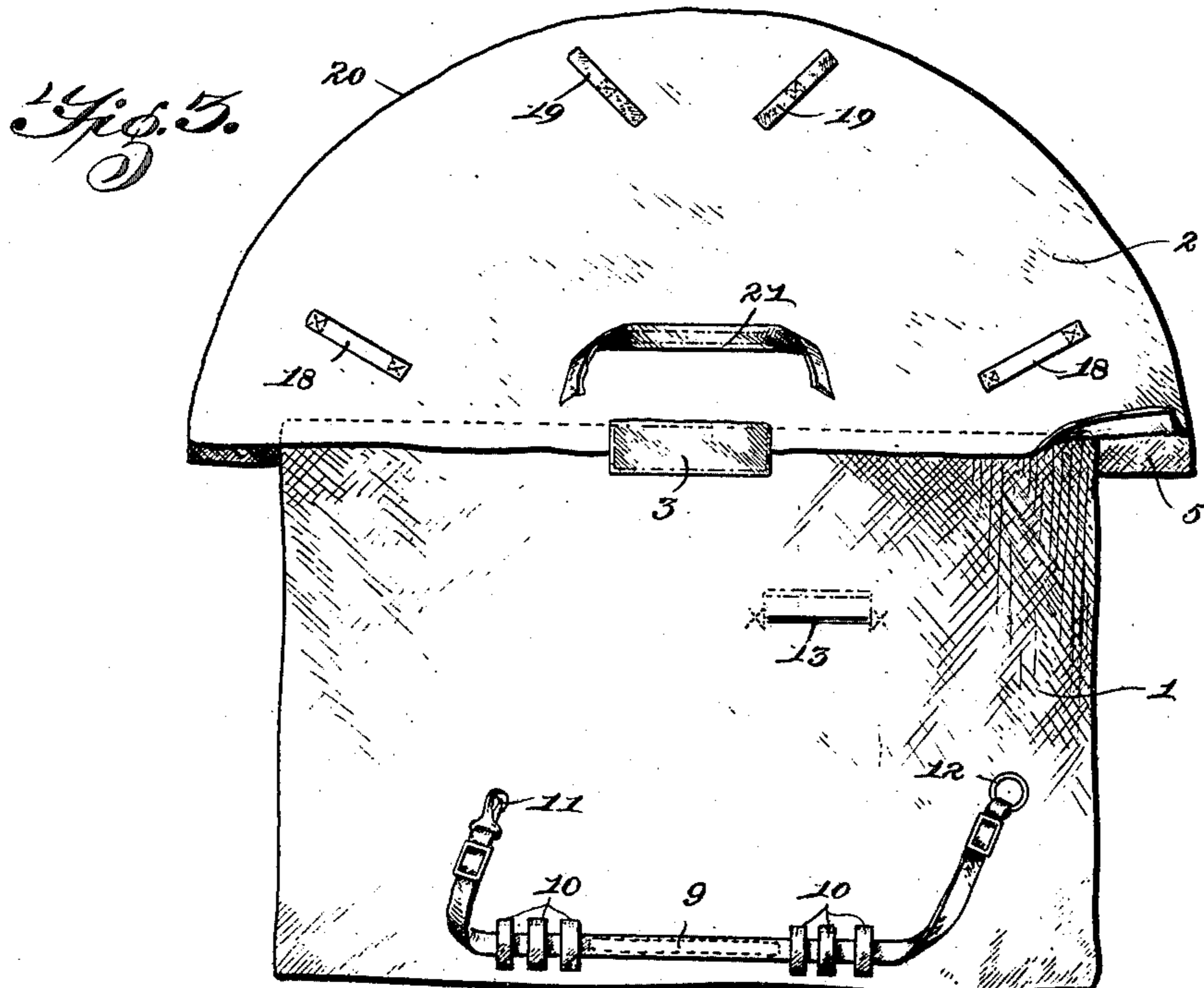
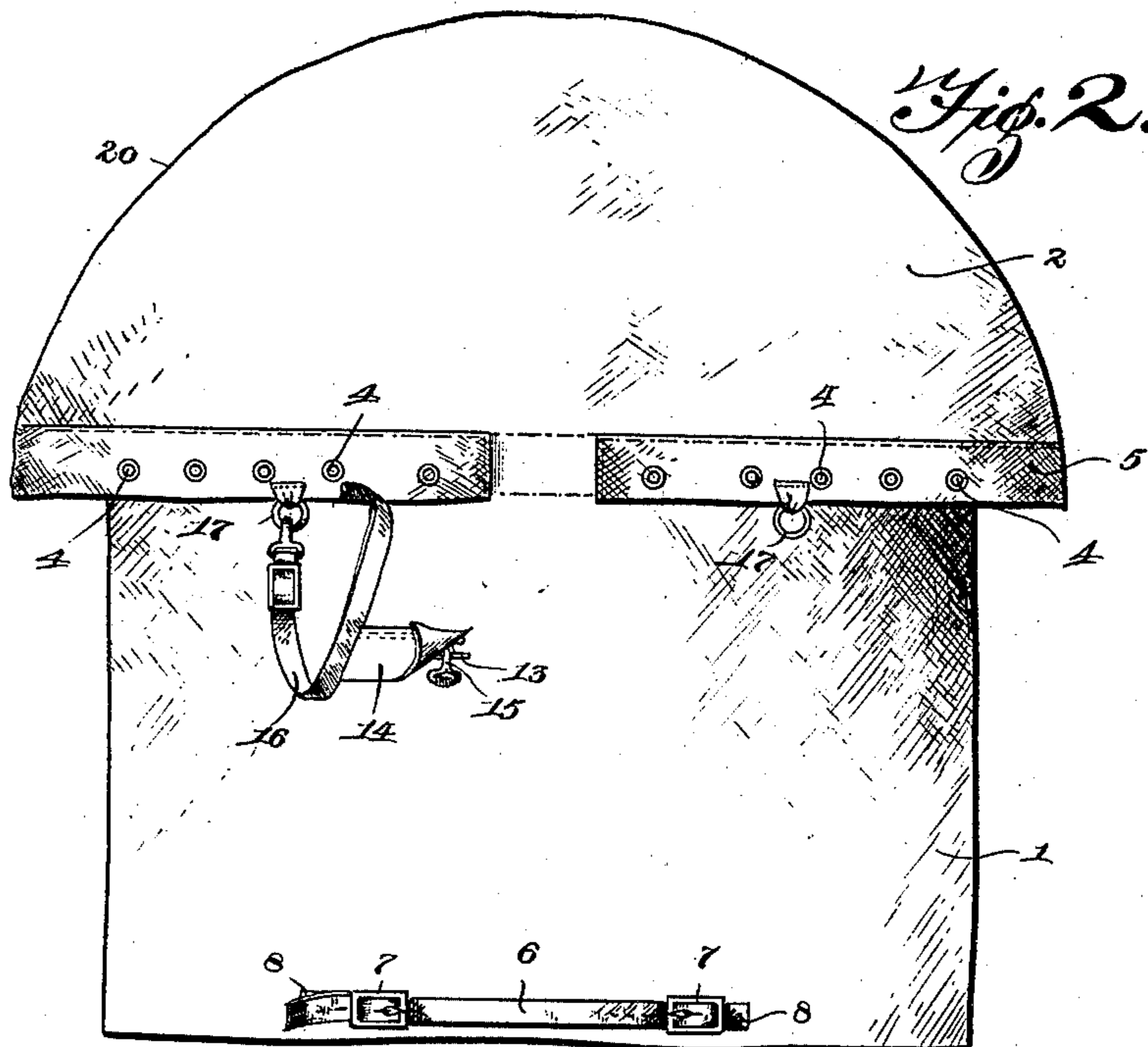
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Witnesses

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UNITED STATES PATENT OFFICE.

STANLEY WALBERT, OF COLUMBUS, KANSAS.

STORM-ROBE AND VEHICLE-COVER.

SPECIFICATION forming part of Letters Patent No. 674,818, dated May 21, 1901.

Application filed May 31, 1900. Serial No. 18,620. (No model.)

To all whom it may concern:

Be it known that I, STANLEY WALBERT, a citizen of the United States, residing at Columbus, in the county of Cherokee and State of Kansas, have invented a new and useful Storm-Robe and Vehicle-Cover, of which the following is a specification.

This invention relates to an improved storm-robe or cover which is adapted for use on uncovered vehicles of different types whether drawn by horses or motor-driven; and the object of the same is to provide simple and effective means for protecting occupants and portions of vehicles from the injurious effect of rain-storms by forming the robe or cover of suitable waterproof material and having connecting and adjusting members to facilitate the quick disposal of the same in operative position, the improved device also being capable of use as a dust-robe or as a protection against mud-splashing when clear overhead.

The invention consists in the construction and arrangement of the several parts, which will be more fully hereinafter described and claimed.

In the drawings; Figure 1 is a perspective view of a vehicle with occupants and the improved storm-robe or cover applied thereto in operative position. Fig. 2 is a top plan view of the improved device. Fig. 3 is a bottom plan view.

Similar numerals of reference are employed to indicate corresponding parts in the several views.

The numerals 1 and 2 respectively designate a lap and a cape section of the improved device, which are united permanently at the center by a connecting-strip 3 and are separably attached at opposite sides of the center by suitable fastenings 4, such as spring or snap buttons, and adjacent the center the two sections are disconnected to provide means for the passage of the heads of the wearers therethrough, as indicated in Fig. 1. The fastenings are carried by the upper edge portions of the section 1 and flaps 5, secured to the front edge portions of the section 2, the said flaps having their rear edges attached and their front edges free, the attached edges of the flaps being located at a suitable distance from the edge of the section

2 to which they are applied, and when the upper edges of the section 1 are arranged in relative position to the section 2 they are fully inclosed, as shown by dotted lines in Fig. 3, to thereby form a water-tight jointure or one that will prevent ingress of the water from the exterior. The lower portion of the section 1 is secured over the dashboard of the vehicle, as shown by Fig. 1, and to make this securement effective the opposite lower side portions of said section are infolded and maintained in such condition by an outer securing-strap 6, adjustable at both ends by means of buckles or analogous devices 7, carried by tabs 8, secured to the said section and arranged in proper spaced relation. On the inner surface of the section 1, directly behind the strap 6, an auxiliary fastening-strap 9 is centrally secured and has its opposite extremities freely movable through a plurality of guiding-loops 10, also attached to the said section and extending in a plane transversely to that of the strap 9. The purpose of these loops is to assist in shaping the inner portion of the section to which they are applied to correspond to the shape of the dashboard, and the said free extremities of the auxiliary are respectively provided with adjustable buckles and a snap-hook 11 and a ring or eye 12 for engagement on the inner side of the dashboard beneath the section 1. It will be seen from the foregoing that the lower portion of the section can be easily held in fixed position on the dashboard of a vehicle, and when applied it is intended to fully cover said board, so as to protect the same from mud-splashing, as well as prevent the water from coming in contact therewith. By infolding the lower portion of the section 1 in the manner just set forth and securing the same by the straps 6 and 9 the opposite side portions of the said section in rear of the dashboard are caused to fall easily and gracefully over the front side portions of the vehicle-body, and thus protect the latter. At a suitable point at one side of the center of the upper portion of the said section 1 a rein-slit 13 is formed and exteriorly shielded by a guard-flap 14 to prevent entrance of water therethrough, and to obviate the tendency of the said flap to work upwardly and uncover the slit 13 it is proposed to attach suitable

fastening devices 15 to the section near the ends of the said flap to engage fastening members on the latter, as clearly indicated in Fig. 2.

5 When the improved device is applied in operative position, the edges of the two sections fall over the outer side body portions of the occupants of a vehicle wearing the same, if there be two, or over the opposite sides and
10 a part of the seat when in use by a single occupant, and to prevent the parts from slipping out of place or becoming twisted by movement of the bodies of the wearers and the jolting or shaking of the vehicle, or from
15 the force of the wind a holding-strap 16 is employed, which is removably attached at the ends to eyes or rings 17, secured to the flaps 5 and may be disconnected at either side in removing the robe or cover or as readily connected
20 in applying the latter.

When one occupant of a vehicle uses the robe or cover, it will not be necessary to bring the strap 16 into service, and when in use the position of the same does not in the least inconvenience the occupants. To hold the sides
25 of the robe or cover cape-section closely to the bodies of the occupants or wearers, it is supplied with arm-loops 18, one on each side to receive one arm of each occupant, and to secure the lower rear edge of the said section to
30 the rear portion of the vehicle attaching-straps 19 are fastened thereto on the inner side of the lower central portion, as shown by Fig. 3.

When the improved device is disposed
35 around the occupants of a vehicle; the fastening devices on the flaps 5 and adjacent edges of the section 1 are not connected, the said flaps and edges being completely unfastened, and the loops 18 and holding-strap 16
40 are relied on solely for holding the cape-section in applied position, as shown by Fig. 1. This is essential in view of the fact that in case of a runaway the cape-section can be readily detached and thrown off the occupants
45 or persons wearing the same, for obvious reasons.

When the device is used as a vehicle-cover, the fastenings on the flaps 5 and upper edge portions of the section 1 are united, and the
50 attaching-straps are also utilized in this application. Thus a change of application can be easily made, and the device as an entirety will be found exceptionally useful for protecting a vehicle from the weather or from
55 injury by dust or dirt. This particular structural provision prevents the robe or cover from blowing up at the rear or exposing the backs of the occupants and also gives the appearance of a falling cape, and to add to this
60 the unattached edge 20 is curved in the arc of a circle. It is proposed to have the rear portion of the vehicle-body also protected as much as possible, and this will depend on the size of the robe or cover and the dimensions of the vehicle-body with which it is
65 used.

At times it will be desired to use the robe

or cover as a lap-covering or partial protection, particularly when traveling over muddy roads or when a great deal of dust is present
70 and during clear weather overhead. In this use the fastenings 4 are loosened, and the section 2 is rolled or drawn into compact form and secured by a stap 21 for this purpose and which is always carried by the said section
75 and as shown by Fig. 3. In this rolled condition the section 2 can be disposed between the occupants of the vehicle, if there be two of the latter, or to one side of a single occupant.
80

It is also intended that hoods 22 be used with the improved device and fitted over the heads and fastened under the chins of the occupants of a vehicle on which the improved device is used, as shown in Fig. 1, and when
85 said hoods are applied the hats or other head-coverings of the occupants are removed and stored under the seat or other part of the vehicle.

As indicated, the improved device is adapted
90 for either single or double use, may be made in separate pieces or as set forth, and can be quickly applied and removed and when not in use may be stored under the vehicle-seat. By the use of the improved device a great
95 saving in the wear and tear on the vehicle-body, as well as the trimmings and other appurtenances of the same, will result. The fastening devices shown and described can be replaced by others of a different character without departing from the spirit of the
100 invention, and, moreover, changes in the form, size, proportions, and minor details of construction may be resorted to without in the least departing from the principle of the
105 invention.

Having thus described the invention, what is claimed as new is—

1. In a storm-robe or cover, the combination of front and rear sections permanently
110 connected at the center at the meeting edges of the same and detachable in transverse directions on opposite sides of the said connected central portion, the said edges being provided with detachable fasteners, means in
115 connection with the outer and inner front portions of the front section for attaching the latter to a dashboard of a vehicle, arm-loops on the inner side of the rear section adjacent the front edge of the latter and attaching-
120 straps at the rear central portion of the inner side of the said rear section for attachment to the rear portion of a vehicle.

2. In a storm-robe or cover for vehicles, the combination of two sections capable of being
125 applied to one or more occupants of a vehicle or used as a cover for the latter, the two sections being permanently secured at the central portion of their meeting edges and detachably connected on opposite sides of the
130 permanently-secured central portion, and a strap secured at the center thereof to the inner side of the rear section adjacent the permanent centrally-attached portions of both

sections and having the ends free for embracing and holding the said rear section in folded condition when not in use.

5 3. In a storm-robe or cover, the combination of two sections connected at the center and having detachable fastening devices on opposite sides of the center, the said connected central portion of the sections forming the point of emanation for the transverse direction of the detachable portions of the sections
10 on opposite sides of the center, inner and outer fastening-straps on the front lower portion of the forward section for securing the latter portion to the dashboard of a vehicle,
15 rear fastening-straps on the inner side of the

rear section adjacent the center of the latter and arm-loops on the inner side of the front portion of the same, and a holding-strap detachably connected at its opposite ends and extensible transversely across the upper portion of the exterior of the device to hold the latter in place.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

STANLEY WALBERT.

Witnesses:

N. T. ALLISON,
A. H. BETTS.