

No. 701,614.

Patented June 3, 1902.

W. G. REESE.
STORM APRON FOR VEHICLES.

(Application filed Mar. 24, 1902.)

(No Model.)

Fig. 1.

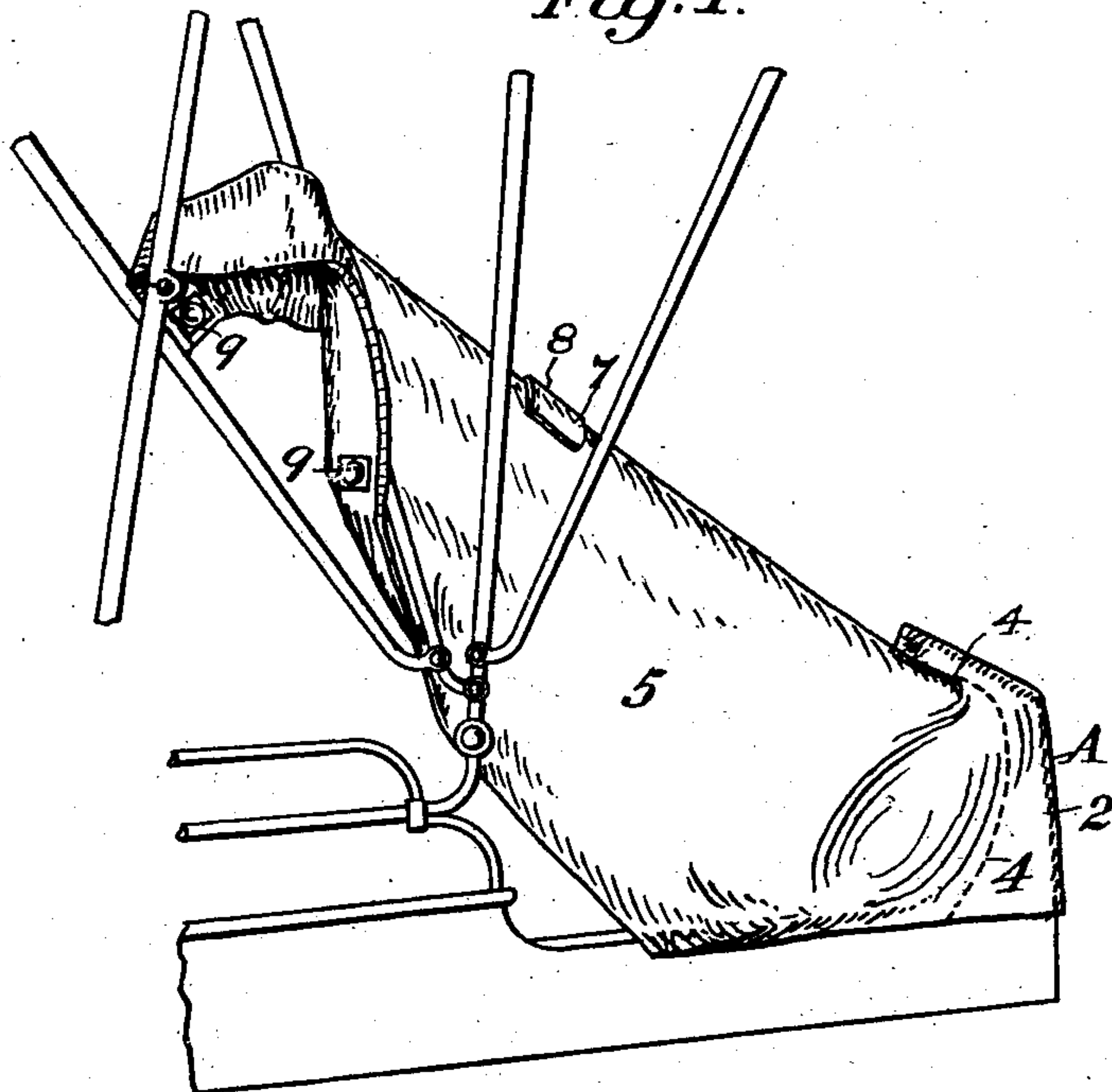


Fig. 2.

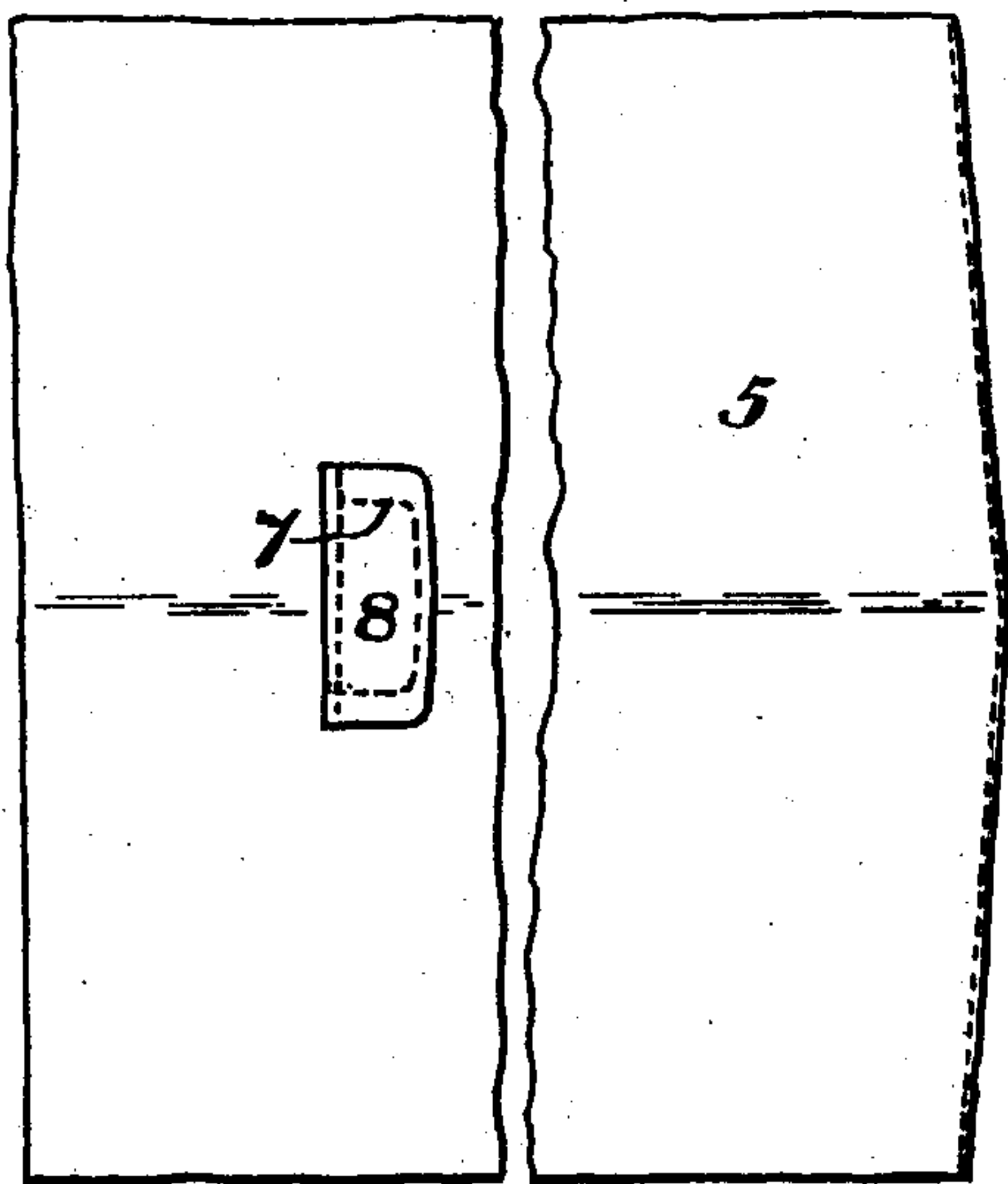
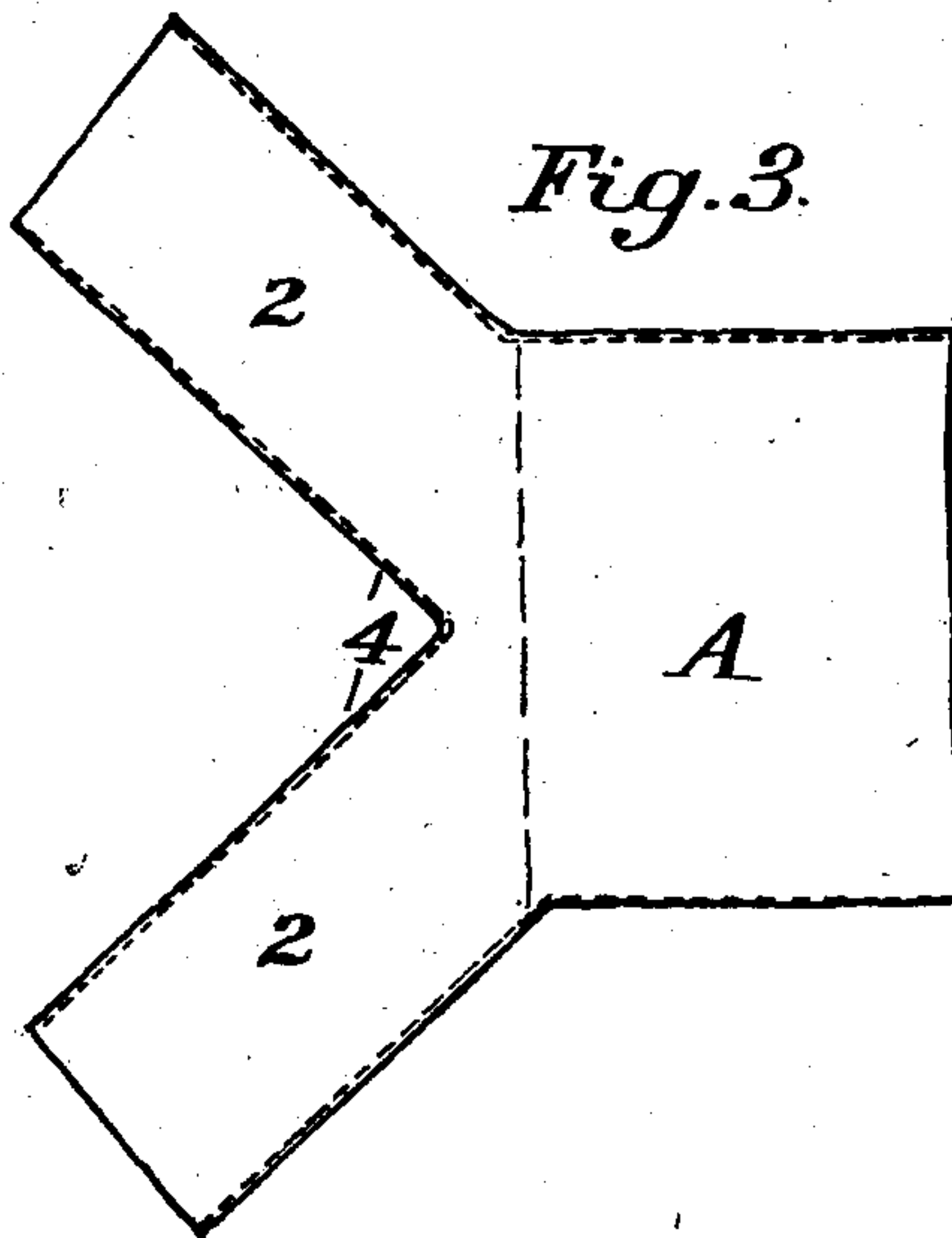


Fig. 3.



Witnesses,

E. A. Brandau,
Attorney

Inventor,

William G. Reese
By Duway Strong & Co.
attys

UNITED STATES PATENT OFFICE.

WILLIAM G. REESE, OF OAKLAND, CALIFORNIA.

STORM-APRON FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 701,614, dated June 3, 1902.

Application filed March 24, 1902. Serial No. 99,766. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM G. REESE, a citizen of the United States, residing in Oakland, county of Alameda, State of California, have invented an Improvement in Storm-Aprons for Vehicles; and I hereby declare the following to be a full, clear, and exact description of the same.

My invention relates to a device for protecting the occupants of carriages from the effects of wind, rain, snow, &c.

It consists in a novel construction of a waterproof apron having a pocket at the front adapted to fit over the dashboard of the vehicle, extending down upon each side thereof, said front portion having angular extensions and in connection with these extensions a body portion of the apron, the edges of the two being so connected that when the apron is drawn up in front it forms a central ridge or apex, so that water is diverted to flow off upon either side and is prevented from settling into pockets or depressions which may be formed in the apron. The latter is also by a peculiar connection drawn down closely upon the sides and prevented from being blown up by the wind.

Referring to the accompanying drawings, Figure 1 is a portion of a vehicle, showing the application of my invention. Fig. 2 is a diagram of the pattern for the main portion of the apron. Fig. 3 is a diagram of the pattern for the front portion of the apron.

In the usual construction of storm-aprons for buggies and like vehicles the apron is attached to the dashboard in front, and being cut rectangular in shape when it is pulled up it sags, so as to form a valley or depression between the dashboard and the upper end, and water will settle into this valley, where it is retained. There is no provision in this form of apron for holding it in place and preventing the wind from blowing it up, and aprons thus constructed are often difficult to keep in place upon the dashboard.

It is the object of my invention to so construct the apron that the body or main portion of the apron shall be connected with the part which forms the pocket, fitting over the dashboard in such a manner that the main portion of the apron will form an approximately straight ridge from the front to the

upper end when pulled up and will drop off to each side with such a slope as to immediately discharge any water falling upon it. By the peculiar cut of the two parts and the lines of connection there is a constant pull upon the sides as well as the center, and this tends to draw the bottom of the front portion closely against the edges of the dashboard, thus forming a kind of lock to prevent its being easily pulled off.

The front portion A is cut of a length transversely to fit the dashboard of the vehicle to which it is to be applied and of a depth on one side approximately equal to the depth of the dashboard. Two forked extensions 2 are formed upon one side of this piece, and these are folded down so that their outer edges coincide with the outer edges of the portion A, to which they are then sewed. This forms the front and sides, which extend diagonally inward on lines as shown at 4.

The body or main portion of the apron 5 is made rectangular in form, and its front edge is sewed along the diagonal lines 4, thus completing the apron.

The peculiar cut of the front apron and the connection of the body portion of the apron therewith on the diagonal lines causes the apron when pulled up to form an approximately straight line from the top of the dashboard to its point of attachment to the upper part of the vehicle, and the sides of the apron drop off and cover the edges of the vehicle body, so as to prevent any ingress of rain or snow. By reason of this cut the side edges are drawn comparatively tight, and this prevents the wind from blowing the apron up or leaving openings through which the rain can beat in to wet the occupants or to damage anything which may be carried in the front portion of the vehicle. This tension along the edges also acts along the bottom line of the front portion A and at the sides, so as to draw the bottom closely in around the lower part of the dashboard, and as this is usually curved inward a little at the bottom it forms a sort of a lock which prevents that portion from slipping up and being pulled off of the dashboard.

When the device is to be removed, it is necessary to drop the upper portion of the apron so as to relieve any strain upon the edges, and

then by taking hold of the corners it can be slipped off the dashboard.

These aprons may be of any suitable or desired material. They may be made of cotton
5 cloth and afterward covered with a preparation which makes them waterproof.

A suitable opening may be made at 7, through which the reins can pass from the team to the driver, thus enabling him to
10 guide the animals without exposing the hands, and a flap 8 is adapted to cover this opening to prevent the rain entering at this point.

Suitable eyelets, as at 9, serve for connecting the upper edges of the apron with the top
15 frame or other parts of the vehicle in the usual manner.

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

An improved storm-apron for vehicles consisting of two essential parts namely, a front piece fitting the dashboard and having forked extensions formed upon one side and folded, and a rectangular body portion having its front edge cut divergent from the center to-
25 ward the sides and secured to the forked portion of the front piece, said front piece inclosing the dashboard and said forked portion and the sides of the main portion extending down over the outside of the side rail of the car-
30 riage-body.

In witness whereof I have hereunto set my hand.

WILLIAM G. REESE.

Witnesses:

A. J. ROSSI,
CHAS. DAVIS.