

No. 720,260.

PATENTED FEB. 10, 1903.

A. O. KUTSCHER & J. G. AURADOU.
ROLL LAP ROBE OR STORM APRON.

APPLICATION FILED NOV. 3, 1902.

NO MODEL.

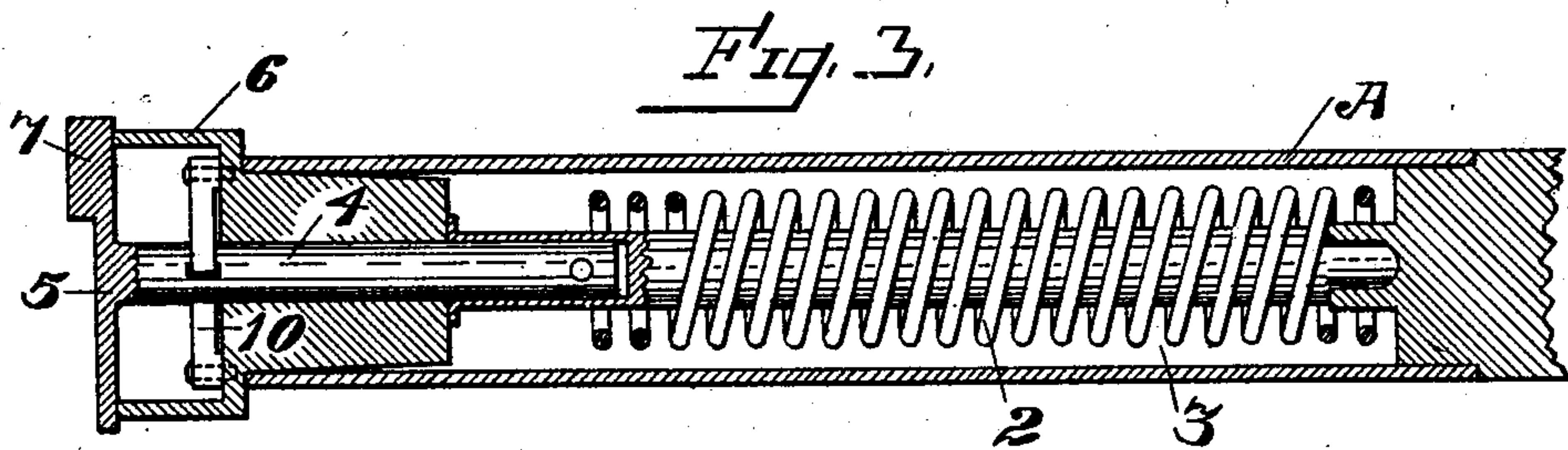
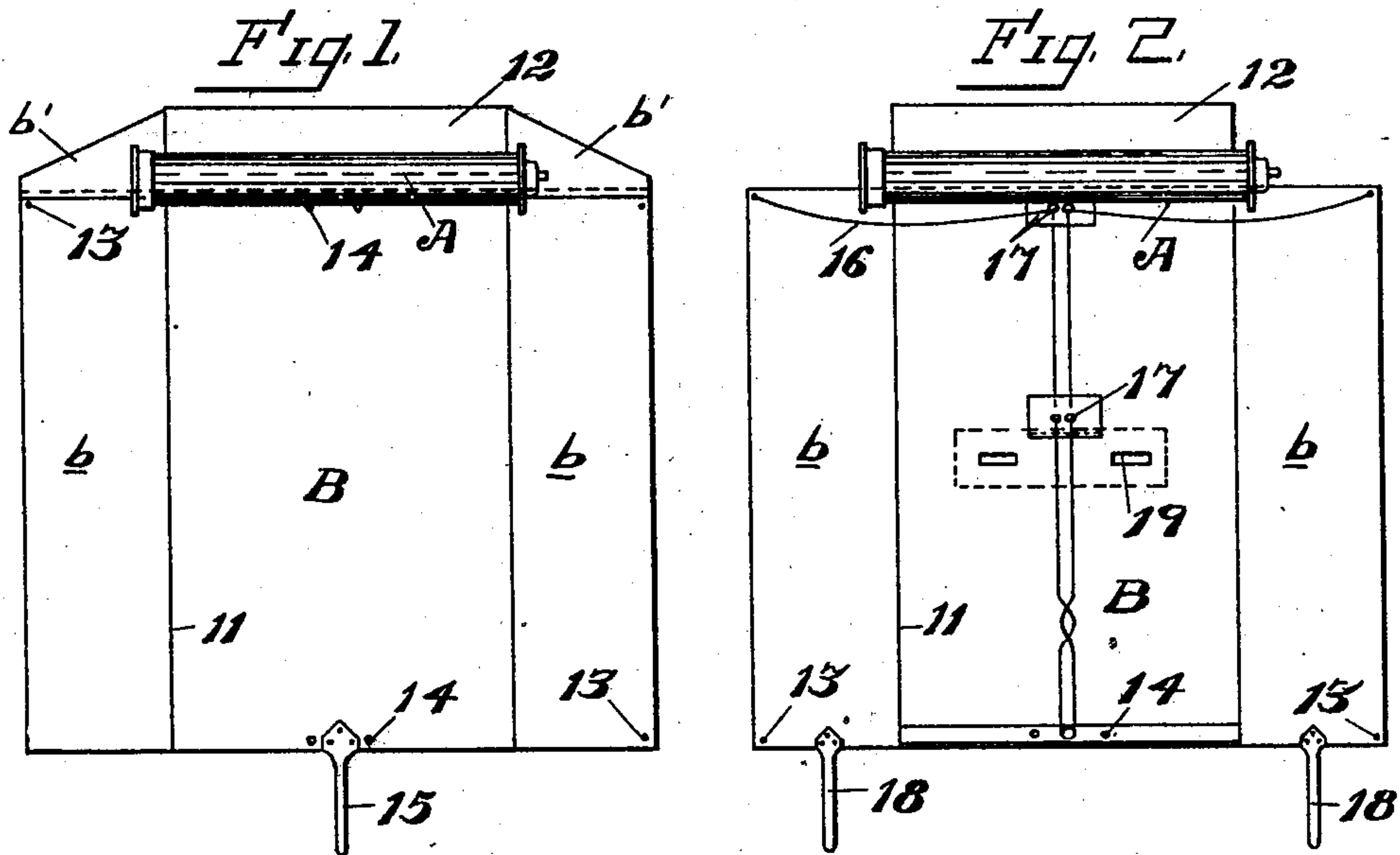


Fig. 4.

Fig. 5.

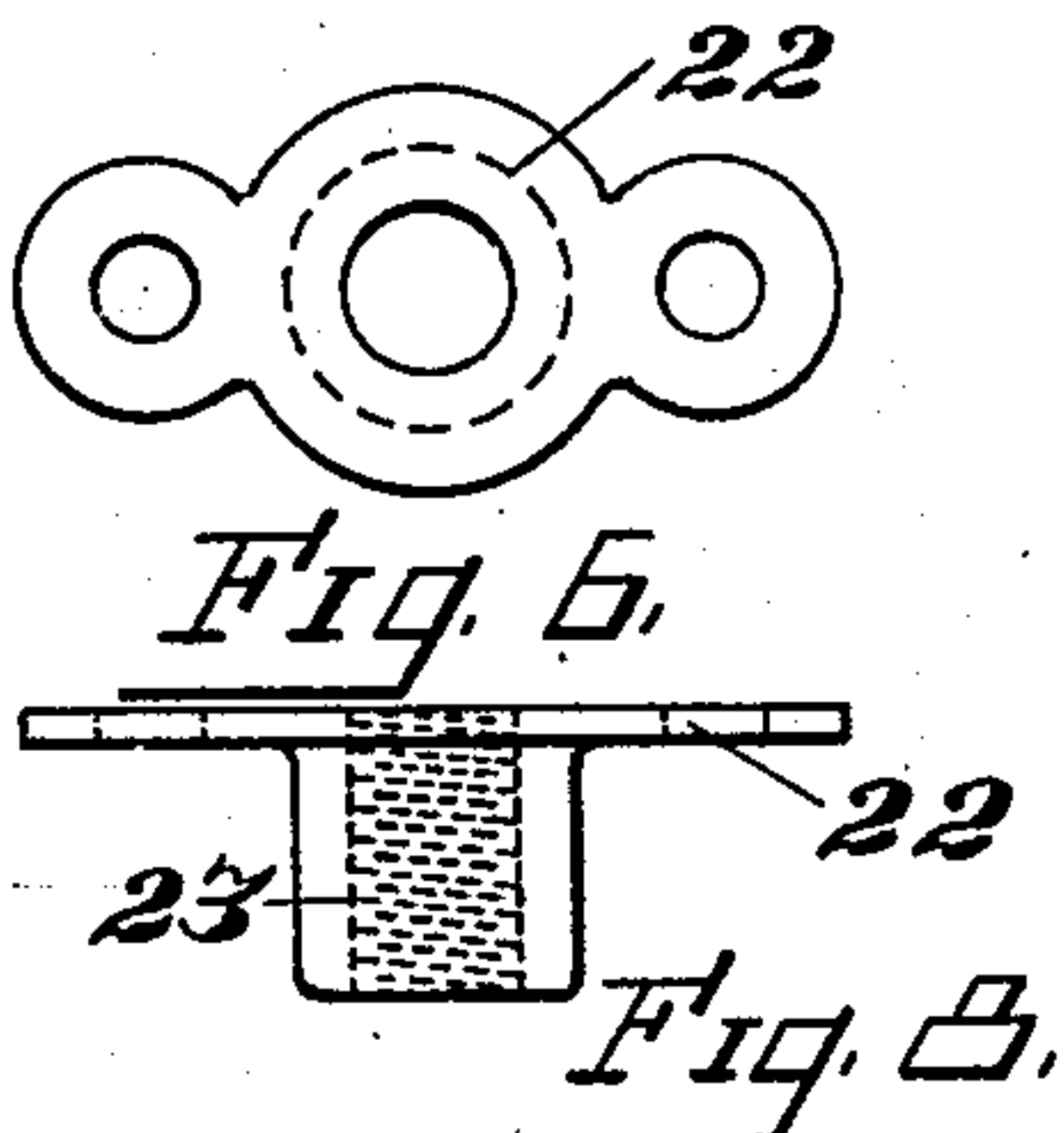
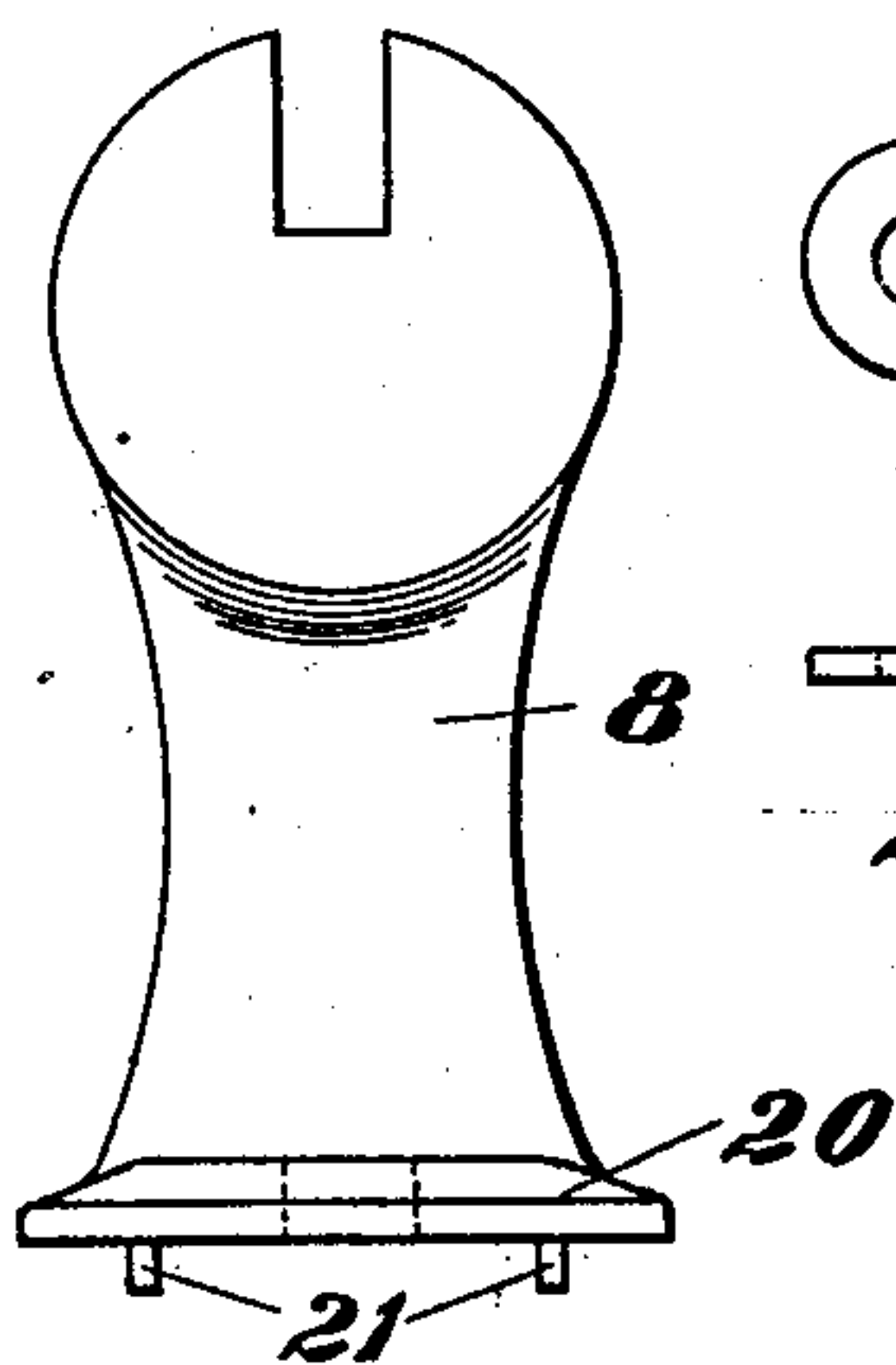
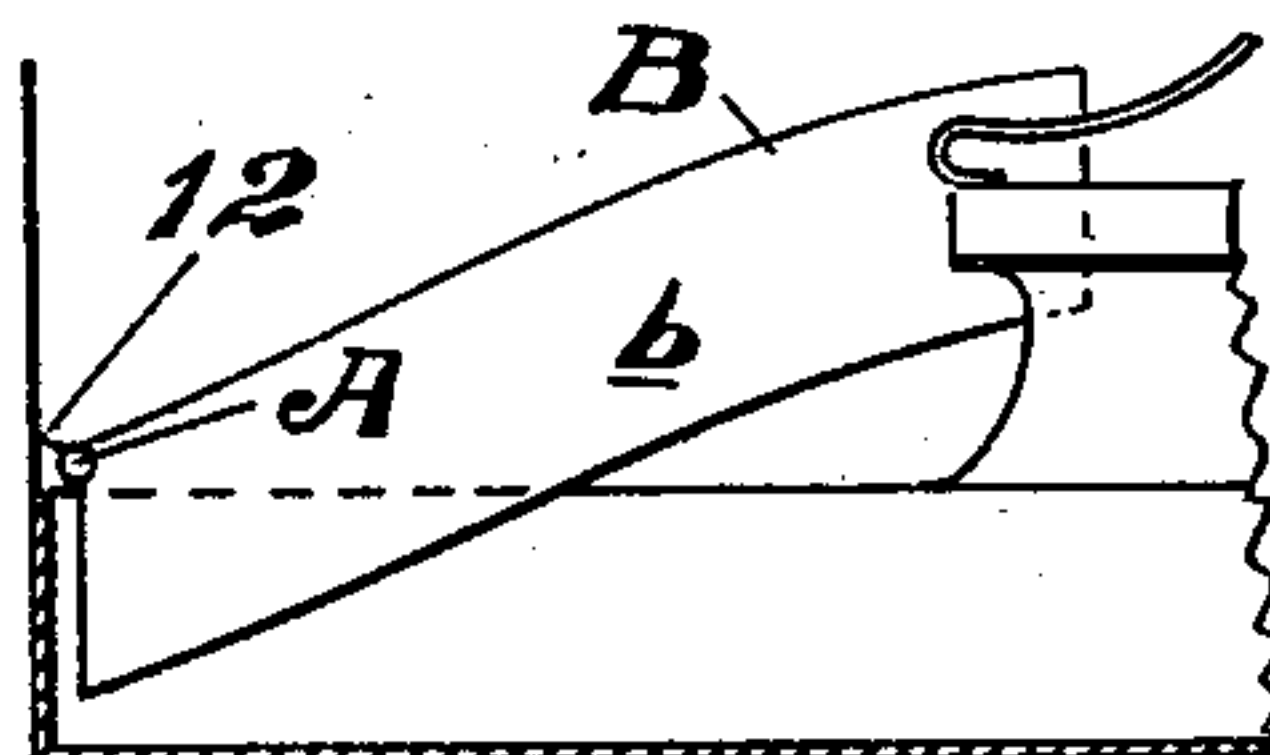


Fig. 7.



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UNITED STATES PATENT OFFICE.

ADOLPH O. KUTSCHER AND JOHN G. AURADOU, OF SAN FRANCISCO,
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ROLL LAP-ROBE OR STORM-APRON.

SPECIFICATION forming part of Letters Patent No. 720,260, dated February 10, 1903.

Application filed November 3, 1902. Serial No. 129,823. (No model.)

To all whom it may concern:

Be it known that we, ADOLPH O. KUTSCHER and JOHN G. AURADOU, citizens of the United States, residing in the city and county of San Francisco, State of California, have invented an Improvement in Roll Lap-Robes or Storm-Aprons; and we hereby declare the following to be a full, clear, and exact description of the same.

Our invention relates to improvements in attachments for buggies and other vehicles by which a lap-robe may be rolled up or unrolled much after the manner of a window-shade. Its object is to provide a means by which a robe or apron may be quickly removed out of the way of the occupant of a vehicle, as when it is desired to alight, and which will always be in position across the vehicle in readiness to be drawn up when required.

It consists of a spring-actuated roll-carrier, means for pivotally supporting its ends, a lap-robe secured thereto, said robe having extending lateral portions, and means for folding the robe so it may be wound upon the rollers.

It also consists of details which will be more fully set forth hereinafter, having reference to the accompanying drawings, in which—

Figure 1 is a view of under side of robe. Fig. 2 is a view of under side of storm-apron. Fig. 3 is a longitudinal section of roller mechanism. Fig. 4 is a view of bracket. Fig. 5 is a view of bracket-plate. Fig. 6 is a side view of same. Fig. 7 is a diagrammatic view of our invention. Fig. 8 is a top plan view of stationary bracket.

A represents a roller of a width suitable to the particular buggy, carriage, automobile, or other vehicle to which it is to be attached. One end of this roller carries an actuating mechanism, which comprises a spring 2, having one end engaged within a chamber 3 of the roller and the other end of the spring engaging a non-rotatable part 4. The latter terminates in a disk 5, exterior to the flanged part 6 on the end of the roller. Disk 5 has a boss 7 to engage a slot in a suitable bracket 8, secured at one side of the vehicle, and the other end of the roller is freely turnable in a

corresponding bracket 9. Pawls 10, incased within flange 6, are adapted to engage notches in part 4 to hold the roller against the force of the spring. The robe or apron B, which is essentially wider than the length of the roller, is secured thereto along one edge, with the lateral portions *b* adapted to drop down at either side and to be folded about the feet of the occupant or occupants of the vehicle in the usual manner. The creases formed by the folding of the parts *b* upon or beneath the central portion of the robe is accentuated by suitable stiffening means 11, as canvas or the like, so that an even fold of the parts will ensue as they are adjusted preparatory to being wound upon the roller. Owing to the height of the roller above the floor of the vehicle, necessary on account of clearance for the operation of winding, a considerable space is left between the roller and the floor when the robe is spread over the laps of the occupants, which space, if not closed, would allow ingress of wind or rain to cause evident discomfort. Accordingly a strip of stiff material 12, approximately the width of the space to be closed and the length of the roller, is attached to the robe adjacent to the line of attachment with the roller, so that as the robe is unwound to its full extent the flap 12 is turned back against the front of the vehicle-bed to close the space and form a sort of gutter. When the robe is wound up, the flap naturally winds with it.

Fig. 1 shows the device as arranged for a lap-robe, with the lateral portions having triangular extensions *b'*, secured to the ends of flap 12. The corners of the robe are provided with suitable snap-buttons 13, adapted when the portions *b* are folded over to be engaged in sockets 14, attached centrally of the robe, so that the parts will roll up smoothly and evenly. A strap 15 serves to prevent unrolling and gives a neat compact appearance to the article.

In Fig. 2 the device is shown as a storm-apron, in which the lower corners of the lateral portions *b* are connected by draw-strings 16, which pass through guides 17, disposed centrally of the apron, on the under side thereof, and run up to within convenient reach of the operator. When that portion of the

string within easy reach of the operator is pulled, the portions *b* of the robe will be drawn inward to form an effective shield to prevent wind and rain entering from the sides. 18 represents straps by which the free end of the apron may be attached to the carriage-top in the usual manner, and 19 represents openings for the passage of the reins.

The operation of either form of device is obvious from the foregoing description.

The brackets 8 9 may be of any suitable style or design adapted to the particular vehicle and purpose to which the device is put.

While ordinarily the device will be used only as a robe or as a storm-cover, in which case the brackets will be secured either to the bottom or sides of the vehicle or to the footboard, it is obvious that it is applicable as a wagon sheet or cover secured to the seat and extending over the wagon.

In the present instance we have shown the bracket 8 made in two separable parts, the one having a perforated foot-piece 20, which has two projections 21, engaging a plate 22, secured permanently to the bottom of the vehicle. The plate 22 has a hollow threaded downward extension 23. A single screw passed through the part 20 and engaged in the socket 23 serves to hold the parts together and enables the device to be quickly attached to or detached from the vehicle.

If desired, the edge of the robe where it folds across the lap of the occupant may be reinforced by a strip of light flexible ratan or a piece of rope approximately the length of the roller to enable a firm grip to be taken on the robe and to prevent the robe from getting out of shape when it is unrolled.

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

1. The combination in a device of the class described, of a spring-roller, a robe of greater width than the length of the roller secured to the roller and adapted to be wound thereon, the portions of said robe which project beyond the ends of the roller having their lines of juncture with the central portion of the robe accentuated whereby said lateral portions will always fold evenly and uniformly, and a flexible strip or flap secured to the robe and adapted to be turned back against

the front of the vehicle-bed to close the space between the same and the roller.

2. The combination in a device of the class described, of a spring-roller, a robe secured thereto and having lateral portions extending beyond the ends of the roller, flexible joints between said lateral portions and the central portion of the robe whereby the former are made always to fold uniformly upon the latter, a flexible strip or flap secured to the robe and adapted to be turned back against the front of the vehicle-bed to close the space between the same and the roller, and securing means upon the corners of the robe and upon the central portion of the robe substantially as and for the purpose described.

3. The combination in a device of the class described of a spring-roller, a robe secured thereto and adapted to be wound thereon, and a flexible strip or flap 12 secured to the robe adjacent to the roller for the purpose described.

4. The combination in a device of the class described, of a spring-roller, a robe secured thereto, said robe having lateral portions extending beyond the ends of the roller, and a flexible strip or flap secured to the robe adjacent to the roller, having extensions *b'* beyond the end of the roller continuous with and joined to said lateral portions.

5. The combination in a device of the class described, of a spring-roller, a robe secured thereto having foldable lateral portions, drawstrings attached to the corners of said robe, and guides for said strings centrally of the robe.

6. In a device of the character described, the combination with a vehicle-body, of a spring-roller, removable brackets therefor substantially as described, a robe secured to said roller and having lateral portions extending beyond the ends of the roller, and a flap 12 secured to the robe adjacent to the roller and adapted to be wound thereon with the robe.

In witness whereof we have hereunto set our hands.

ADOLPH O. KUTSCHER.
JOHN G. AURADOU.

Witnesses:

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