

No. 728,640.

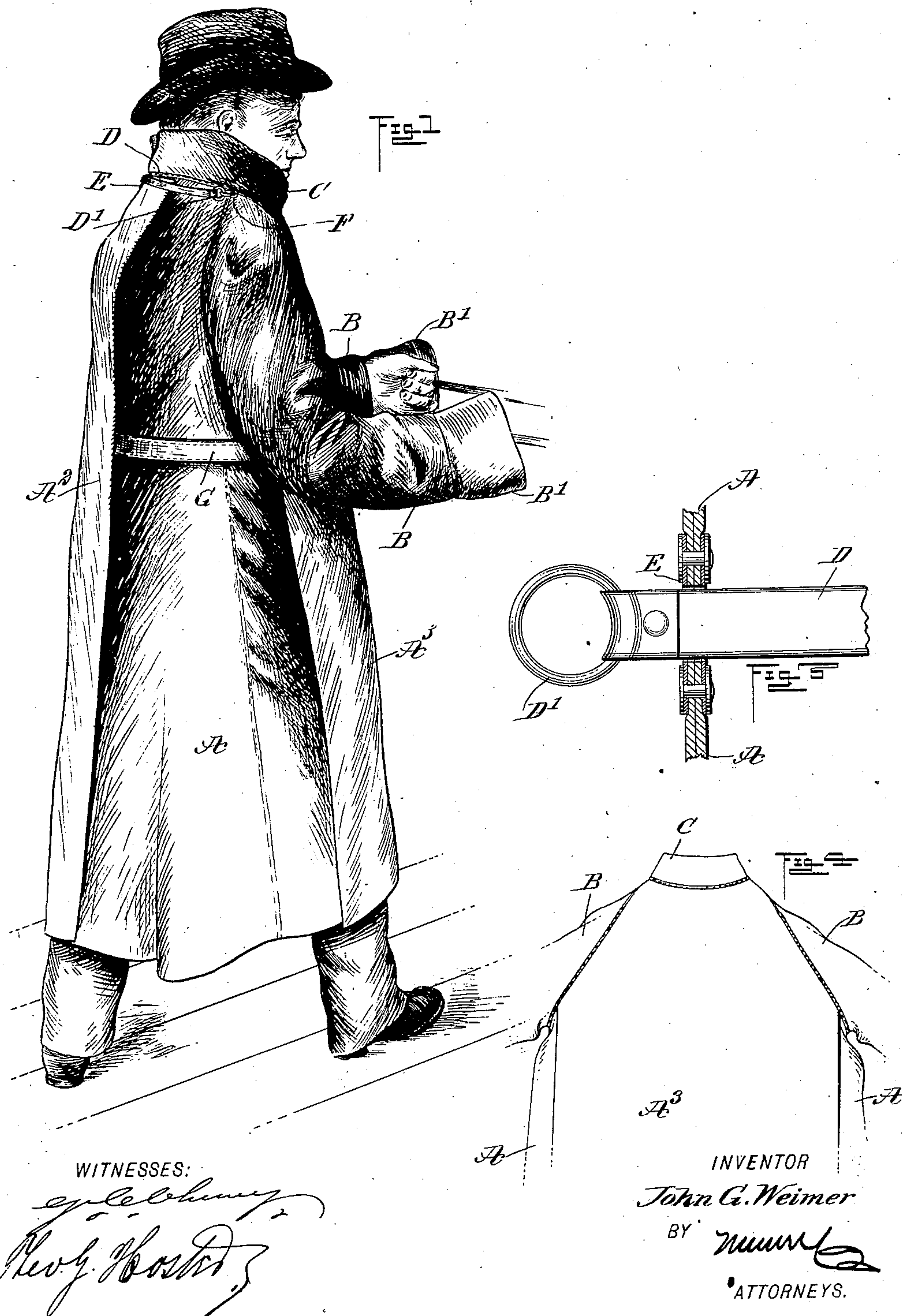
PATENTED MAY 19, 1903.

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COAT.

APPLICATION FILED DEC. 3, 1902.

NO MODEL.

2 SHEETS—SHEET 1.



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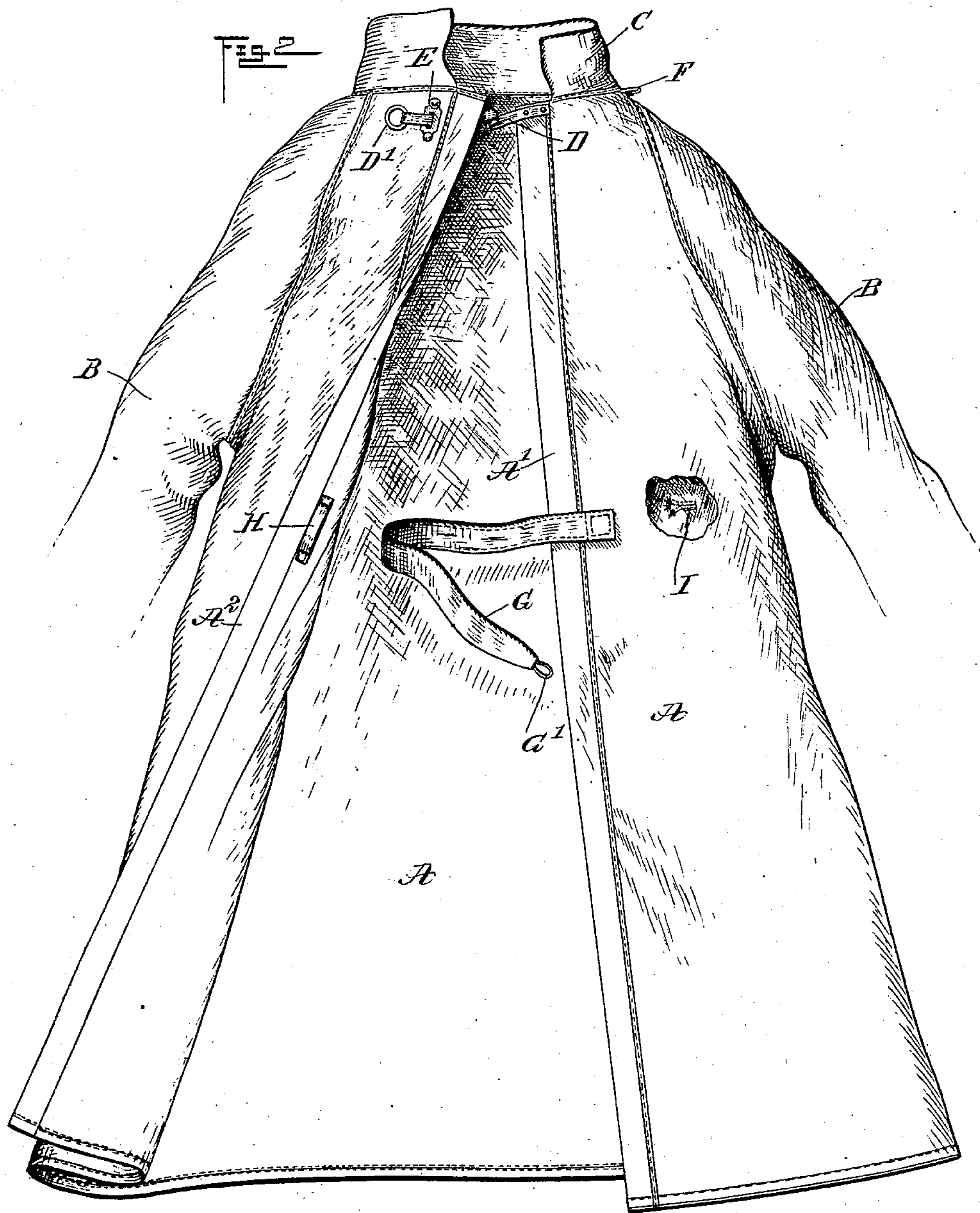
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WITNESSES:  
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# UNITED STATES PATENT OFFICE.

JOHN G. WEIMER, OF NEW YORK, N. Y.

## COAT.

SPECIFICATION forming part of Letters Patent No. 728,640, dated May 19, 1903.

Application filed December 3, 1902. Serial No. 133,732. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN G. WEIMER, a citizen of the United States, and a resident of the city of New York, borough of Manhattan, in the county and State of New York, have invented a new and Improved Coat, of which the following is a full, clear, and exact description.

The invention relates to outer garments, and more particularly to rain and storm coats, such as are worn by car-drivers, motormen, and the like.

The object of the invention is to provide a new and improved coat which is simple and durable in construction and arranged to permit the user to quickly and conveniently slip the coat on or off and to protect the wearer against the inclemency of the weather without interfering with his duties.

The invention consists of novel features and parts and combinations of the same, as will be more fully described hereinafter and then pointed out in the claim.

A practical embodiment of the invention is represented in the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a perspective view of the improvement as applied. Fig. 2 is a rear elevation of the improvement in an open position. Fig. 3 is an enlarged sectional side elevation of part of the neck-closing device, and Fig. 4 is a front elevation of part of the improvement.

The body A of the coat is preferably made of some waterproof material and is closed in the front and open at the rear, and the body is provided with sleeves B, having covering-flaps B' on their free outer ends to extend over the hands of the wearer to protect the same against rain, sleet, or the like while holding reins or the handles of the controlling apparatus of a car. The body is also provided with a high collar C, open at the rear, the rear sides terminating a distance inward from the rear sides A' A<sup>2</sup> of the body A to allow the side A' to conveniently overlap the side A<sup>2</sup> to completely close the rear of the body, without, however, closing the collar C tightly, thereby allowing the user to turn his head about whenever he desires to

do so. The rear sides A' and A<sup>2</sup> are adapted to be overlapped to close the rear side of the body perfectly, and in order to do so two closing devices are provided, of which one is located at the neck of the body A, while the other is arranged at or near the waist. The neck-closing device consists, essentially, of a draw-strap D, made of leather or like material and secured to the side A', as plainly indicated in Fig. 2, and the said strap extends slidably through a bearing E, secured to the body A, adjacent to the side A<sup>2</sup>, as plainly indicated in Fig. 2, the said strap passing through the bearing from the inside of the body to the outside thereof, and on the outer free end of the said strap is secured a ring D', adapted to be hooked onto a keeper in the form of a hook F, secured to the body A over the shoulder adjacent to the side A' on which the end of the strap is fastened. The ring D' is somewhat larger in diameter than the slot in the bearing E, so that the ring serves as a stop to prevent the draw-strap D from being pulled completely out of the bearing E. Thus the strap D is always in engagement with the bearing E, and when the operator desires to don the coat he simply slips his arms into the sleeves B and draws the collar C and neck over his head, it being understood that the strap D is then open to allow the above-described movement of the collar and neck, as sufficient room is provided when the strap D is in an open position—that is, with the ring D' abutting against the outside of the bearing E. When this is done, the operator simply pulls on the ring D', so as to draw the neck closed—that is, to overlap the side A<sup>2</sup> over the side A' and then connect the ring D' with the hook F. (See Fig. 1.)

The device for closing the waist portion of the body A consists, essentially, of a draw-strap G, likewise secured to the body A, adjacent to the side A', and this strap is adapted to be passed through a loop H, secured to the inside of the body adjacent to the side A<sup>2</sup>. On the free end of the strap G is secured a ring G', adapted to be engaged with a hook I, secured to the body A, near the front thereof, so that the operator pulls the middle and lower portions of the side A<sup>2</sup> into an overlapping position on the side A' and at the same time partly draws in the waist portion



of the body to give a nice fit to the coat. The hook I is located under a flap A<sup>3</sup>, extending over the front of the body from the collar downward to the lower end of the body, the 5 said flap being secured at the top to the front neck portion, and the upper parts of its sides are secured to the body down to the bottom of the sleeves B, so that the lower portion hangs free over the front. The flap A<sup>3</sup> re- 10 inforces the front—that is, the most exposed portion of the garment. It is understood that when donning the coat the strap G is completely disconnected from the loop H; but the operator can readily pass the strap 15 through the loop H and draw the waist portion comparatively tight after the neck portion is closed, as above mentioned.

The bearing E, previously referred to, consists, preferably, of two slotted metallic plates 20 lying against the inside and outside of the material of the body A, and the said plates are riveted to the material with the slots registering with a corresponding slot in the material, as will be readily understood by reference to Fig. 3. 25

From the foregoing it will be seen that the coat can be very quickly slipped on or off, and the user is enabled to conveniently and quickly close the coat at the waist and neck 30 portions by the use of but one hand only, and the other hand can be employed for holding the reins or working the handle to enable the user to readily comply with his duties. It is also understood that rain, snow, sleet, and 35 the like affect the driver of a vehicle or car mostly from the front; but as the coat is closed in the front it is evident that the coat forms an excellent protector against the inclemency of the weather.

Having thus described my invention, I 40 claim as new and desire to secure by Letters Patent—

A coat closed in front and open at the rear, each side of the coat at its rear opening being provided with an overlapping portion, a clos- 45 ing device for the neck of the coat consisting of a strap secured to one side of the open rear on the outer face of the overlapping portion and having a ring on its free end, a bearing in the other side of the open rear spaced apart 50 from the edge thereof, said strap being passed through said bearing from its under side, said ring forming a stop for the strap when the coat is opened, and a hook on the front of the neck for engaging said ring when the 55 coat is closed, a fastening device for the waist of the coat consisting of a strap secured at one end to one side of the open rear, and a loop on the under side of the overlapping portion at the opposite side of the coat said 60 loop being spaced apart from the edge of said overlapping portion and adapted to be slidably engaged by said strap, the strap being bent backwardly upon itself whereby when said strap is drawn up the overlapping por- 65 tion is brought into a lapping position, a vertically-disposed flap on the front side of the coat, and a hook covered by said flap and engaged by the free end of said strap, said hook being located in the same horizontal 70 plane with the rear bearing.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JOHN G. WEIMER.

Witnesses:

HENRY J. WEIMER,  
JOHN G. HEITER.