(No Model.)

M. S. LORSCH.

CARRIAGE APRON.

No. 421,737. Patented Feb. 18, 1890.

Fig. 1.

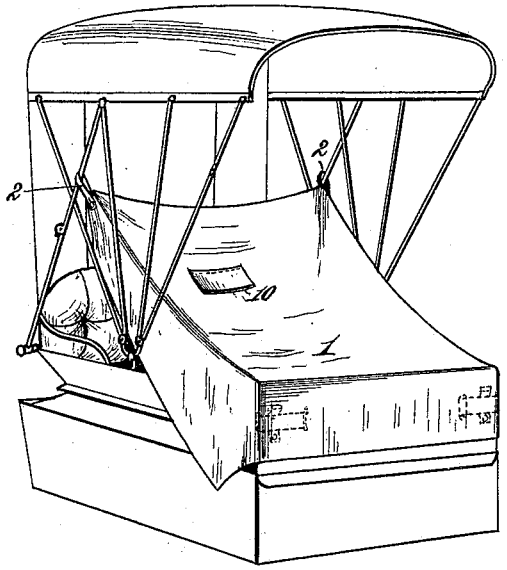


Fig. 2.

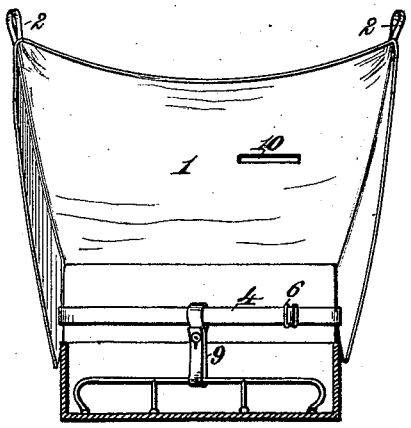
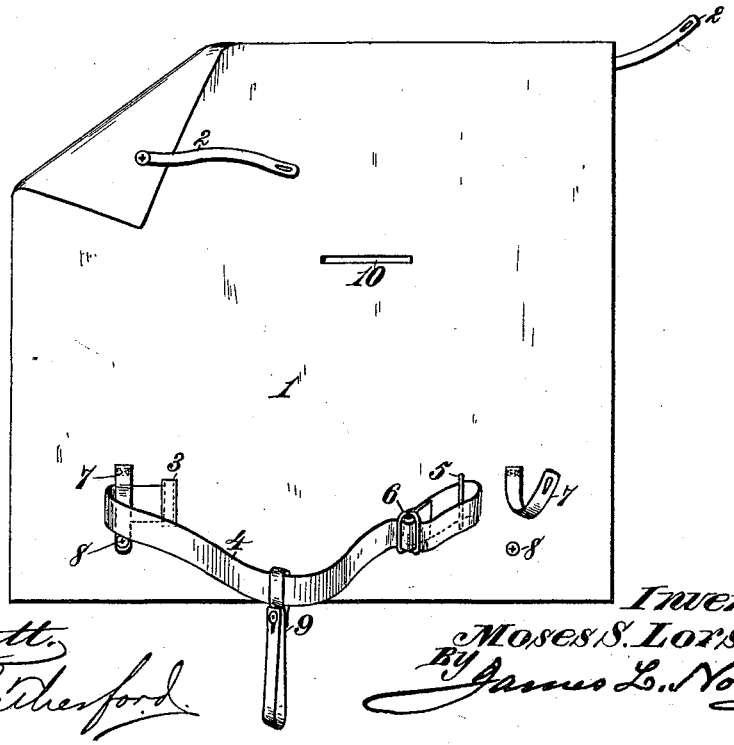


Fig. 3.



Witnesses.
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J. A. Rutherford.

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UNITED STATES PATENT OFFICE.

MOSES S. LORSCH, OF NEW YORK, N. Y.

CARRIAGE-APRON.

SPECIFICATION forming part of Letters Patent No. 421,737, dated February 18, 1890.

Application filed December 13, 1889. Serial No. 333,619. (No model.)

To all whom it may concern:

Be it known that I, MOSES S. LORSCH, a citizen of the United States, residing at New York, in the county of New York and State of New York, have invented new and useful Improvements in Carriage-Aprons, of which the following is a specification.

My invention relates to certain improvements in the construction of carriage aprons or boots, whereby they may be rendered temporarily detachable from the dash of a carriage, or may be attached to a dash of any width and smoothly and securely fastened in place thereon in such manner as to draw the apron closely over the front of the dash, provision being made for securing the flaps or wings of the apron against displacement by gusts of wind or other causes. It is my purpose, in other words, to provide an extremely simple construction, whereby an apron or boot may be detachably secured to a dash of any size or form, and whereby, also, provision is made for giving a secure attachment to a dash of usual width at the ends of said dash, where the wings or flaps of the apron are brought around to inclose the sides.

The invention consists in the several novel features of construction and new combinations of parts, hereinafter fully set forth, and then definitely pointed out in the claims following this specification.

To enable others to make, construct, and use my said invention, I will proceed to describe the same in detail, reference being had to the accompanying drawings, in which—

Figure 1 is a perspective view illustrating my invention in use. Fig. 2 is an elevation of the inner face of the dash, showing the construction of the attaching devices; and Fig. 3 is a view showing the apron.

In the said drawings, the reference-numeral 1 denotes the apron or boot, which is made of a suitable water-proof material. The general form of the apron may be varied in accordance with personal taste or convenience; but I ordinarily make it not far from square, and at two adjacent angles I attach straps 2, arranged diagonally to secure the top of the apron to the frame of the buggy.

At a point 3 somewhat above the lower edge of the apron, upon its inner face and at a little distance from one vertical edge, I attach one extremity of a strong strap or piece of webbing 4, which may be, and preferably is, elastic. The strap or web is passed through a loop or frame of metal 5, which is attached to the inner face of the apron at a point which relatively corresponds with the point 3. The strap or web is then doubled upon itself, its end being connected to a slide buckle-frame 6, of any suitable form, which runs upon the body of said strap, the construction of such parts being of any usual or preferred form. This attachment brings the ends of the strap or web at about equal distances from the lateral edges of the apron, as well as from its lower edge, and by sliding the buckle-frame upon the strap or webbing the latter may be extended sufficiently to enable it to inclose a dash having any length from end to end.

To the inner face of the apron 1, between the points of attachment of the strap or web 4 and the lateral edges of the apron, are attached tabs or loops 7, consisting of short strips of leather or webbing permanently fastened at one end to the apron and adapted to button or otherwise fasten at their outer ends to or upon any suitable form of fastening, such as buttons 8. When these loops are used, they are passed or carried over the strap or web 4 to form temporary positive connections between the same and the apron at points nearer to the side edges of the latter than those shown.

When in use, the apron is secured in place by drawing its inner face over the outer face of the dash, with the strap 4 lying upon the inner face of the dash and so adjusted as to length as to draw the apron tight and hold it securely. If the dash is of usual length from side to side of the vehicle, the strap 4 is extended to the required degree, and the loops 7, which in such case lie at or near the ends of said dash, are fastened over the strap 4, thereby holding the apron down at or near the ends of the dash and avoiding the formation of wings or folds in the sides of the apron, which might be raised by the wind and blown over the ends of the dash.

Upon the strap or web is adjustably mounted a looped strap 9, or other similar connection, the end of which may be buckled around the foot-rail at the base of the dash. To facilitate this attachment the loop may be pro-

vided with a snap-hook or any other suitable device capable of making ready engagement with and disengagement from said foot-rail.

The apron is provided with the usual opening 10 for the reins.

What I claim is—

1. The carriage-apron described, provided with an extensible strap connected at its ends to the inner face of the apron, and fastening-loops attached thereto between the ends of said straps and the side edges of the apron, substantially as described.

2. A carriage-apron provided with a strap or piece of webbing permanently attached by one end to the inner face of the apron near its edge, the free end of said strap or webbing being then carried through a loop secured to said apron at substantially the same distance from the other edge thereof, and detachable positive fastenings at points between the side edges of the apron and the points of connection of said strap, substantially as described.

3. The combination, with an apron, of a strap or webbing secured at its ends to the inner face of said apron and extensible by means of a sliding buckle-frame, to which the free end of said strap is connected, positive fastening devices consisting of loops permanently connected at one end to the apron between its side edges and the ends of the strap and engaging with suitable fastenings at their other ends, and strap or loop adjustable upon the extensible strap and engaging the foot-rail, substantially as described.

4. A carriage-apron 1, having a strap 4, secured to its inner face at one end to the point 3, said strap being passed through a loop 5, and its end secured to a sliding buckle-frame 6 on the body of the strap, substantially as described.

In testimony whereof I have affixed my signature in presence of two witnesses.

MOSES S. LORSCH.

Witnesses:

HENRY T. ALDEN,

MAX STERN.