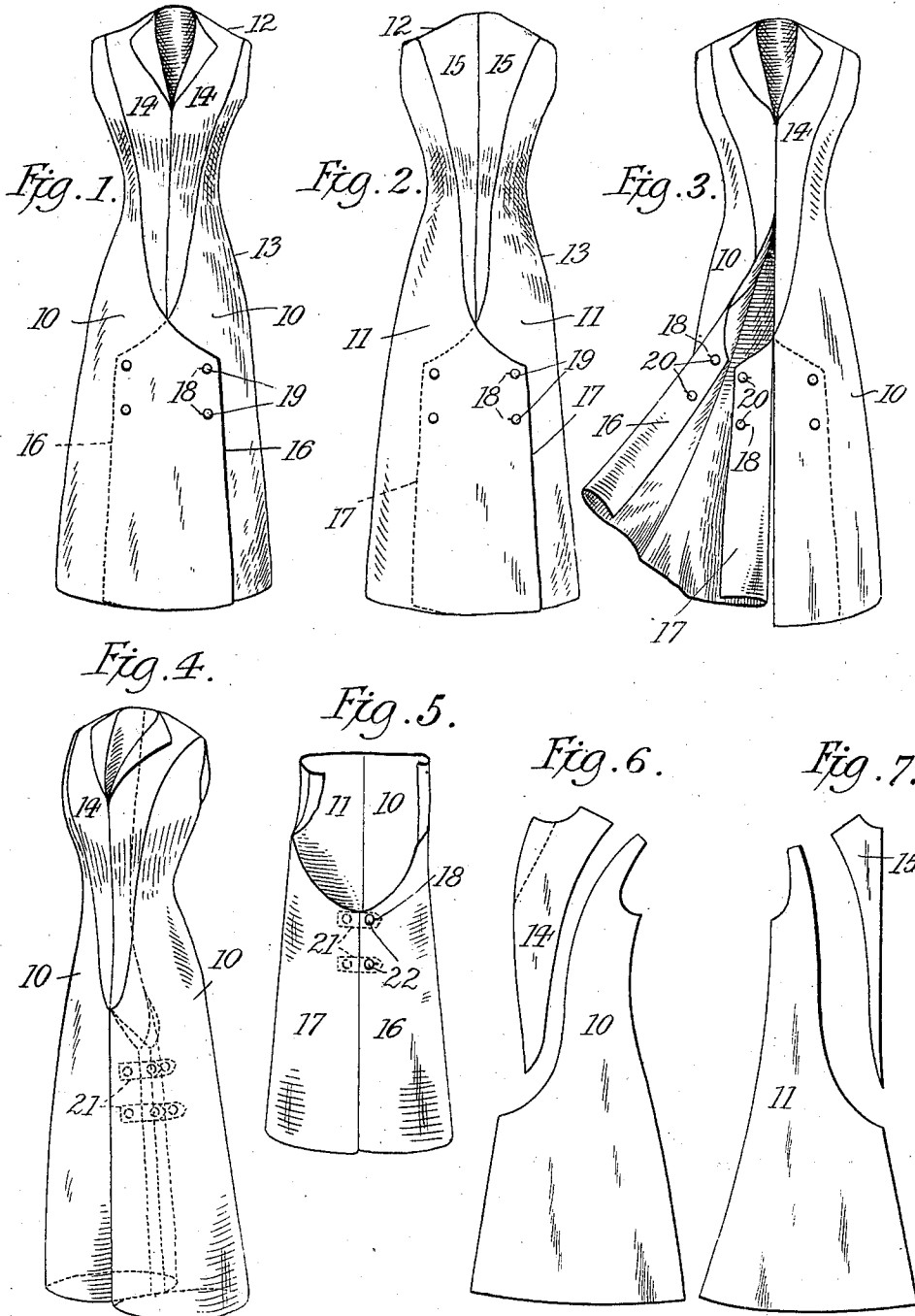


I. KLEINBERGER.
RIDING HABIT.
APPLICATION FILED OCT. 20, 1910.

995,609.

Patented June 20, 1911.



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UNITED STATES PATENT OFFICE.

ISAAC KLEINBERGER, OF NEW YORK, N. Y.

RIDING-HABIT.

995,609.

Specification of Letters Patent. Patented June 20, 1911.

Application filed October 20, 1910. Serial No. 588,076.

To all whom it may concern:

Be it known that I, ISAAC KLEINBERGER, a citizen of the United States, residing at New York city, county and State of New York, have invented certain new and useful Improvements in Riding-Habits, of which the following is a specification.

This invention relates to a riding habit of novel construction which is capable of a variety of adjustments, so that the garment may be easily changed to accord with any particular function desired.

In the accompanying drawing: Figure 1 is a front view of the riding habit showing the flaps overlapping the companion garment lengths; Fig. 2 a rear view thereof; Fig. 3 a front view showing the flaps turned in beneath their own garment lengths; Fig. 4 a front view showing a "divided" adjustment of the garment; Fig. 5 an inner view of one of the legs thereof; Fig. 6 a detail of a front section and front center part; and Fig. 7 a detail of a rear section and rear center part.

The riding habit is composed essentially of two front sections 10, and two back sections 11, each section extending the full length of the garment. The front sections are connected to the corresponding back sections by shoulder seams 12 and side seams 13. Between the upper ends of the two front sections are interposed front center parts 14, while between the upper ends of the two rear sections are interposed rear center parts 15. Below the waist line each front and rear section is extended laterally to form a flap adapted to fold over the companion section, the front and rear flaps being marked 16, 17 respectively. Each flap when folded is adapted to extend a substantial distance laterally beyond the median line of the garment. It is provided with an inclined and concaved laterally extending upper edge and with a straight upright edge that meets the upper edge at an obtuse angle. In each flap are formed button holes 18, adapted to engage buttons 19 on the outer side of the companion garment section. There are further provided on the inner side of each section 10, 11, buttons 20 adapted to engage the button holes of its own flap,

when the latter is folded back. Finally there are provided on either the rear or front flaps, tabs 21 carrying buttons 22, which are adapted to engage the button holes of the flap located at the front or rear thereof. Thus if tabs are secured to the right rear flap, their buttons are adapted to engage the button holes of the right front flap, while the tabs on the left rear flap are adapted to be buttoned to the left front flap.

In use the flaps may be folded over the adjoining garment sections and buttoned thereto, when the garment will be entirely closed and well adapted for street wear (Figs. 1 and 2). So also each flap may be turned under its own section and buttoned to the inner side thereof, when the garment will fall open (Fig. 3) and may be used with great comfort when the wearer is mounted or dismounted. Finally each flap may be passed inward and buttoned to the opposed flap, when a divided habit will be formed, one division or "leg" of such habit being shown in Fig. 5. With the two last named adjustments, the flaps may be freely turned inward without wrinkling at the crotch, owing to the fact that the upper concaved edges of the flaps extend laterally beyond the crotch. Furthermore when the garment is worn in the form of a divided habit, the upper concaved edges, will permit a free play of the limbs and will prevent the underwear from becoming unduly crowded. It will thus be seen that the garment may be adjusted in a quick and simple manner to a variety of styles and purposes, so that it greatly contributes to the comfort and conforms to the particular desires or whims of the wearer.

I claim:

A riding habit provided beneath the waist line with a front and rear pair of laterally projecting flaps, said flaps having concaved upper edges that extend a substantial distance beyond the median line of the garment, and means for securing each front flap to the corresponding rear flap.

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