Dec. 16, 1924. 1,519,741

A. SCHICKERLING

LAP ROBE

Filed Feb. 29, 1924 2 Sheets-Sheet 1

Fig. 1.

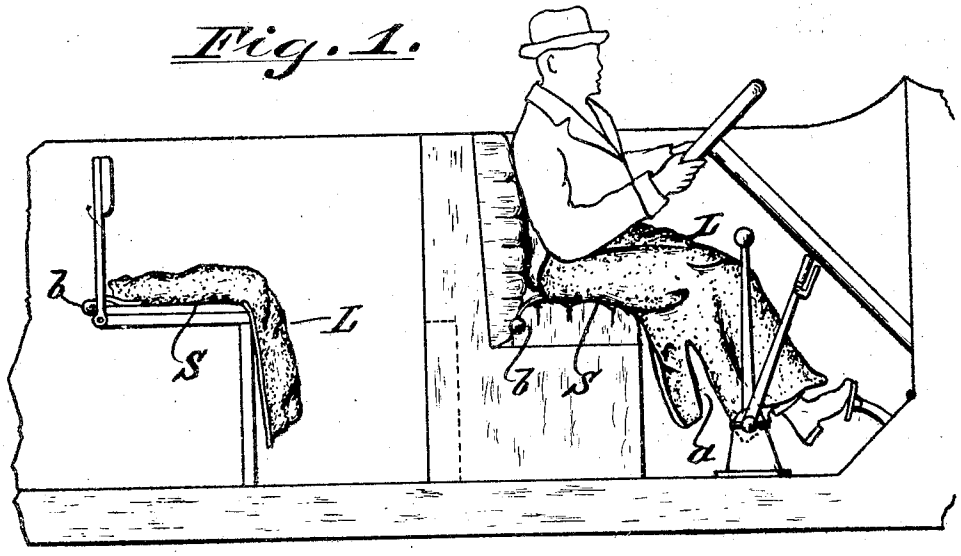


Fig. 2.

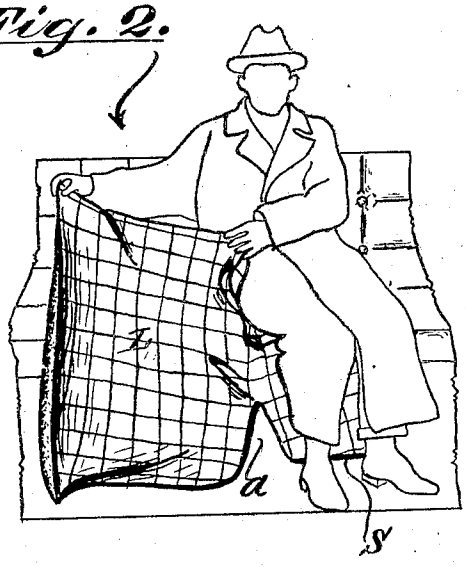
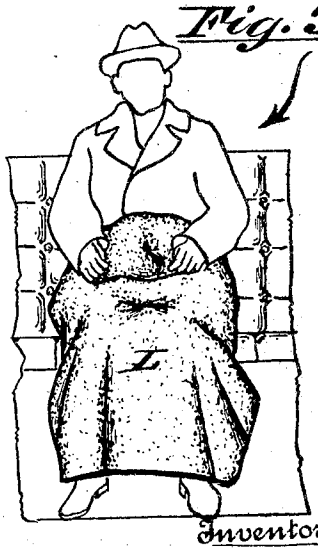


Fig. 3.



Inventor:

Alfred Schickerling,

By his Attorney, Leo. Fr. Miatt

Dec. 16, 1924. 1,519,741

A. SCHICKERLING

LAP ROBE

Filed Feb. 29, 1924 2 Sheets-Sheet 2

Fig. 4.

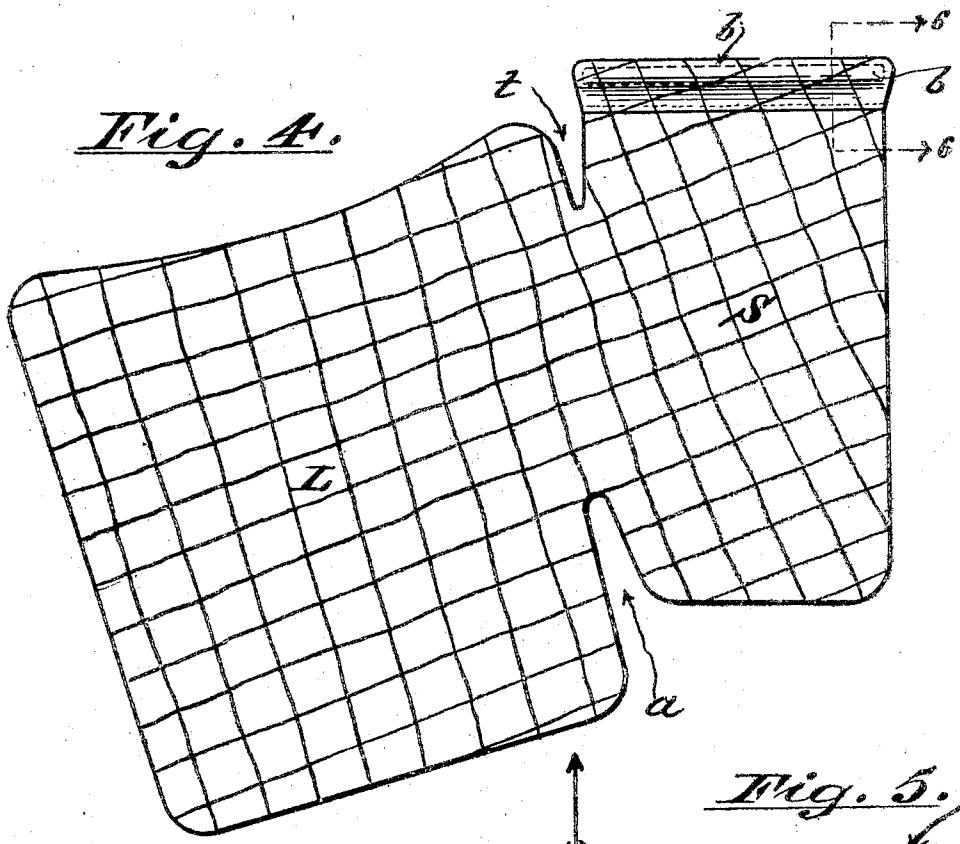


Fig. 5.

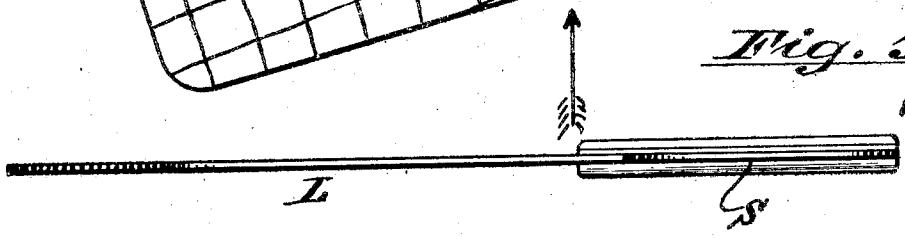


Fig. 6.



Inventor:
Alfred Schickerling,
By his Attorney, Geo. W. Miath

Patented Dec. 16, 1924. 1,519,741

UNITED STATES PATENT OFFICE.

ALFRED SCHICKERLING, OF SCARSDALE, NEW YORK.

LAP ROBE.

Application filed February 29, 1924. Serial No. 695,887.

To all whom it may concern:

Be it known that I, ALFRED SCHICKERLING, a citizen of the United States, and a resident of Scarsdale, county of Westchester, and State of New York, have invented certain new and useful Improvements in Lap Robes, of which the following is a specification sufficient to enable those conversant with the art to which the invention appertains to utilize the same.

Although not necessarily limited thereto, my improved lap robe is intended more particularly for the use of chauffeurs of automobiles and other motor driven vehicles, being designed to afford ample protection for the lower limbs of the user without impeding control of the actuating levers, pedals, etc., of the machine,—the invention consisting in the specific construction, combination and arrangement of parts described and claimed, whereby certain practical and advantageous results are attained as hereinafter fully set forth.

In the accompanying drawings I illustrate a practical embodiment and use of a robe embodying the essential features of my invention, although I do not limit myself to the identical form and construction of parts shown by way of exemplification, since modifications in minor details, and equivalent mechanical expedients, may be resorted to with like results and without departing from the spirit and intent of my invention in this respect.

With this understanding:—

Fig. 1, represents, more or less diagrammatically, the body, and front and rear seats, of a motor driven vehicle, illustrating the use of two of my improved lap robes in conjunction therewith;

Fig. 2, is a frontal view of a person seated on the robe and in the act of lapping over or removing it from his lower limbs;

Fig. 3, is a like view showing the robe as in use;

Fig. 4, is a view of my lap robe, extended in flat position;

Fig. 5, is an edge view of the lap robe as positioned in the preceding figure;

Fig. 6, is a sectional detail taken upon plane of line 6—6 Fig. 4.

My new lap robe is preferably, although not necessarily, made of one piece of suitable cloth, cut to form the seat portion S, and the overlap portion L, with the intermediate ankle cleft *a*, and with the thigh cleft *t*, as shown more particularly in Fig. 4, of the drawings.

Incorporated with the rear edge of the seat portion S, is a rigid anchor bar *b*, which may be secured in position by any suitable or desired means, as by sewing in an incasement or otherwise as may be found most expedient.

This rigid construction of the rear edge of the seat portion S, of the robe not only facilitates the handling and proper locating of the robe, but by the insertion of the anchor bar behind the side members of a foldable seat, as indicated at the left of Fig. 1, or by insertion thereof between the seat and back cushions of an upholstered seat as indicated at the right of Fig. 1, effectually anchors the robe in position for use in a manner substantially permanent for all practical purposes. Furthermore, it prevents possibility of shifting or derangement of the robe, and thus facilitates the wrapping or unwrapping thereof, and is thus conducive to the comfort and convenience of the user.

The intermediate clefts *a*, *t*, are imporant in that the ankle cleft *a*, obviates all restraint of the driver in actuating the pedals, while the thigh cleft *t*, admits of the shifting, without restraint, of the body of the user in conformity with actual requirements incidental to his duties as a driver and observer.

By reference particularly to Fig. 4, of the drawings, it will be seen that the lap portion L, of my robe forms, not only a lateral extension of the seat portion S thereof, but is also inclined with relation thereto, so as to adapt it to fit the abdominal portion of the body of the user with amplitude while affording adequate but unencumbered protection of the lower limbs of said person.

My special form of lap robe is reversible, so as to be available for use either as a right hand or as a left hand robe, which is an incidental feature of importance under conditions of ordinary use. Furthermore, the freedom of movement which it affords the driver of a motor driven vehicle is obviously conducive to safety of travel, since all danger of entanglement, or impediment of action is obviated.

It is to be understood that by the term "cloth," as herein used, I mean to designate any suitable flexible material; and that the

robe, while unitary in structure, may be composed of a plurality of sections integrally united.

What I claim as my invention and desire to secure by Letters Patent is,

1. As an article of manufacture, a lap robe of the character designated, comprising a seat portion and an overlap portion with an intermediate cleft, and an anchor bar adapted to be incorporated in the rear edge of the seat portion thereof, substantially in the manner and for the purpose set forth.

2. As an article of manufacture, a lap robe of the character designated, comprising a seat portion and an overlap portion formed with intermediate thigh and ankle clefts, together with an anchor bar adapted to be incorporated with the rear edge of the seat portion, substantially in the manner and for the purpose set forth.

3. As an article of manufacture, a lap robe of the character designated, comprising a seat portion and an overlap portion in combination with an anchor bar adapted to be incorporated with said seat portion, substantially in the manner and for the purpose set forth.

ALFRED SCHICKERLING.

Witnesses:
GEO. WM. MIATT,
MATHILDA STEUERNAGEL.