

(No Model.)

2 Sheets—Sheet 1.

J. BERLFEIN & H. DIAMOND.
BICYCLE SKIRT.

No. 560,079.

Patented May 12, 1896.

Fig: 1.



Fig: 2.

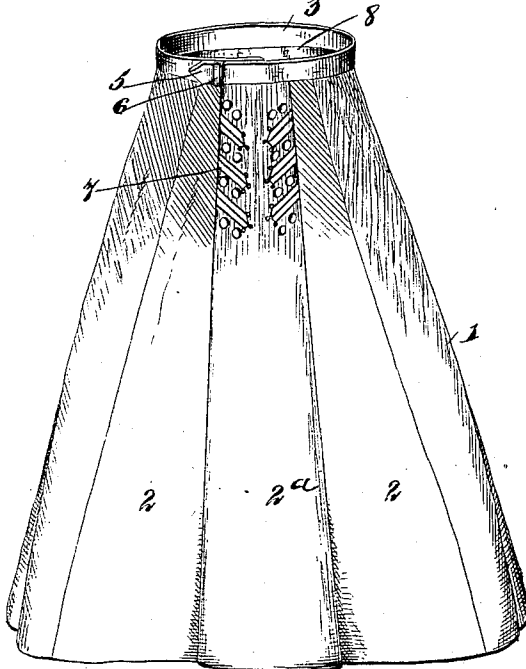
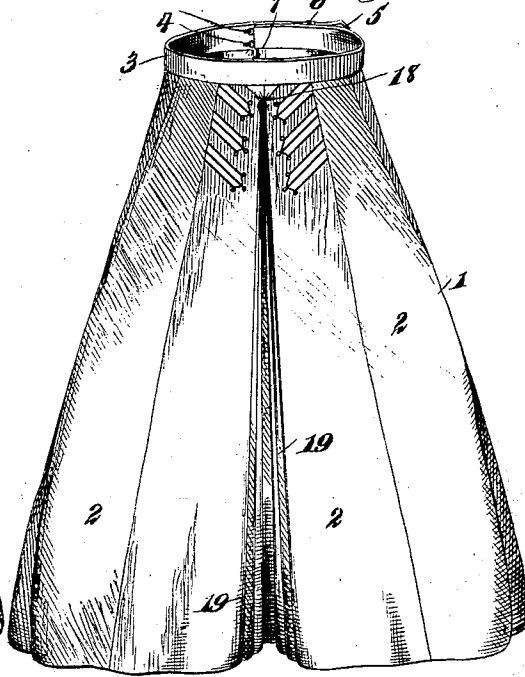


Fig: 3.



WITNESSES:

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INVENTORS:

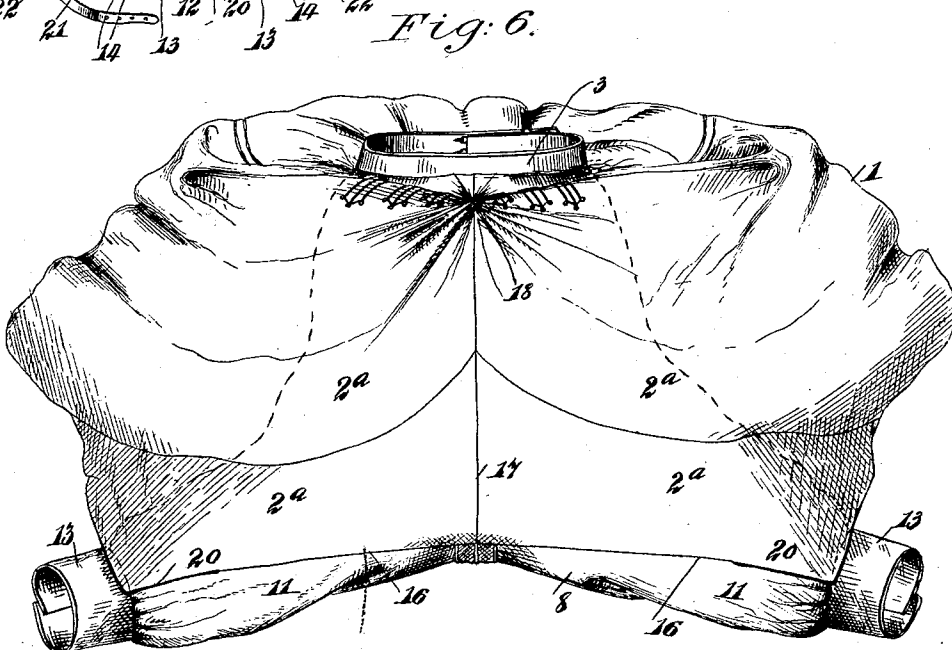
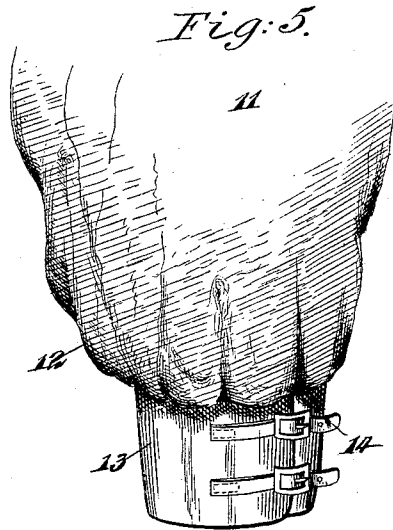
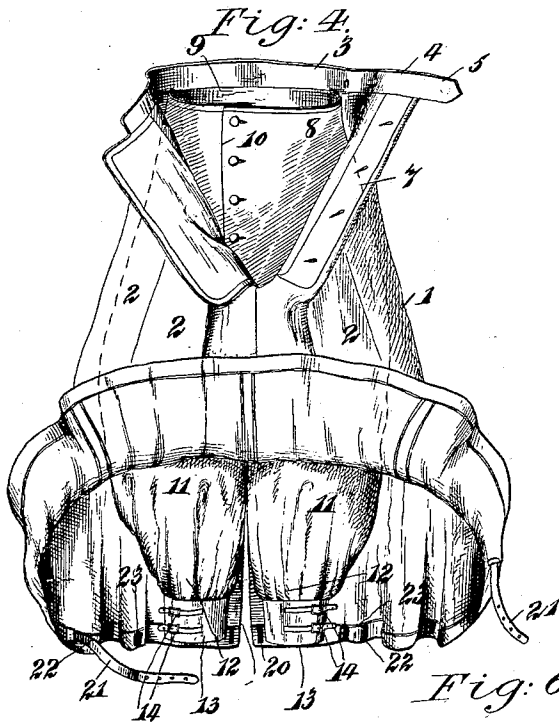
J. Berlfein.
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BY *Munn & Co.*
ATTORNEYS.

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UNITED STATES PATENT OFFICE.

JACOB BERLFEIN, OF NEW YORK, AND HENRY DIAMOND, OF BROOKLYN,
NEW YORK.

BICYCLE-SKIRT.

SPECIFICATION forming part of Letters Patent No. 560,079, dated May 12, 1896.

Application filed September 26, 1895. Serial No. 563,770. (No model.)

To all whom it may concern:

Be it known that we, JACOB BERLFEIN, of New York city, in the county of New York, and HENRY DIAMOND, of Brooklyn, in the
5 county of Kings, State of New York, have invented a new and Improved Bicycle-Habit, of which the following is a full, clear, and exact description.

This invention relates to certain improvements in bicycle-habits, and has for its object to provide a habit of a simple, inexpensive, and attractive character adapted for convenient use by lady bicyclists and so constructed as to afford free movement to the
15 limbs of the wearer.

The invention consists in the particular construction and arrangement of parts, as hereinafter fully described, and pointed out in the claim.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a view drawn to a small scale and showing the improved bicycle-habit as it appears in use. Fig. 2 is a front view of the improved combination skirt and trousers. Fig. 3 is a rear view of the same. Fig. 4 is a front view of the combination-garment, the
25 upper and lower portions of the skirt being shown folded over to illustrate the arrangement of the trousers within the same. Fig. 5 is a fragmentary view drawn to an enlarged scale and showing the form and construction
30 of the legs of the trousers, and Fig. 6 is a view showing the means of joining the skirt and trousers together.

In the drawings, 1 represents the improved combination skirt and trousers as a whole, the skirt being cut circular and composed of a series of breadths 2, each cut bias on one edge and straight on the other, said breadths being joined together with the bias edge of one next to the straight edge of the other, so that the skirt will not stretch and lose its
45 shape, as do skirts made in the ordinary manner in one piece. The front of the skirt is made with a box-plait 2^a, as clearly shown in Fig. 2, the sides of said plait being folded
50 over in a well-known way, so as to give sufficient fullness at the front of the skirt for

the free movement of the knees in operating the machine while the wearer is riding, but adapted to fall down, as shown in Fig. 2, when the wearer has dismounted.

3 represents the waistband of the skirt, having fastening devices 4 of suitable form for securing its ends together, one end of said waistband being provided with a projecting portion or tab 5, arranged to engage a band
55 or loop 6 on the opposite side of the placket 7, which is, as shown in the drawings, formed at the front of the skirt and at one side of the central box-plait 2^a thereof, so as to be completely concealed by the said plait, as seen in
60 Fig. 2.

8 represents the trousers as a whole, which are joined at their rear upper part to the rear part of the skirt, at the waistband thereof, as seen at 9 in Fig. 4, said trousers being provided with the usual vent or fly 10 at the front and having their legs made full at the forward part of their lower ends by means of a series of gathers, as indicated at 12, at the point where said legs are stitched to the bands
75 13. By this construction sufficient fullness is secured to permit free movement of the knees of the wearer in operating the pedals. The bands 13 are provided with straps 14 and are adapted to be strapped just below the
80 knees in position to maintain the leggings in position and prevent the same from slipping down.

The waist of the trousers is secured at its rear part only to the rear part of the waist
85 portion of the skirt, as seen at 9 in Fig. 4, so that the front portion and fly of the trousers are made separate from the front part of the skirt, and, as clearly seen in the drawings, the waistband of the trousers is secured to
90 the skirt at a point slightly below the waistband 3 thereof, so as not to produce too great a thickness of material at the waist of the garment.

The rear edges of the skirt are sewed into
95 the inside seams of the legs 11 of the trousers, as clearly indicated at 16 in Fig. 6, and the upper edges of the four breadths at the back of the skirt are sewed into the seat-seam 17 of the trousers in a similar manner.

The skirt is made especially full in the back, and is draped up at the rear part just
100

below the waistband, as indicated at 18 in Figs. 3 and 6, so as to cause the rear breadths to fall in a series of folds, as indicated at 19 in Fig. 3, at the rear portion of the skirt, so as to entirely hide the trousers from view.

In order to permit more perfect freedom of movement, the lower parts of the rear breadths of the skirt are unconnected to the legs 11 of the trousers, as seen at 20 in Figs. 4 and 6, and to permit the skirt to be drawn forward slightly at opposite sides of its rear part, so as to prevent the folds or plaits 19 from catching in the gearing or wheel of the bicycle, straps 21 are provided, arranged to be passed through loops 22 and secured by means of buckles 23 on the inside of the skirt, near the hem thereof, as clearly seen in Fig. 4. The tapes or loops 22 are secured to the inside of the skirt at the bottoms of the back plaits or folds 19, the straps 21 being secured near the fronts of the side breadths of the skirt, and the buckles 23 being secured adjacent to said rear detached edges 20 of the skirt. In this way, when the wearer desires to mount the wheel, the straps are passed through the tapes and fastened by means of the buckles, so that the folds 19 are drawn together and held against expanding and catching in the moving parts of the bicycle.

When in use, the skirt made as above set forth presents at all times a neat and unobjectionable appearance, since it will be seen that when the wearer is standing the plaits or folds 19 at the back thereof fall or hang together so as to completely hide the trousers and give the garment the appearance of an ordinary skirt, and when the wearer desires to mount it is only necessary to pass the

straps through the loops 22 so as to draw the sides of the skirts more or less together, whereupon, when the rider is seated on the saddle, the sides of the skirt will fall on opposite sides of the wheel and permit perfect freedom of the limbs without danger of the skirt catching in the moving parts.

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

The herein-described bicycle-habit comprising trousers, and a skirt divided at the rear and within which the trousers are secured, the skirt being provided at the divided portion with vertically-disposed plaits or folds and having its rear edges secured to the seat-seam and to the inside leg-seams of the trousers, the connection of the skirt with the leg-seams terminating short of the lower ends of the trousers, the lower portions of the skirt at each side being provided with a strap and buckle, the buckles and the points of attachment of the straps being respectively near the fronts of the side breadths and adjacent to the rear division of the skirt whereby the back breadths of the skirt can be drawn forward to prevent the folds or plaits from catching in the machine, as set forth.

JACOB BERLFEIN.
HENRY DIAMOND.

Witnesses to the signature of Jacob Berlfein:

ADOLPH POLOWE,
LEON BECK.

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RULEIN MOGELOWSKY,
HYMAN WERNER.