

(No Model.)

L. L. HIRSH.
CYCLING SKIRT.

No. 579,061.

Patented Mar. 16, 1897.

Fig. 1.

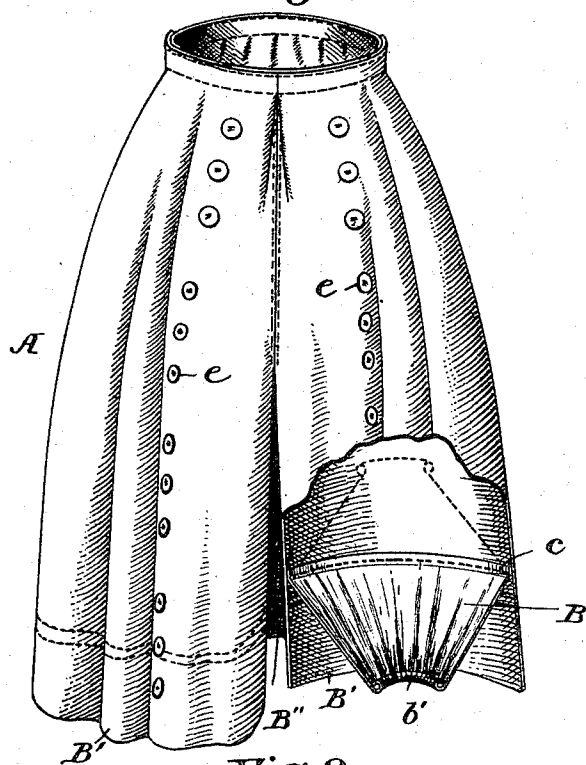
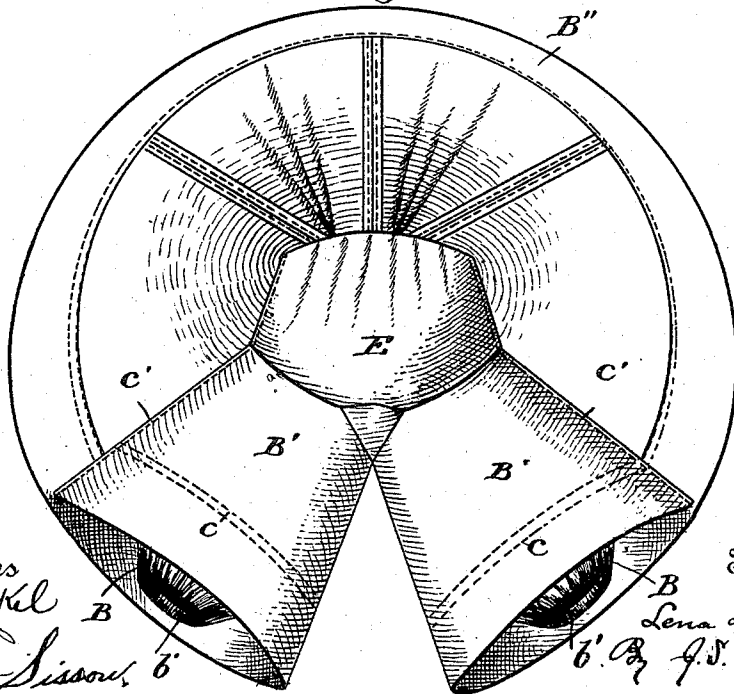


Fig. 2.



Witnesses

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UNITED STATES PATENT OFFICE.

LENA L. HIRSH, OF YORK, PENNSYLVANIA, ASSIGNOR TO DAVID F. HIRSH,
OF SAME PLACE.

CYCLING-SKIRT.

SPECIFICATION forming part of Letters Patent No. 579,061, dated March 16, 1897.

Application filed April 2, 1896. Serial No. 585,942. (No model.)

To all whom it may concern:

Be it known that I, LENA L. HIRSH, a citizen of the United States, residing at York, in the county of York and State of Pennsylvania, have invented new and useful Improvements in Skirts, of which the following is a specification.

My invention has for its object to produce a skirt adapted for use by female bicycle-riders which while having the outward appearance and advantages of the ordinary dress-skirt shall also possess the advantages incident to the bloomer costume.

It consists of a divided dress-skirt which is provided near its lower edge with a sort of bloomer or trousers attachment or skirt-closing sections, which have certain novel characteristics both in construction and manner of attachment to the skirt, which will be herein-after pointed out. This attachment operates to improve the hanging of the skirt and renders it impossible for the latter to become inflated or raised by the wind, and at the same time affords protection to the person of the wearer without requiring the user to wear a separate bloomer costume or equestrian tights.

In the accompanying drawings I have illustrated the preferred form of my invention.

Figure 1 is a perspective view of a skirt having my invention applied thereto, parts being broken away. Fig. 2 is an inverted plan view of the garment with the rear portion of the skirt thrown back and up, thereby separating or spreading the front divided portion of the skirt.

In the drawings, A represents the skirt proper, which may be of different styles, and which I prefer should reach to about the ankles. The preferred form of skirt is one divided at the front but not at the back, the divided front portions B' being made sufficiently full to allow the material to be returned and carried around and secured as indicated at c'. This forms a skirt with two large leg portions B', connected by the undivided back part of the skirt and extending upward about half-way from the bottom to the waistband. When such a skirt is being worn, it has the appearance of an ordinary dress-skirt, it being almost impossible to de-

tect that the skirt is divided; but, if desired, this part can be entirely concealed by providing the skirt with a detachable front, which may be attached by means of the buttons e. (Shown in Fig. 1.)

The upper portions of the parts B' of the skirt are connected with and united by a seat portion E of the garment, the upper edge of which is secured to the skirt at the waist.

B B are the separate skirt-closing sections, each approximately circular in outline, with an opening b' for the leg of the wearer and attached to the skirt within the leg portions B' at its edge c. These sections B are full and are secured to the skirt at such distance from the lower edge of the skirt that there is no more bagging of the material when the opening b' is secured around the ankles or at the tops of the shoes than when secured around the knees, and vice versa, as indicated in Fig. 1, where one section B is represented in full lines as secured in its lower position and in dotted lines secured at the knee. The place of attachment to the skirt which secures this result is preferably about midway between the ankles and the knees, and it thus insures equal freedom of movement to the wearer, whether the section B be secured in one position or the other. The amount of material in the parts B is such that they do not sag down below the skirt and become exposed when they are secured in their lowermost position. This arrangement of skirt-closing attachment effectually prevents the skirt from becoming inflated or raised by the wind. It also allows the wearer freedom of movement under all circumstances, and this is the better secured by making each section approximately circular in outline and arranging each opening b' at an equal distance in all directions from the seam which unites the part B to the skirt.

There are several advantages incident to my garment as a bicycle costume, which are especially appreciated by bicycle-riders. The garment may be worn with equal comfort and becomingness either upon the wheel or off, and requires no adjustment of any part or any manipulation where change is made from one condition of use to the other. The sections B prevent the skirt from inflating, and that

without any inconvenience or annoyance to the wearer, and they also afford complete protection to the person of the wearer, so that specially-constructed undergarments or tights are not required with my skirt.

Having described my invention, what I claim, and desire to secure by Letters Patent, is—

1. A skirt for female bicycle-riders, comprising leg portions separate from each other, but formed as a part of the skirt, and leg-closing sections, B, each section, B, being substantially circular in outline, having an opening for and being arranged to be attached to the leg of the wearer, and attached along its edge to the leg portion of the skirt on a line substantially midway between the knee and the ankle, the said sections, B, being full, whereby they may be secured to the leg of the wearer in different positions, without exposure of the attachment, and with equal freedom of movement to the wearer, and whereby they operate to prevent the skirt from becoming inflated while the wearer is riding, substantially as set forth.

2. A skirt for female bicycle-riders, which is divided at the front but not at the rear, and comprising leg portions separate from

each other, but formed as a part of the skirt, and leg-closing sections, B, each being substantially circular in outline, having an opening for and being arranged to be secured to the leg of the wearer, and secured at its edge to the leg portion of the skirt substantially midway between the ankle and the knee, the said section being full, substantially as set forth.

3. A bicycle-skirt comprising leg portions separate from each other, but formed as a part of the skirt, and leg-closing sections, each section being substantially circular in outline and having an opening for and being arranged to be attached to the leg of the wearer, and secured along its edge to the leg-section of the skirt at the lower portion thereof, the said leg-sections being full whereby they may be secured to the legs of the wearer in different positions thereon, and whereby they operate to prevent the skirt from becoming inflated while the wearer is riding, substantially as set forth.

LENA L. HIRSH.

Witnesses:

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