

(No Model.)

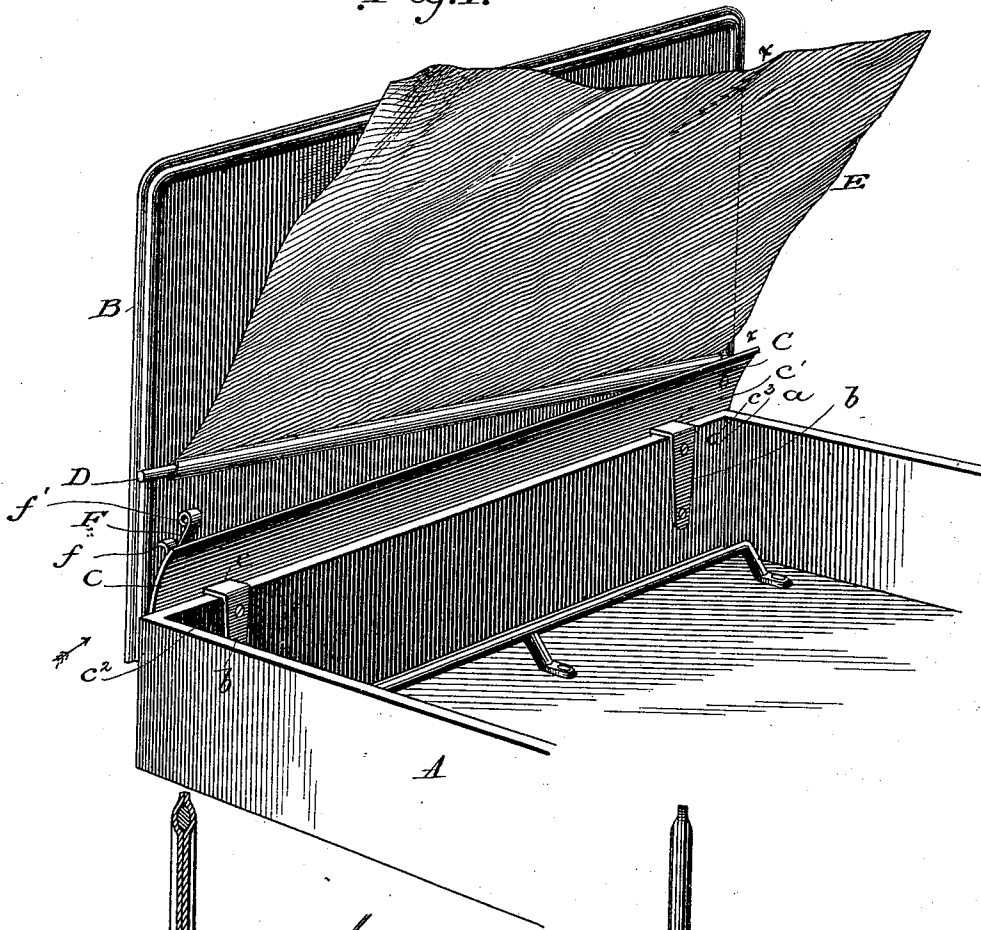
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A. F. BRANDENBURG.  
STORM APRON FOR CARRIAGES.

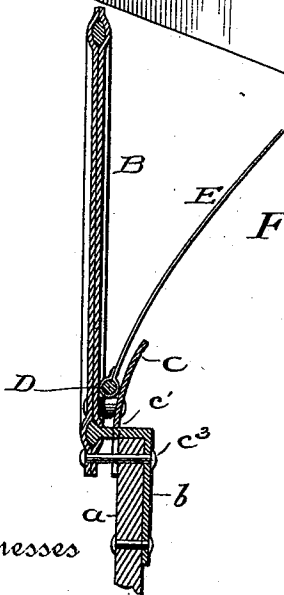
No. 506,152.

Patented Oct. 3, 1893.

*Fig. 1.*



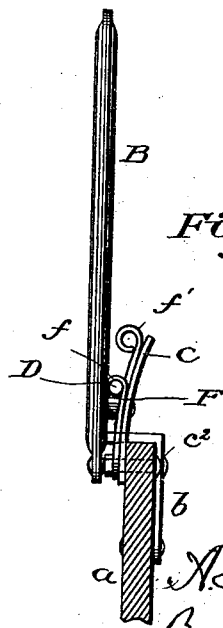
*Fig. 2.*



Witnesses

Raymond A. Barnes.  
Fabius S. Elmore.

*Fig. 3.*



Inventor  
A. F. Brandenburg  
By O. T. Dodge  
Attorney

(No Model.)

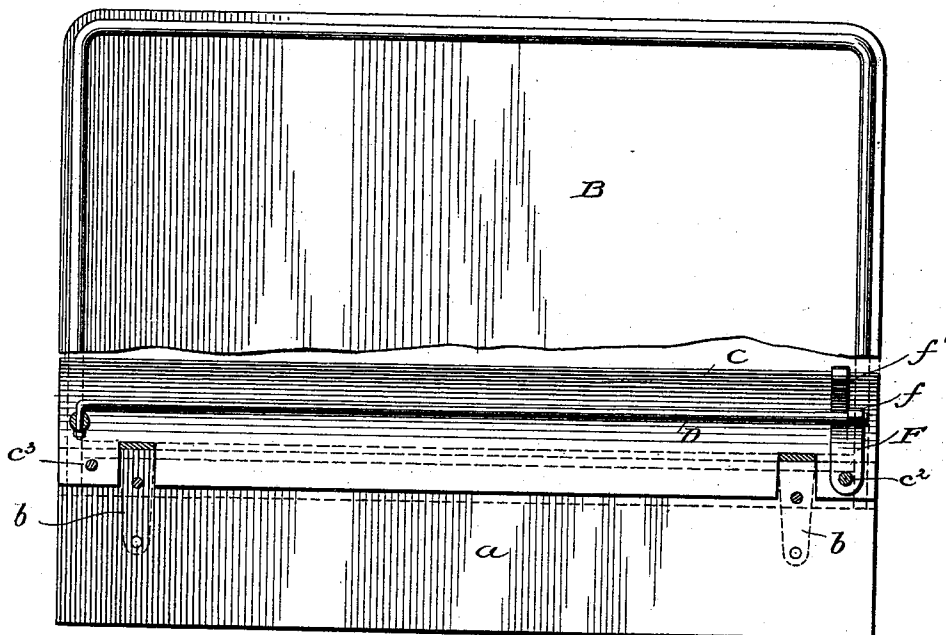
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*Fig. 4.*



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Fabius A. Elmore.

Inventor  
A. F. Brandenburg  
By P. T. Dodge  
Attorney

# UNITED STATES PATENT OFFICE.

ALBERT F. BRANDENBURG, OF DAYTON, OHIO, ASSIGNOR TO GRAFTON C. KENNEDY, OF SAME PLACE.

## STORM-APRON FOR CARRIAGES.

SPECIFICATION forming part of Letters Patent No. 506,152, dated October 3, 1893.

Application filed June 26, 1893. Serial No. 478,794. (No model.)

*To all whom it may concern:*

Be it known that I, ALBERT F. BRANDENBURG, of Dayton, county of Montgomery, and State of Ohio, have invented a new and useful Improvement in Storm-Aprons for Carriages, Wagons, &c., of which the following is a specification.

My invention relates to storm aprons for carriages, wagons, &c., the principal object being to provide an apron which may be quickly and conveniently fixed in place for use at the front of the vehicle or detached therefrom as circumstances may require.

The invention consists of a movable rod or bar confined at one end to the vehicle and having its opposite end detachably connected thereto and an apron adapted to be removably attached at its lower edge to the bar when it is to be used.

The invention also consists in the improved manner of attaching the dash and water strip to the body of a vehicle to admit of the location of the bar carrying the apron between the water strip and dash.

The invention also consists in the details of construction and combination of parts hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a perspective view of the forward portion of a vehicle having my invention embodied therein. Fig. 2 is a vertical cross section on the line  $x-x$ , Fig. 1. Fig. 3 is an end elevation viewed from the left as indicated by the arrow in Fig. 1. Fig. 4, is a front elevation of the body of the vehicle having my invention embodied therein, the dash being removed to expose the other parts to view.

Referring to the drawings A, represents the forward portion of the body of a vehicle having the usual front panel  $a$ .

B, represents a dash attached at its lower edge to the front panel by means of dash feet  $b, b$ , secured rigidly to the rear face of the dash and extending rearwardly over the upper edge of the front panel, then vertically downward along its rear side, where they are secured by screws  $b^2$ , as plainly shown.

C, represents a water strip, the lower edge of which extends between the front panel and the dash, and the upper edge of which is bent rearward over the upper edge of the front

panel, thus forming a trough or space between the water strip and dash. This water strip is provided in its lower edge with two notches  $c, c'$ , to receive the horizontal portions of the dash feet, and it is secured in place at its opposite ends by bolts or screws  $c^2, c^3$ , extending through the dash, the ends of the water strip and into the front panel.

D, represents a movable rod or bar to which a storm apron E is secured. This bar extends horizontally when in place in the space between the rearward bent edge of the water strip and the dash, and is confined at one end, while its opposite end is free and arranged to be detachably secured in place as more fully described hereinafter, the construction being such that when the free end of the bar is secured in position, it will extend horizontally and prevent the removal of the apron, but when released it may be moved upward to permit the apron to be detached. I prefer to secure the end of the bar rigidly at one end between the water strip and the dash in such a manner that it will offer some resistance when being placed in a horizontal position to hold the apron. The result of this arrangement is that when the free end of the bar is released, it will automatically spring upward to an inclined position. The bar may, however, be simply hinged at its end, in which case it will be necessary to lift it bodily, when the apron is removed. The free end of the bar is held in place by a locking device F, in the form of a latch pivoted to the screw between the water strip and the dash, and provided with a lip  $f$ , beneath which the end of the bar extends, and with an extension or handle  $f'$ , by means of which the latch may be moved on its axis to disengage the lip from the end of the bar when the latter is to be released.

The apron is formed at its lower end so that it may be slipped endwise on to the bar when it is to be used, or removed therefrom when not in use. I prefer to fold the lower edge of the apron upon itself, and to stitch the same so that it may be slipped endwise over the rod. When it is desired to use the apron, the end of the rod is released, and the apron slipped endwise thereover, when the end of the rod is again locked in place and the apron

prevented from being detached. When the apron is to be removed, the bar is released and raised, and the apron slipped therefrom.

While I have shown and described my improved apron fastener as applied in connection with the dash and water strip secured in a peculiar manner to the front panel or sill it is to be understood that it may be used in other connections and with dashes secured in other ways, provided only it will operate as above set forth.

Having thus described my invention, I claim—

1. The combination with a vehicle of a transverse bar confined at one end to the front of the vehicle and having its opposite end adapted to be detachably connected thereto, and an apron removably attached to the bar.

2. The combination with a vehicle provided with a dash, of a transverse bar confined at one end adjacent to the lower edge of the dash, means for removably securing the opposite end of the bar in place, and an apron adapted to be detachably secured at its lower edge to the bar.

3. The combination with the dash and the water strip of the transverse bar extending between the same and the apron having its lower edge detachably connected to the bar.

4. The combination of the vehicle provided with the front panel or sill, the dash provided with dash feet secured to the front

panel, the water strip extending between the front panel or sill and the dash, the transverse bar between the water strip and the dash, and the apron detachably connected at its lower edge to the bar.

5. The combination of the vehicle provided with a front panel or sill, the dash, the intermediate water strip secured thereto, the transverse bar confined at one end between the water strip and the dash, and having its opposite end free, a locking device for holding its free end in place, and an apron having its lower edge formed to be detachably connected to the bar.

6. In a vehicle the combination of the front panel or sill the dash secured thereto, the transverse bar having one edge fixed adjacent to the lower edge of the dash and having its opposite end free, means for holding the free end in place, and an apron having its lower edge arranged to be detachably connected to the bar; whereby on the release of the free end of the bar it will automatically spring upward.

In testimony whereof I hereunto set my hand, this 2d day of June, 1893, in the presence of two attesting witnesses.

ALBERT F. BRANDENBURG.

Witnesses:

W. E. DONSON,  
GRAFTON C. KENNEDY.