M. M. FOLLETT.

BOOT ATTACHNENT FOR CARRIAGES.

No. 74,071. Patented Feb. 4, 1868.

Fig. 1.

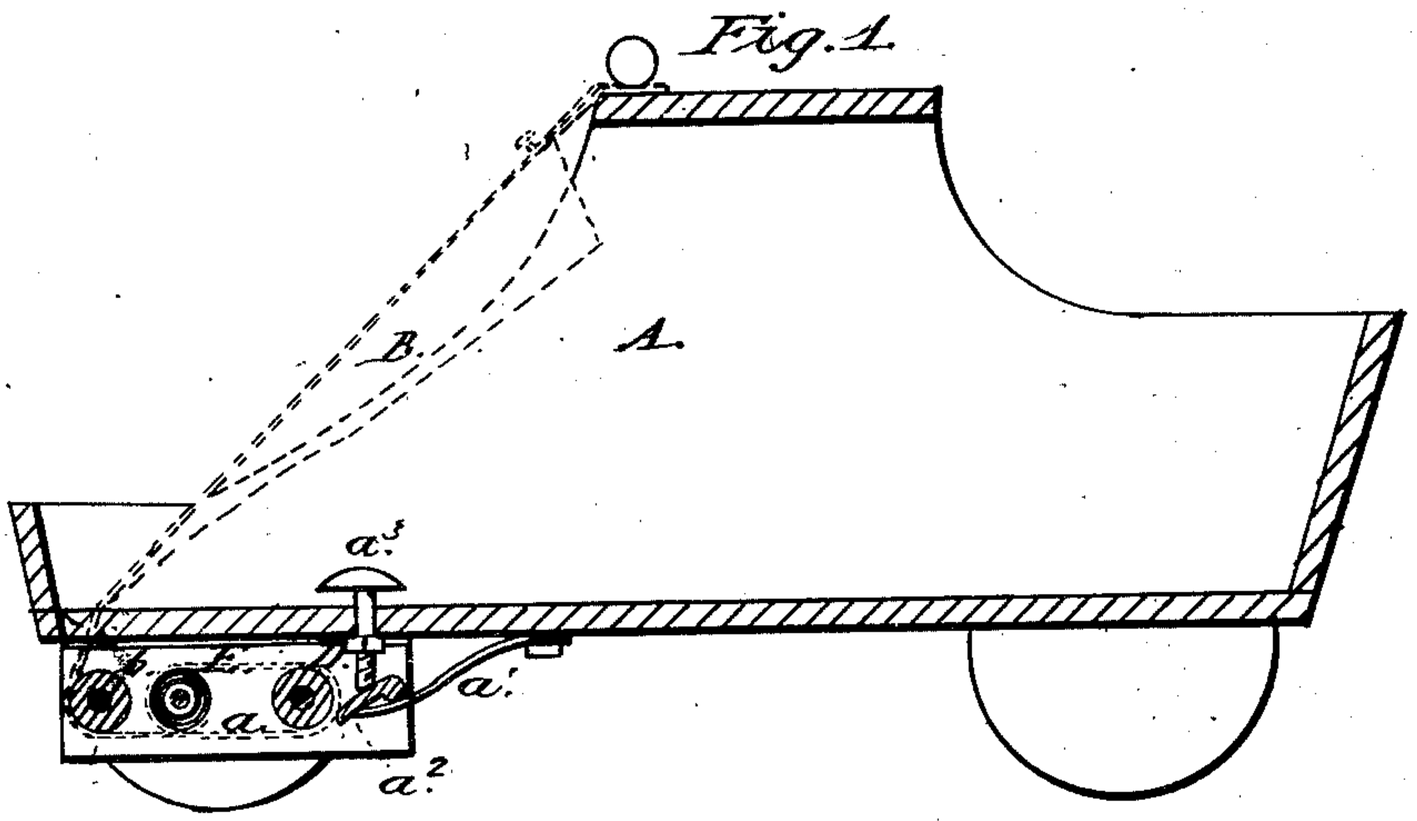


Fig. 2.

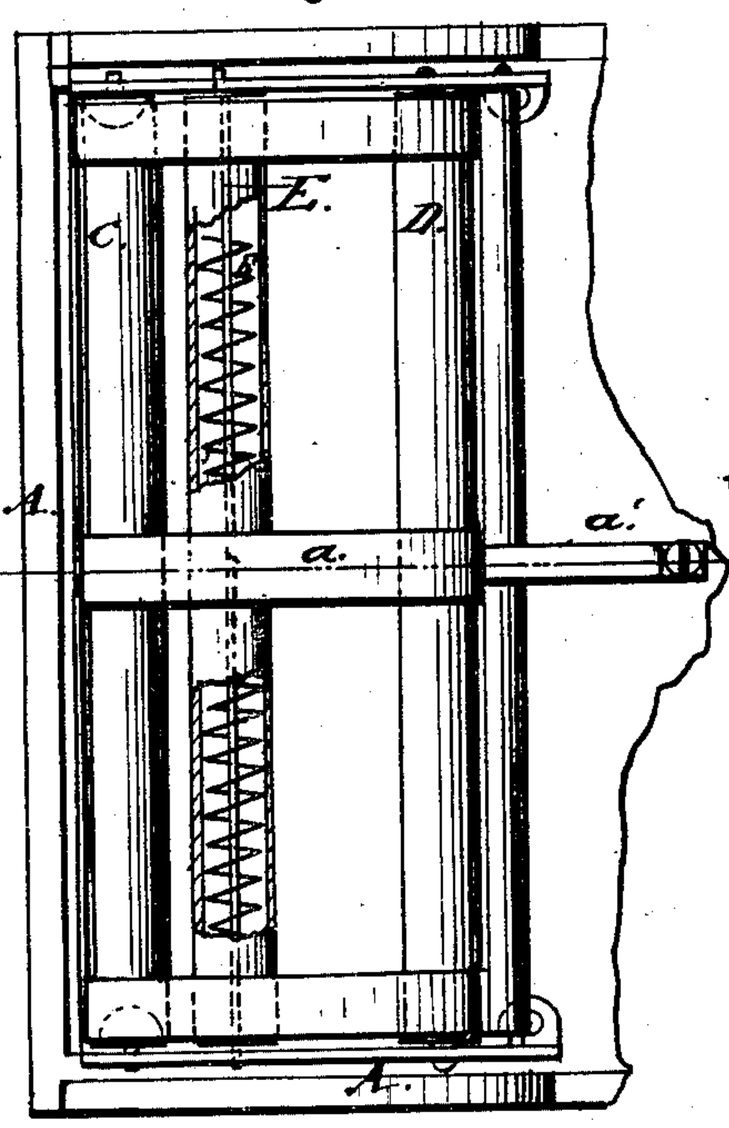
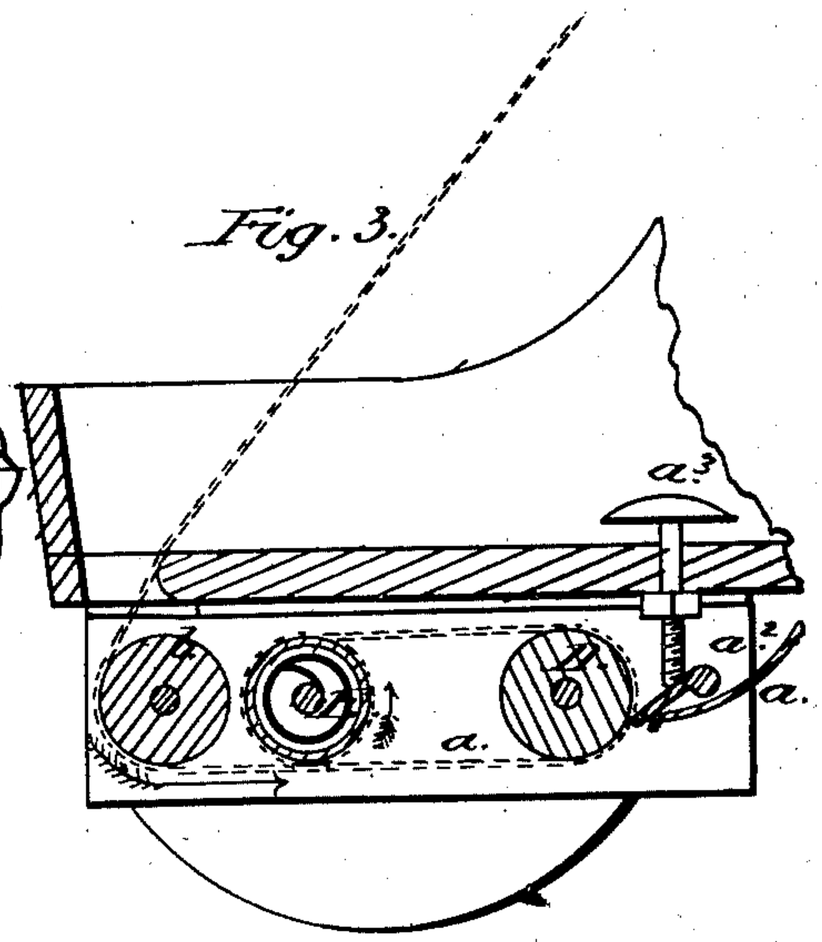


Fig. 3.



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Letters Patent No. 74,071, *dated February* 4, 1868.

IMPROVEMENT IN BOOT-ATTACHMENT TO CARRIAGES.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, MARVIL M. FOLLETT, of Upton, Westboro Post Office, in the county of Worcester, and State of Massachusetts, have invented a new and improved Boot-Attachment; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification.

This invention relates to a new and improved method of attaching the boot to the bodies of carriages, whereby they are rolled or wound up with more ease, and so as to occupy smaller space.

It consists in the arrangement of three parallel rollers, rotating in suitable boxes or bearings under the body of the carriages, to the middle of which said rollers the boot is attached by a strap, said middle roller being hollow, and containing a spring, against the force of which the boot is unwound, after being wound upon the same, whereby, when released, said boot will be wound again upon said middle roller.

It consists, also, in a check or drag being pivoted to supports in the bottom of the carriages, pressed against the boot on one of the said three rollers, by the force of a spring, so as to hold the boot in any desired position, the pressure of the same being at any time removed by pressing the foot on a pin passing through the bottom of the carriage, which relieves the boot from the pressure. In the accompanying plate of drawings—

Figure 1 is a side view of the body of a carriage, with my invention attached.

Figure 2 is a plan view of my invention.

Figure 3 is a central vertical section of the same, taken in the line $x\ x$, fig. 1.

Similar letters of reference indicate corresponding parts.

A is a carriage-body. B is the boot. C is the forward roller. E is the middle roller. D is the back roller. a is the strap. a^1 is a spring. a^2 is a check. a^3 is a pin, by means of which the pressure of the check a^2 is taken from the boot. S is a coiled spring. Upon any suitable bearing, attached underneath any covering to support the same, and rotating therein, are three parallel rollers, C, D, and E. The rollers C and D are alike, made of wood or other suitable material, and are of a length equal to the width of the boot B, when the sides of the same are folded in, and are of any convenient diameter, to receive the boot B, when the said boot B is rolled upon the same, in the manner hereinafter described. The roller E rotates between the rollers D and C, and nearer to the roller C. Said roller E is made of metal, hollow on the inside, so as to receive a coiled spring, S, within the same, said spring S being attached by one end to the axle of the roller E, and by the other end to the case of the same, so that the said case, when turned upon said axle in one direction, is turned against the force of the spring S. To the case of the roller E is attached a cloth or leather strap, a, the other end of the same being attached to the bottom of the boot B, as shown, so that, by turning the entire roller E in one direction, the strap a and the boot B will be wound around under the roller D, and then around over the roller C, a hole being provided in the bottom of the wagon A, through which the same passes, as shown in the drawing, all the boot B being thus wound around the three rollers, C, D, and E, leaving only the straps or loops within the carriage, by means of which said loops the boot B is drawn up when required, the axle of the roller E being then secured to the carriage, so that the boot B, when drawn up, will be so drawn against the force of the spring S. The boot B may be held up by said loops engaging on pins in the ordinary way, as shown. Upon the under part of the carriage A is a check, a^2, as shown. The check a^2 is a narrow strip, of metal or wood, of equal length with the rollers, C, E, and D, and is pivoted to the carriage A by pivots in the end and upon one edge of the same, in such a way as that the other edge of said check a^2 will rest upon the boot B, on the roller D, said check a^2 being held upwards against said boot B, by a spring, a^1, as shown. Said spring a^1 may be of any convenient form, and is of sufficient strength to hold the check a^2 against the boot B, so as to prevent the same from being rolled up by the force of the spring S, or so as to hold the boot B in any desired position. Through the bottom of the carriage A, and in suitable bearings, so as that the same may be kept steady, and be permitted a movement up and down in the same, is a pin, a^3, having a suitable knob on the upper end, as shown, the lower end of the same resting on the upper side of the check a^2, and so that, by pressing the foot upon the said knob of said pin a^3, the pressure of the check a^2 will be taken from the boot B, and the same will be rolled up by the spring S, as above described.

The operation is readily seen from the above description and the drawing.

Constructed as above described, it constitutes a neat and convenient attachment to any carriage, the advantage of which is that the boot is more easily drawn up over the seat, and is more quickly and neatly folded when not needed, so as to occupy much smaller space than by the method of folding boots now commonly in use, and may be attached to the dasher or any other part of the vehicle, and may be protected by any suitable covering placed over the same.

I claim as new, and desire to secure by Letters Patent—

1. A boot-attachment to carriages, composed of the rollers C, E, and D, and the spring S and strap *a*, whereby a boot for carriages is wound up by the force of a spring, S, substantially as shown and described, and for the purposes set forth.

2. The check a^2, or its equivalent, in combination with the boot B and spring a^1 and pin a^3, substantially as shown and described, and for the purposes set forth.

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Witnesses:

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