

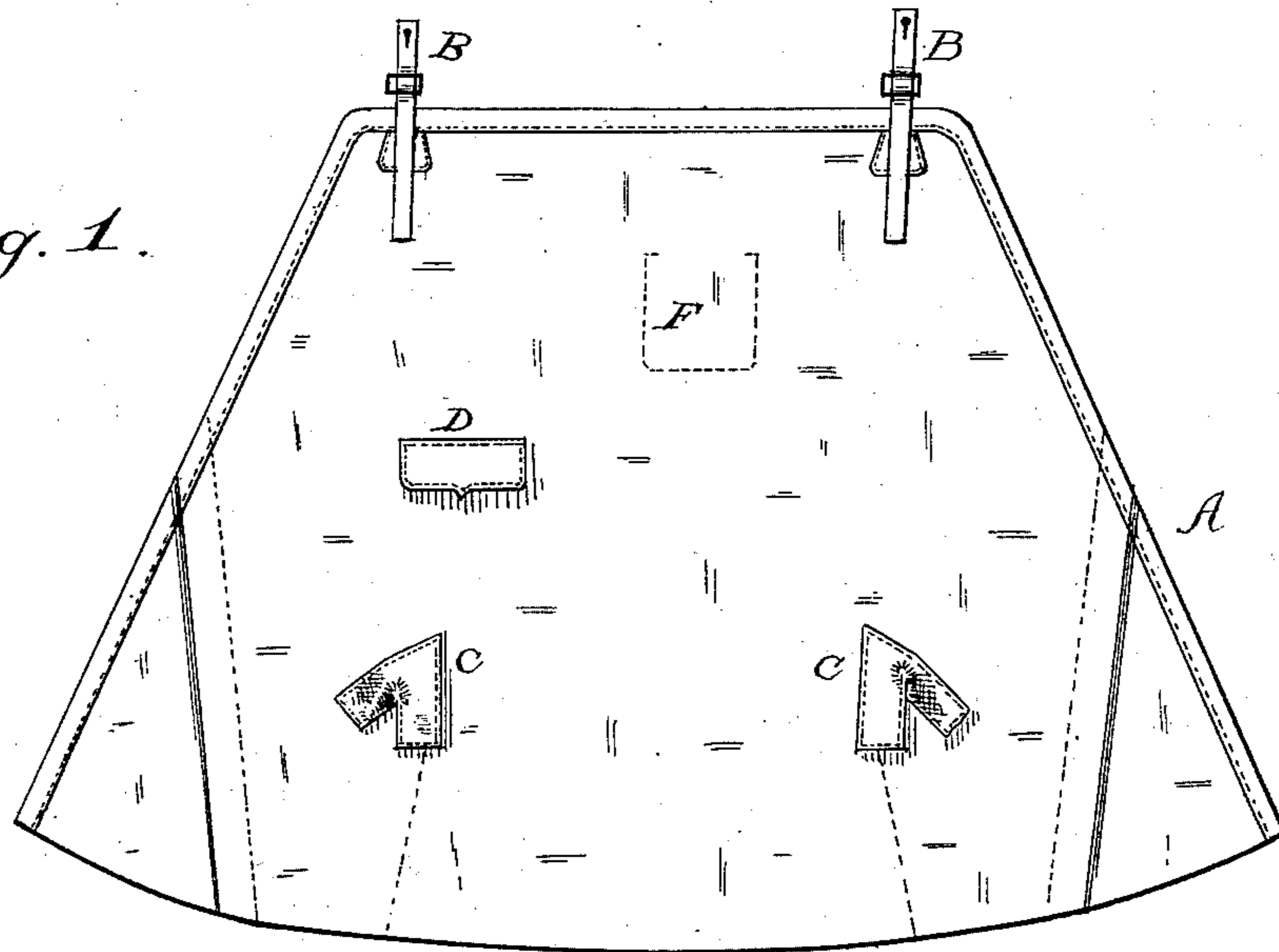
(No Model.)

T. HAWLEY.  
BOOT FOR CARRIAGES.

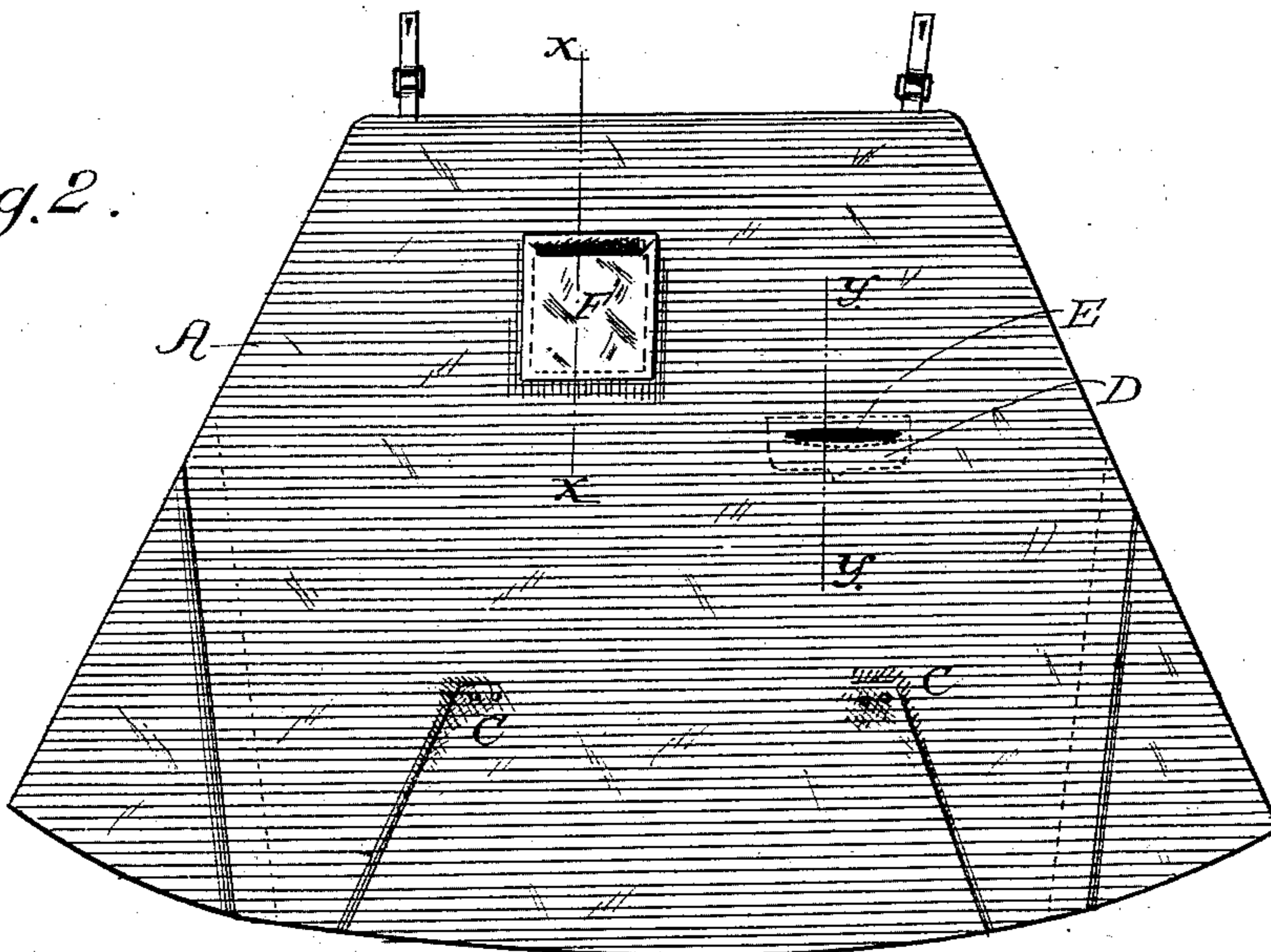
No. 279,944.

Patented June 26, 1883.

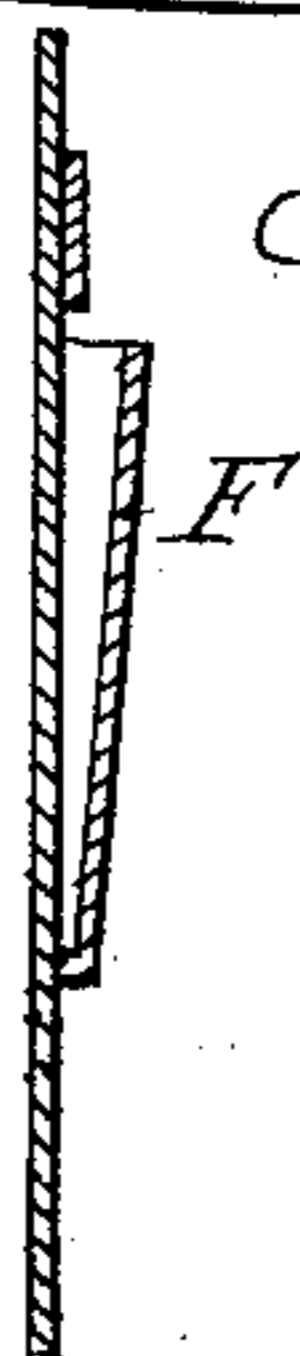
*Fig. 1.*



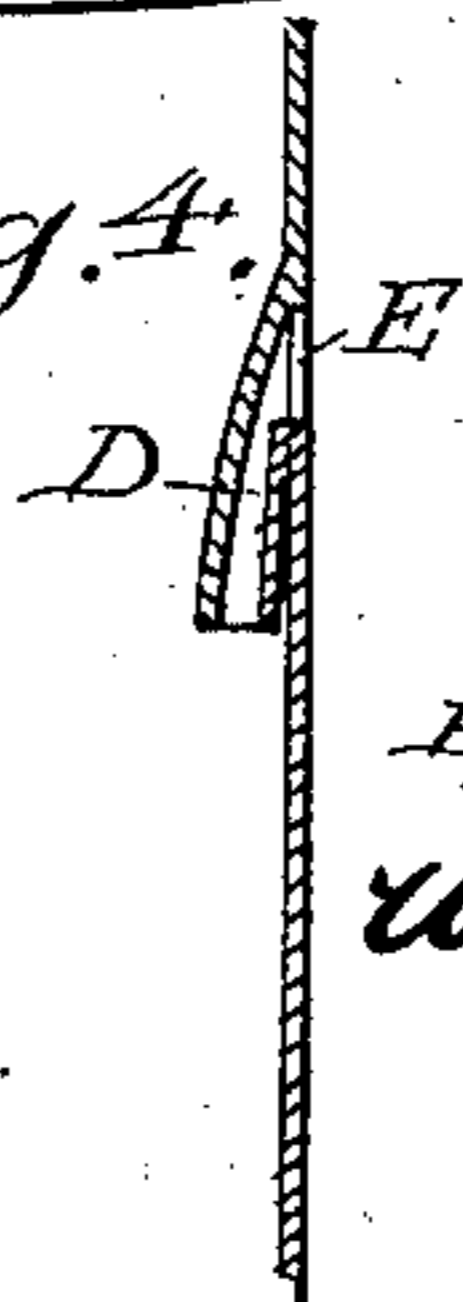
*Fig. 2.*



*Fig. 3.*



*Fig. 4.*



*Attest*

*Walter Fowler*  
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# UNITED STATES PATENT OFFICE.

THEODORE HAWLEY, OF FAIRFIELD, CONNECTICUT, ASSIGNOR OF ONE-HALF  
TO EDWARD W. HARRAL, OF SAME PLACE.

## BOOT FOR CARRIAGES.

SPECIFICATION forming part of Letters Patent No. 279,944, dated June 26, 1883.

Application filed April 11, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, THEODORE HAWLEY, a citizen of the United States, residing at Fairfield, in the county of Fairfield and State of Connecticut, have invented certain new and useful Improvements in Boots for Carriages; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to boots for carriages, and has for its object to provide a means for passing the reins through the boot, which shall at the same time effectually prevent the driving in of rain or snow, and shall be simple in construction and economical in cost.

My improvement also relates to the construction of a capacious pocket on the inside of the boot, into which any articles lying about the carriage may be placed, and which will be found particularly useful for professional men having packages of papers, medicines, &c., which must at all hazards be protected from the weather.

With these ends in view, my invention consists in the construction and combination which will be hereinafter fully described, and then specifically designated by the claims.

For the purpose of enabling those skilled in the art to which my invention appertains to make and use my improvement, I will proceed to describe the same, referring by letters to the accompanying drawings, forming part of this specification, in which—

Figure 1 is an outside plan view of the boot complete; Fig. 2, an inside plan view thereof; Fig. 3, a section at the line *x x* of Fig. 2, and Fig. 4 a section at the line *y y* of the same figure.

Similar letters denote like parts in the several figures of the drawings.

A represents the boot, and B the ordinary straps for attaching it to the carriage-top or side rail of the seat.

C C are the gussets which fit over the corners of the dash-board.

D is the protecting-sleeve, and is placed at the opening E, through which the reins pass.

This sleeve is made of the same material as the boot, and is preferably faced with the same on the upper side. The upper end of the sleeve is provided with flaps the full width of the sleeve, and wider than the cut in the boot. These flaps are cemented to the body of the boot, and stay-pieces are preferably used in addition in the crease under the sleeve and at the edges thereof. The sleeve may be made of any length desired; but three or four inches will be found quite sufficient for all practical purposes, and will effectually prevent rain from driving in at the rein-hole.

Heretofore it has been customary to make an opening in the boot for the reins, which is stayed about with the same material, and is frequently provided with a flap covering the opening. This, however, is a very inefficient protection in case of a driving rain, as the water beats under the edges of the flap and into the opening which is held open by the reins. With my improved boot, however, it is impossible for the rain to drive in, as the sleeve fits the opening perfectly, and any water driving under the edges merely runs under the sleeve and down the outside of the boot, but can under no circumstances drive under the boot itself, as is the case with all other boots now in use.

The pocket F is also an important feature of my improved boot, and is new in this connection, no carriage-boots with pockets having ever been placed upon the market. The pocket is of any ordinary construction and is cemented to the inside of the boot, no opening being made through it. It is made large enough to hold packages of papers or cases of medicine, and will be found invaluable by professional men or by any persons doing much riding, as in the event of severe showers or long-continued rain it often is a matter of extreme difficulty to protect small articles in the carriage from the rain.

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

1. In a boot for carriages, a rein-sleeve secured to the outer side of the boot around the opening through which the reins pass, where-

by water is prevented from driving in under the boot, substantially as set forth.

2. In a carriage-boot, a pocket cemented or otherwise attached to the inside of the boot, substantially as and for the purpose set forth.

3. The combination, with the boot A, having opening E, of a sleeve, D, secured about said opening, substantially as set forth and described.

In testimony whereof I affix my signature in the presence of two witnesses.

THEODORE HAWLEY.

Witnesses:

D. A. BURR,  
JAMES O. BURR.