

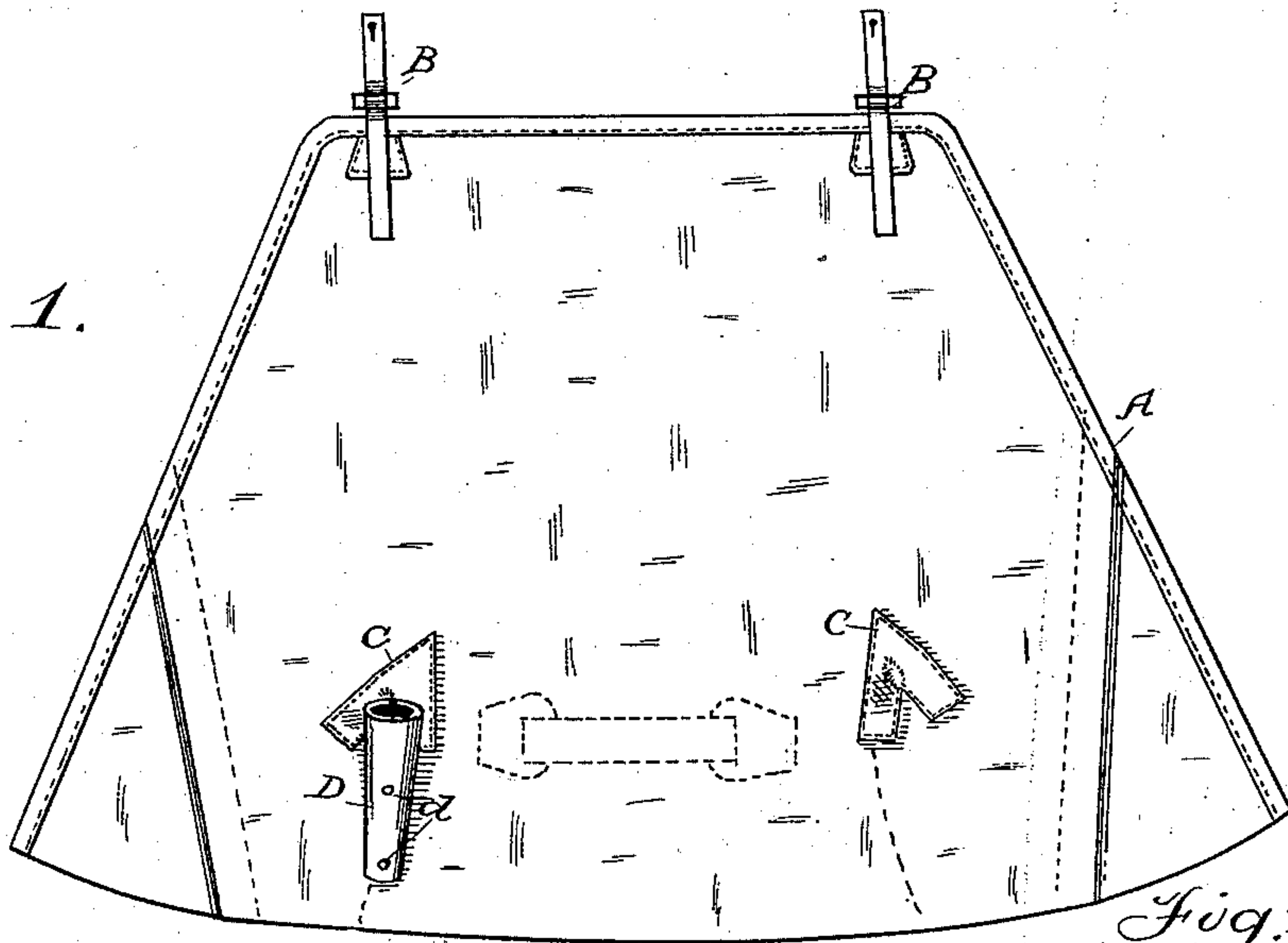
(No Model.)

T. HAWLEY.  
BOOT FOR CARRIAGES.

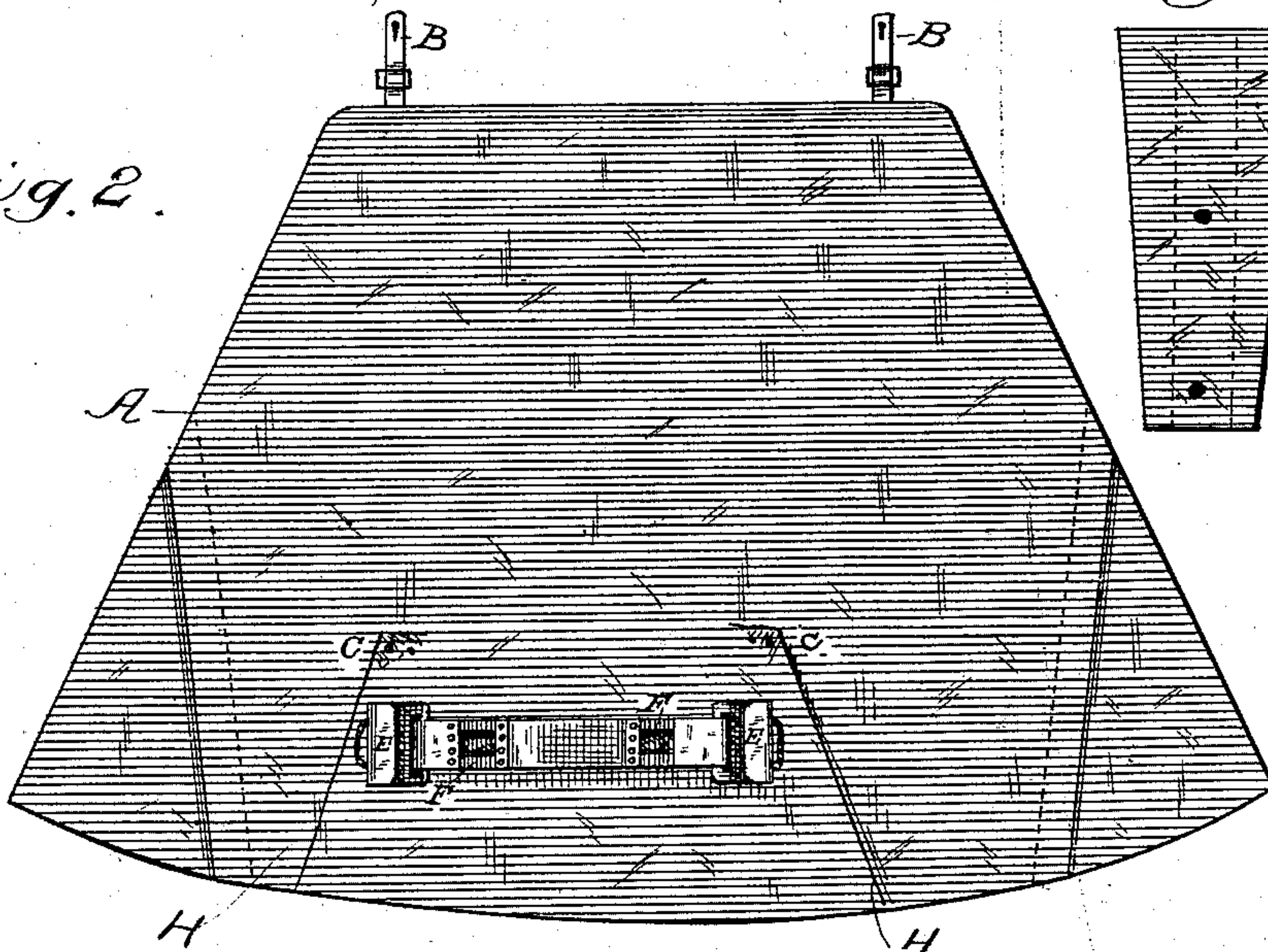
No. 279,945.

Patented June 26, 1883.

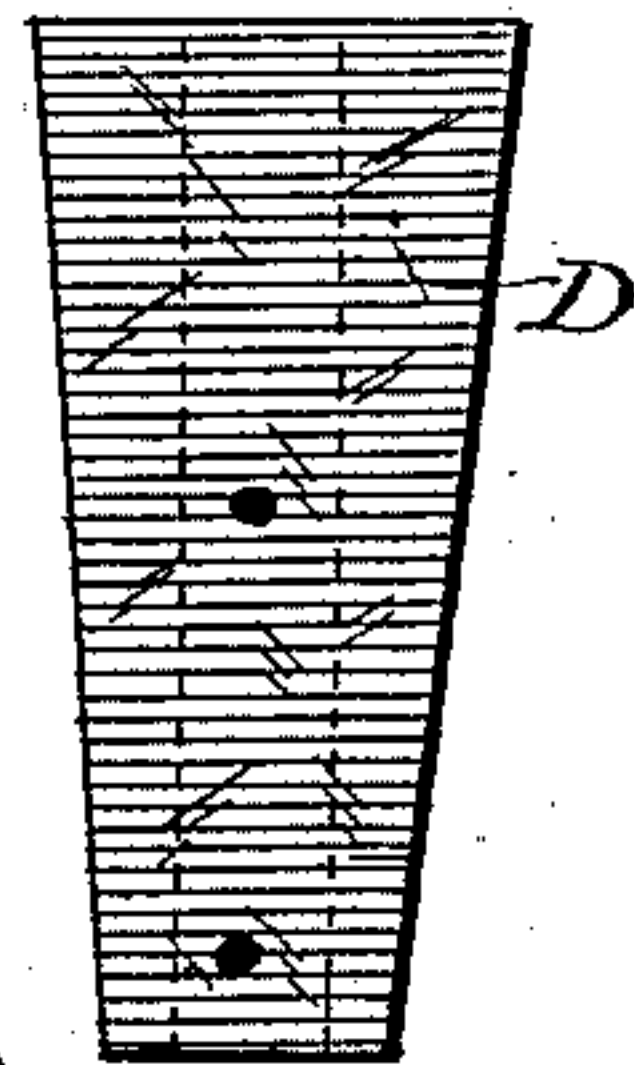
*Fig. 1.*



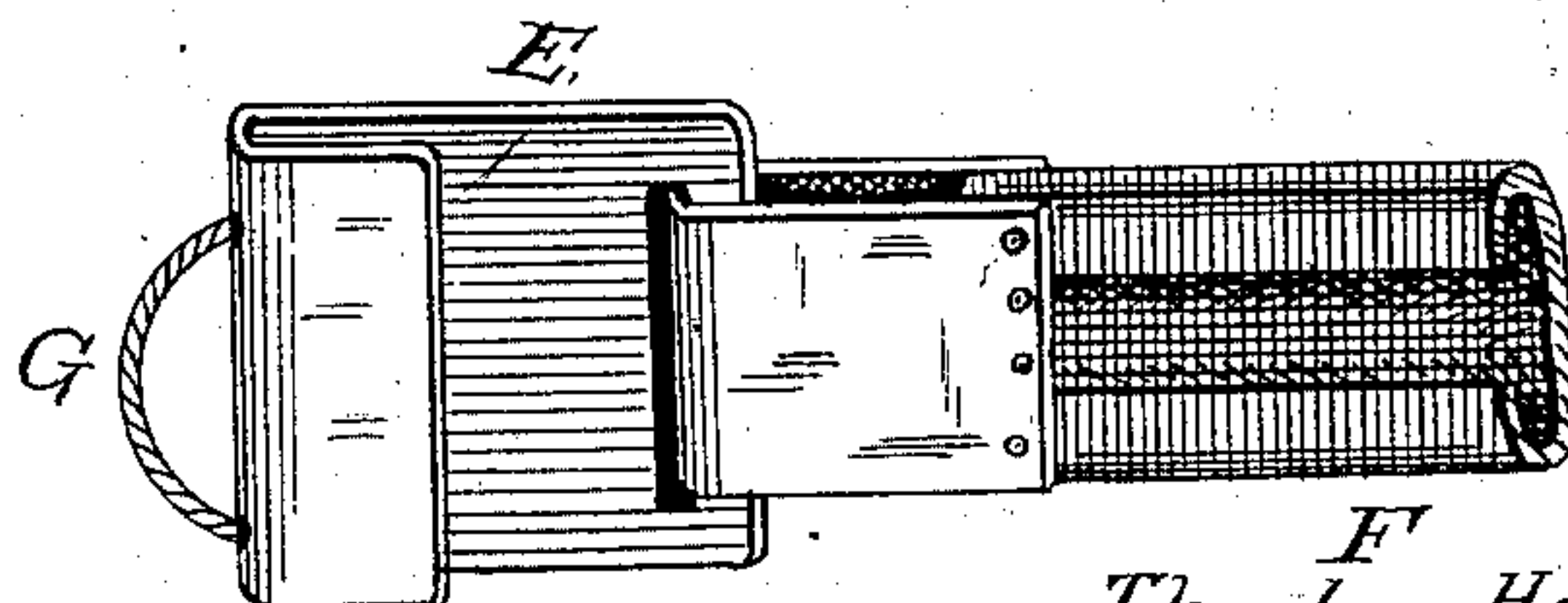
*Fig. 2.*



*Fig. 4.*



*Fig. 3.*



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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. 279,945, 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 of attachment which may be adjusted to different widths of dash-board, shall be simple in construction, not liable to get out of repair, and at the same time shall be economical in cost.

My invention also relates to a new and improved whip-socket which is permanently attached to the outside of the boot.

With these ends in view my invention consists in the construction and combination which will hereinafter be 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 improved boot, 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, an enlarged view of one of the attaching-clamps, and Fig. 4 an enlarged inside view of the whip-socket.

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

A is the boot.

B B are straps for attaching the boot to the seat or carriage top.

C C are the re-enforced gussets to fit over the corners of the dash-board.

D is the whip-socket in the outside of the boot, and *d d* are the attaching-rivets.

E E are the attaching-clamps. These clamps are provided with an elastic connection, F. A single piece of elastic web may be used to attach the clamps directly to the boot, or they may be attached as shown in the drawings, in which a strong piece of web is riveted to two

pieces of leather or strong cloth, which in turn are attached to the boot and clamps, respectively. I also provide the clamps with cords G, which are more readily grasped than the clamps themselves, and materially assist in attaching and disengaging them.

For the purpose of conforming the boot more closely to the shape of the dash-board, I ordinarily cut out darts from the body of the boot, as shown at H H, and cement or rivet the parts together.

The application of my improvement is as follows: Straps B B are buttoned over studs on the inside of a carriage-top, or upon the seat-rail of a buggy. The boot being thrown over the dash-board, gussets C C fit over the corners thereof. It is not necessary that the gussets should fit the corners closely, as they are made large enough to allow for a variation of six (6) or eight (8) inches in the width of the dash-board, where they are securely held by the elastic connections.

The whip socket is also an important feature of my invention.

Heretofore carriage-boots have not been provided with whip-sockets; but an opening has been made in the boot, which has necessarily had to be made large enough to allow for the various positions in which the carriage whip-socket is liable to be placed. This opening is seriously objectionable, as in the case of severe showers or continued rain it allows large quantities of water to beat into the carriage, besides being always in danger of being caught and torn much larger. My whip-socket is made of the same material as the boot, and is closed at the lower end simply by one rivet, *d*, which passes through both thicknesses and also the boot, and effectually prevents the whip from dropping out, and at the same time leaves the bottom open for the free escape of water. The socket is riveted or otherwise attached to the outside of the boot, preferably over the right-hand gusset.

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

1. A boot for carriages, having clamps upon the inside attached to the boot by elastic connections, whereby the boot is made adjustable

and may be attached to dash-boards of different widths, substantially as described.

2. A boot for carriages, having a whip-socket riveted or otherwise attached to its front, 5 whereby any openings in the outer side are avoided, substantially as set forth.

3. In combination with the boot A, the clamps E, having elastic connections F and cords G, substantially as described, and for 10 the purposes set forth.

4. In combination with the boot A, the

whip-socket D, riveted or otherwise secured to the outer surface thereof, and closed at its bottom by a single rivet, *d*, substantially as set forth and described.

In testimony whereof I affix my signature in presence of two witnesses. 15

THEODORE HAWLEY.

Witnesses:

D. A. BURR,

JAMES O. BURR.