

(No Model.)

J. W. STORRS.  
BOOT FOR CARRIAGES.

No. 381,965.

Patented May 1, 1888.

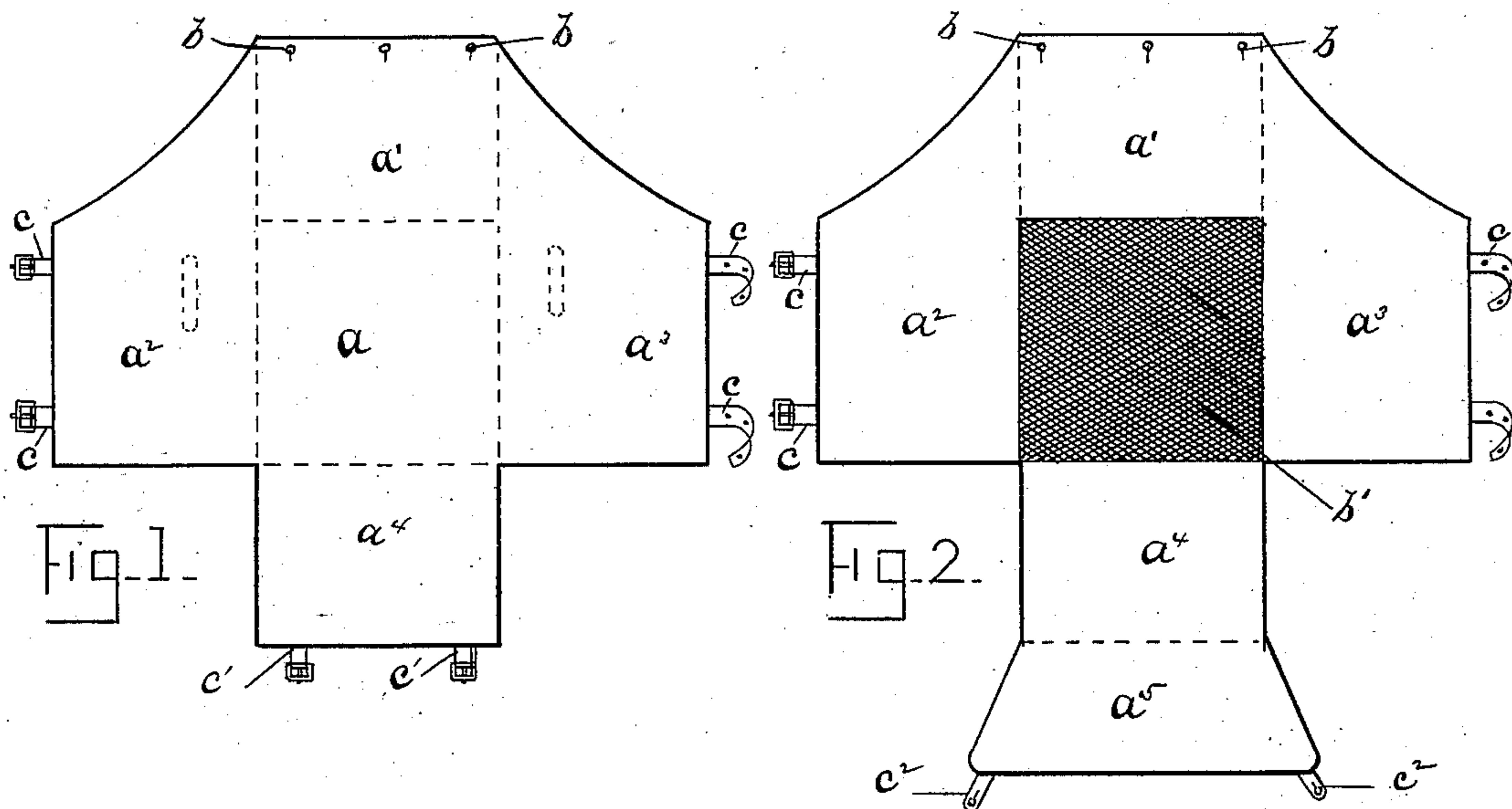
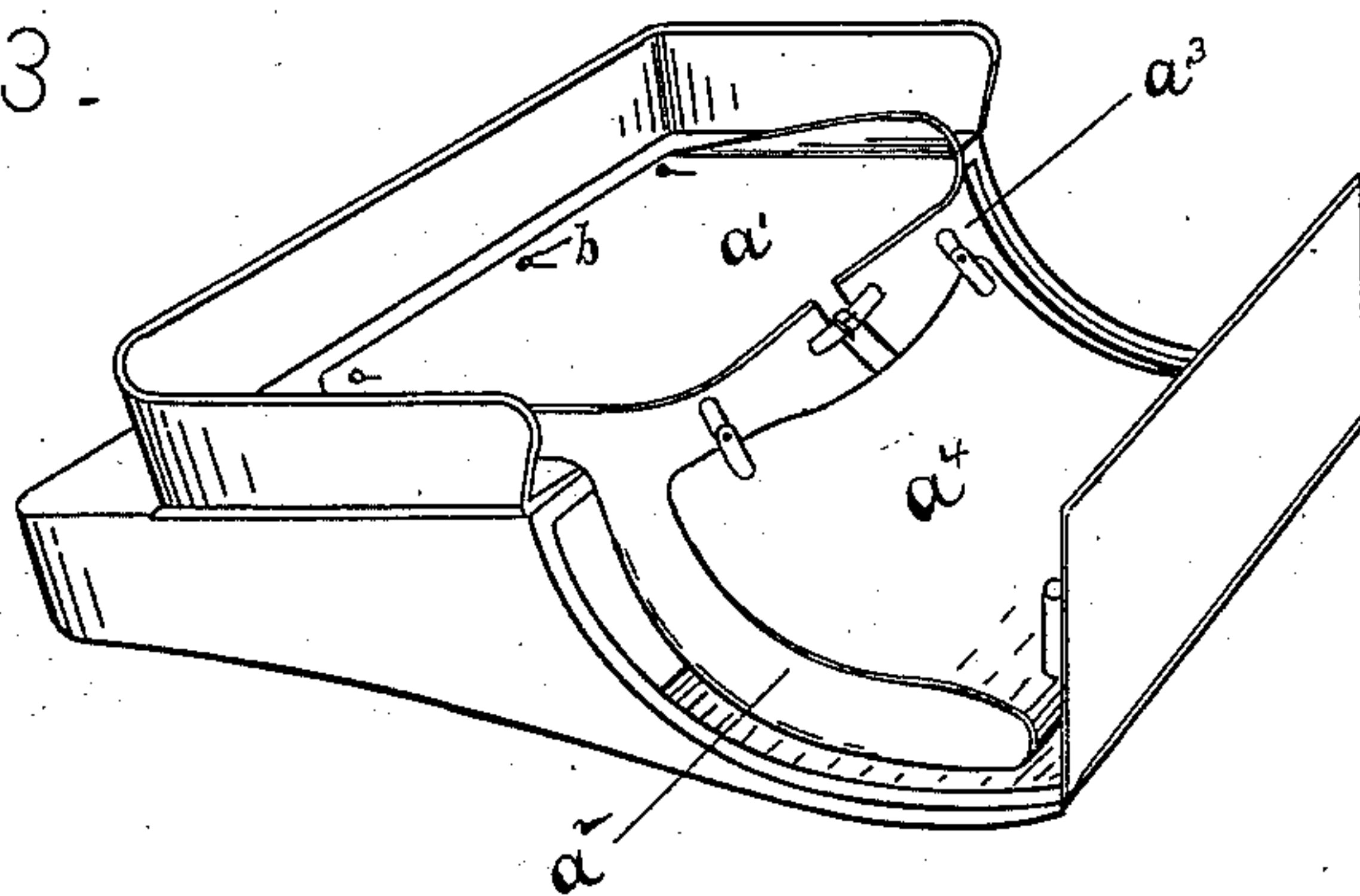


Fig. 3.



Witnesses.

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# UNITED STATES PATENT OFFICE.

JOSEPH W. STORRS, OF NEW LONDON, CONNECTICUT.

## BOOT FOR CARRIAGES.

SPECIFICATION forming part of Letters Patent No. 381,965, dated May 1, 1888.

Application filed January 16, 1888. Serial No. 260,808. (No model.)

*To all whom it may concern:*

Be it known that I, JOSEPH W. STORRS, a citizen of the United States, residing in the city and county of New London and State of Connecticut, have invented a certain new and useful Improvement in Boots for Carriages, which improvement is fully set forth and described in the following specification, reference being had to the accompanying sheet of drawings, in which—

Figure 1 is a plan view of the simplest form of my said boot; and Fig. 2, a similar view, with an extension attached for additional protection against storm. Fig. 3 shows the manner of attaching said boot to a carriage and of folding the same to incase the feet and legs of the person or persons riding therein.

My invention is in the class of boots or covers commonly provided in vehicles for protecting the drivers from storms; and my object is to produce a cheap and practical device which will be equally efficient in winter weather to keep cold air from reaching the driver's feet and legs.

Boots as commonly constructed have been extended from the dash-board rearward over the driver's lap, being buttoned to the sides of the top or seat, but, so far as I am familiar with such devices, have been left open at the sides, so that, while they served to turn away rain and snow, they failed to keep out the cold air.

Referring to Fig. 1 of the drawings, it will be understood that my boot consists of a main section,  $a$ , having a series of flaps,  $a'$   $a^2$   $a^3$ . The flap  $a'$  is provided with a series of button-holes,  $b$ , by means of which it may be buttoned and fastened to a carriage-seat, as shown in Fig. 3, in which view the cushion is removed to expose said method of fastening. The portion  $a$  is intended to lie on the floor of the vehicle, (either wholly or in part,) and is preferably reinforced where the driver's feet rest by a lining of canvas or felt,  $b'$ , as in Fig. 2. The side flaps,  $a^2$   $a^3$ , are of such size that they extend from near the base of the seat to the dash-board and may be brought together over the lap and fastened by straps  $c$ , provided either with buckles, hooks, or buttons, as preferred. After having thus folded and fastened the side flaps,

the front flap,  $a^4$ , is folded back over them, as in Fig. 3, and secured by straps  $c'$ .

The construction described provides an efficient cold-weather boot, and may be used either with or without a robe or blanket. When a robe is used, the driver wraps the same closely about his legs, and then incases the robe with the cold-air boot, as described. For further protection against storms of rain or snow, an additional flap,  $a^5$ , may be provided, of about the same length as the front flap,  $a^4$ , and attached thereto. This storm-flap has straps  $c^2$ , which may be buttoned to the carriage-seat in the usual manner, thus providing protection from both storm and cold air.

When it is not necessary to use the storm-flap  $a^5$ , it may be folded under the flap  $a^4$ .

My complete device, when not in use, may be folded into small compass and packed under the seat, or may be stored under the dash-board flap in the usual manner.

The shape of said boot is such that blanks for the same may be cut economically from rubber cloth or similar water-proof material, and the complete device may be provided at a small advance on the price of ordinary storm-boots.

I claim as my invention and wish to secure by Letters Patent—

1. A carriage-boot formed of a foot-section provided with a flap adapted to pass rearward under the cushion, side flaps with fastenings, as set forth, and a top flap adapted to fold rearward over said side flaps, as herein described, and for the object specified.

2. A carriage-boot formed of a foot-section re-enforced by felt or similar material, a fastening-flap projecting rearward therefrom, as set forth, side flaps,  $a^2$   $a^3$ , top flap,  $a^4$ , and straps with fastenings for securing said side and top flaps in their folded positions, substantially as herein described, and for the object specified.

3. A combined cold-weather and storm boot formed of the foot-section  $a$ , having secured thereto a flap,  $a'$ , for attaching the said boot to the vehicle, side flaps,  $a^2$   $a^3$ , top flap,  $a^4$ , devices, as set forth, for securing said side and top flaps in their folded positions, and an ex-



tensible flap,  $a^3$ , with straps for securing the same to the vehicle, all being substantially as and for the purpose specified.

4. In combination with a vehicle, a boot having a flap secured to the seat thereof, said boot being formed with foot-section  $a$ , side flaps,  $a^2$   $a^3$ , top flap,  $a^4$ , and with strap-fastenings

for securing said side and top flaps in their folded positions, as described, and for the object specified.

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Witnesses:

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