

(No Model.)

2 Sheets—Sheet 1.

G. MONTEITH.
BUGGY BOOT.

No. 393,780.

Patented Dec. 4, 1888.

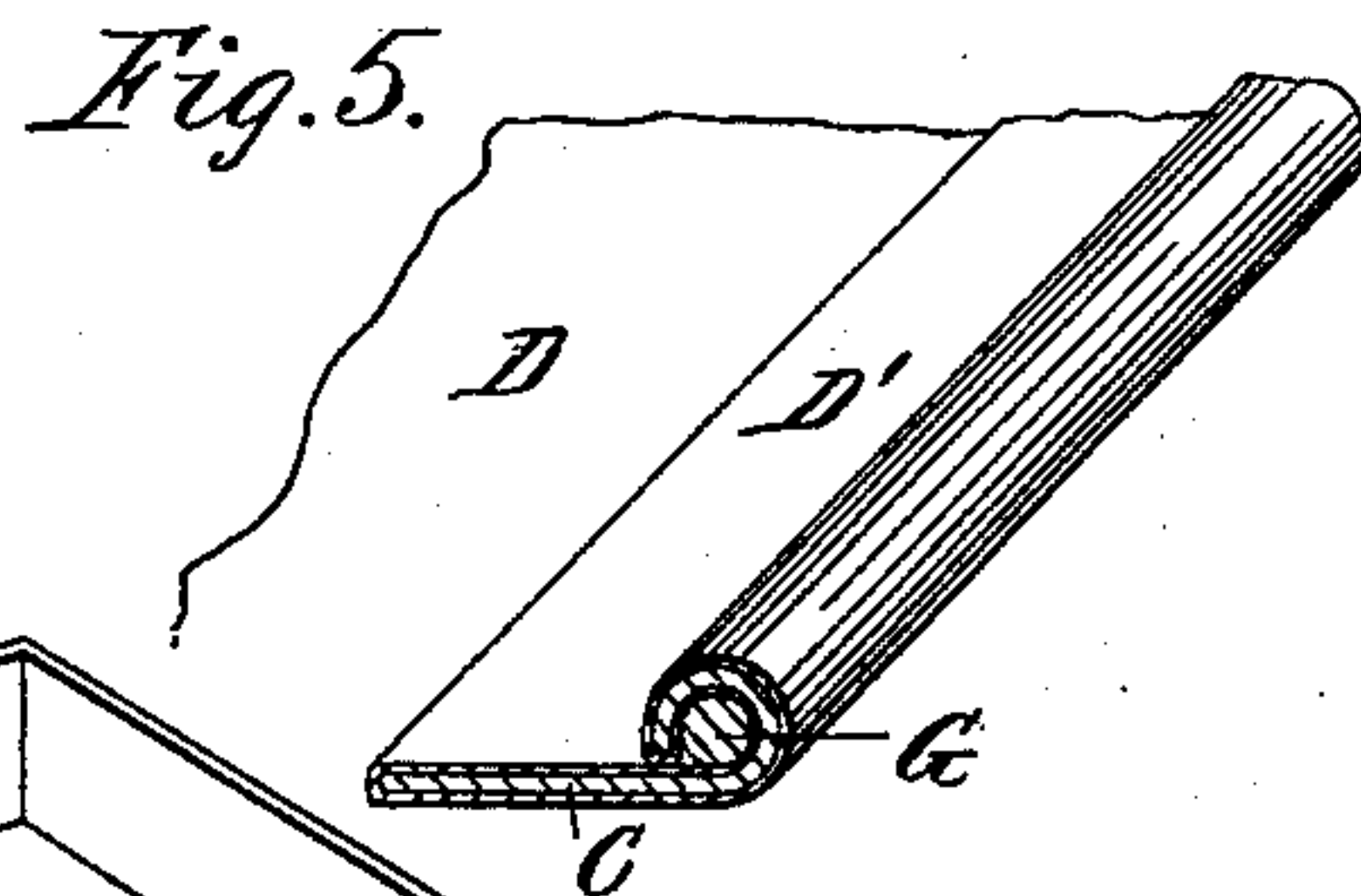
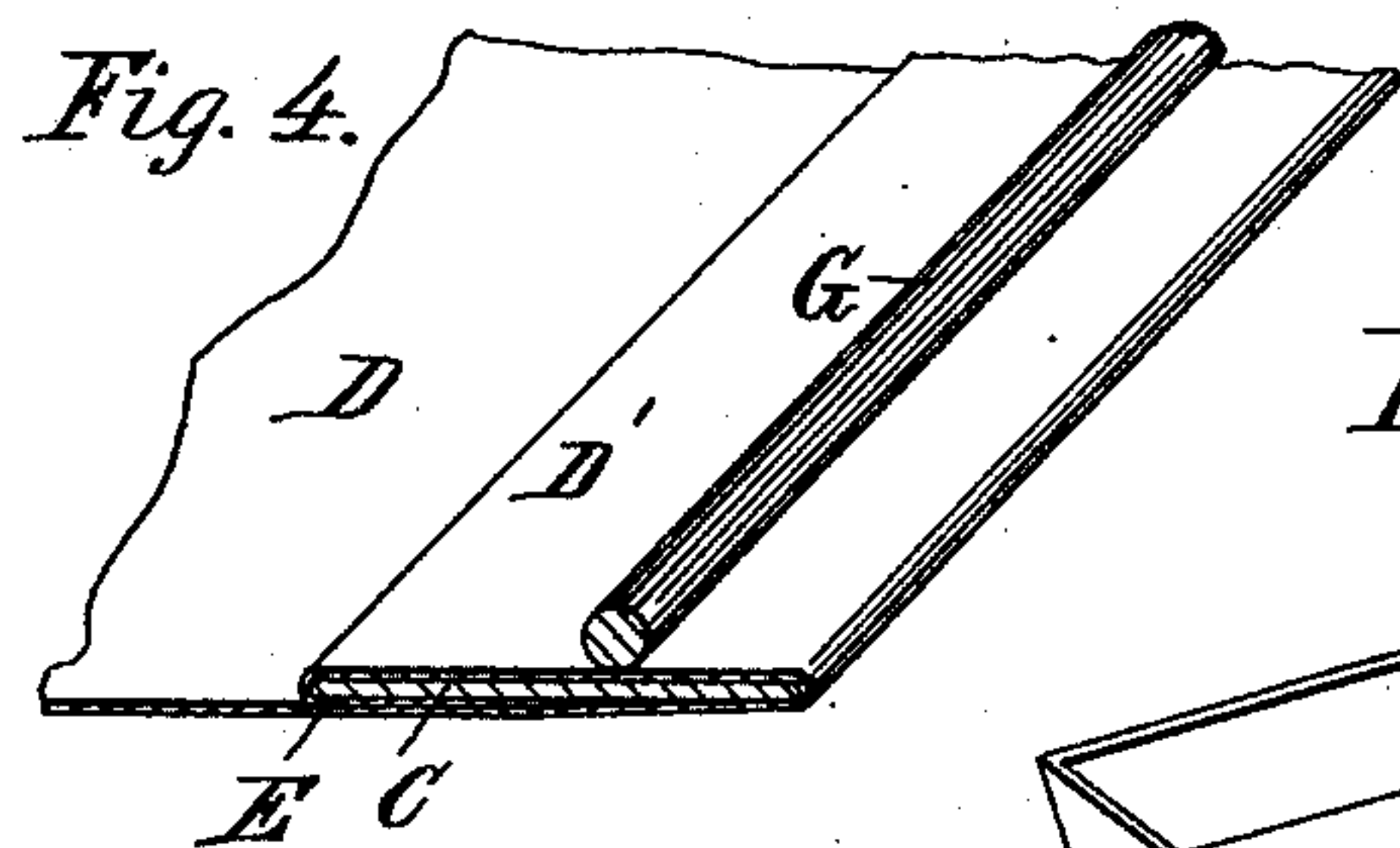


Fig. 1.

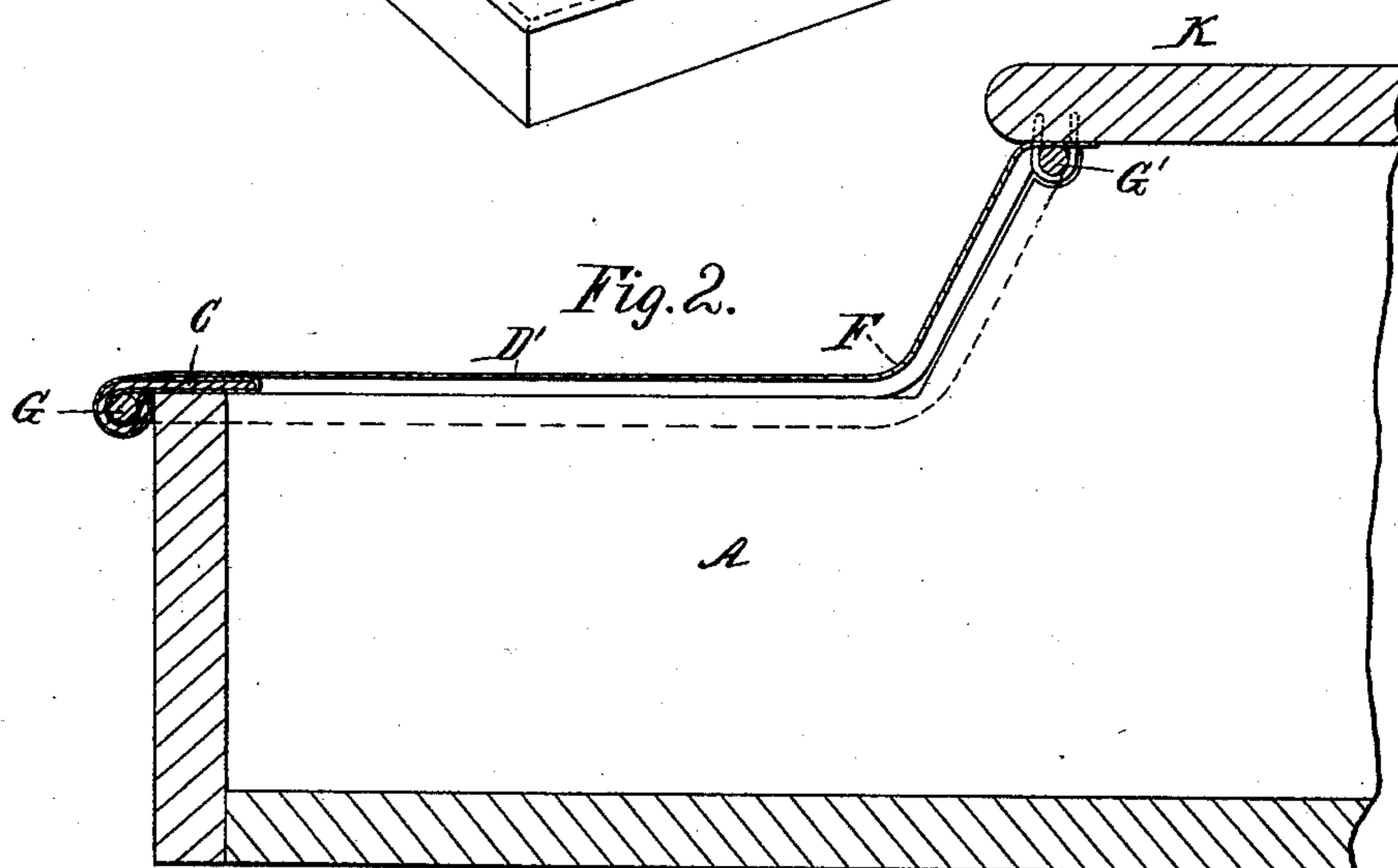
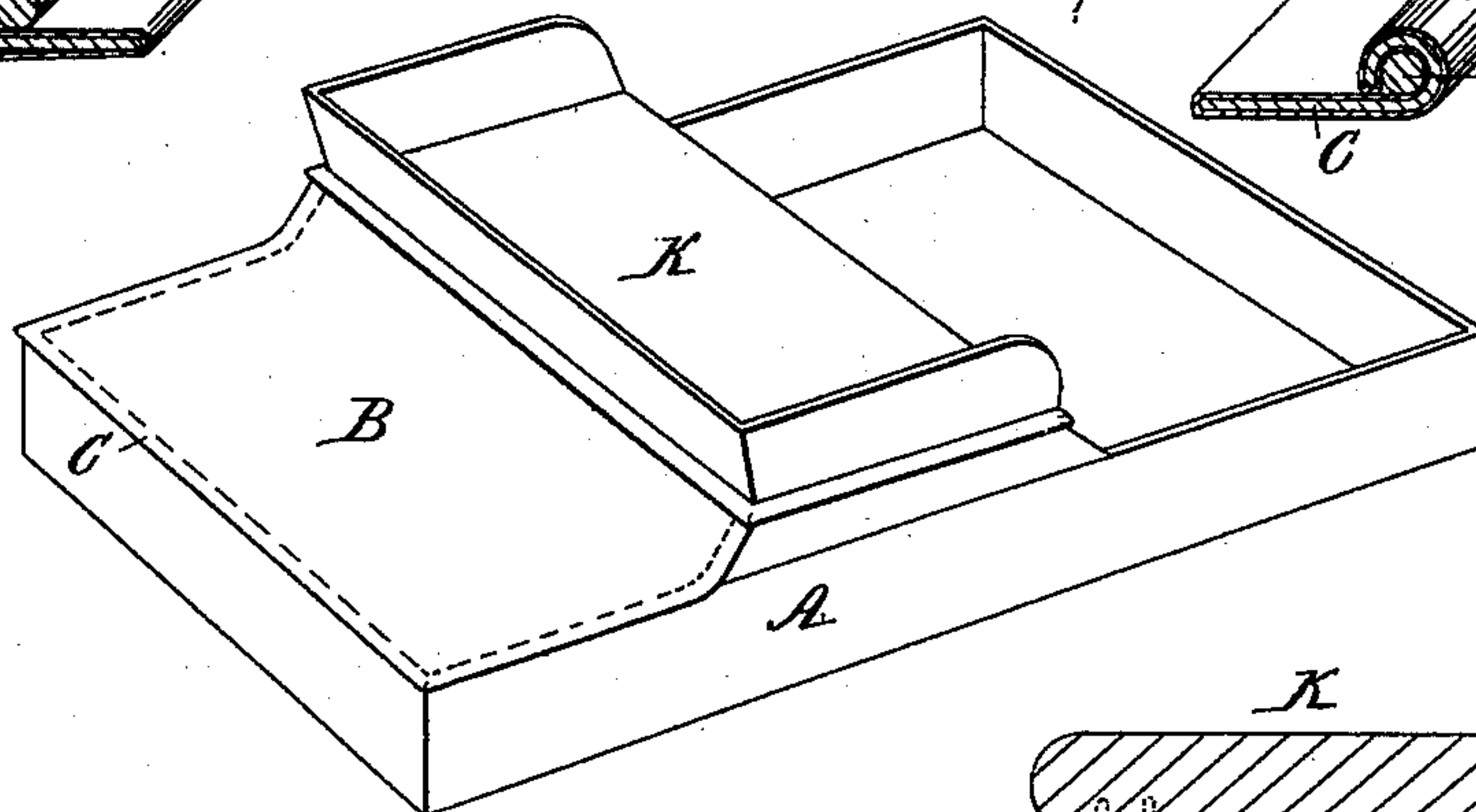
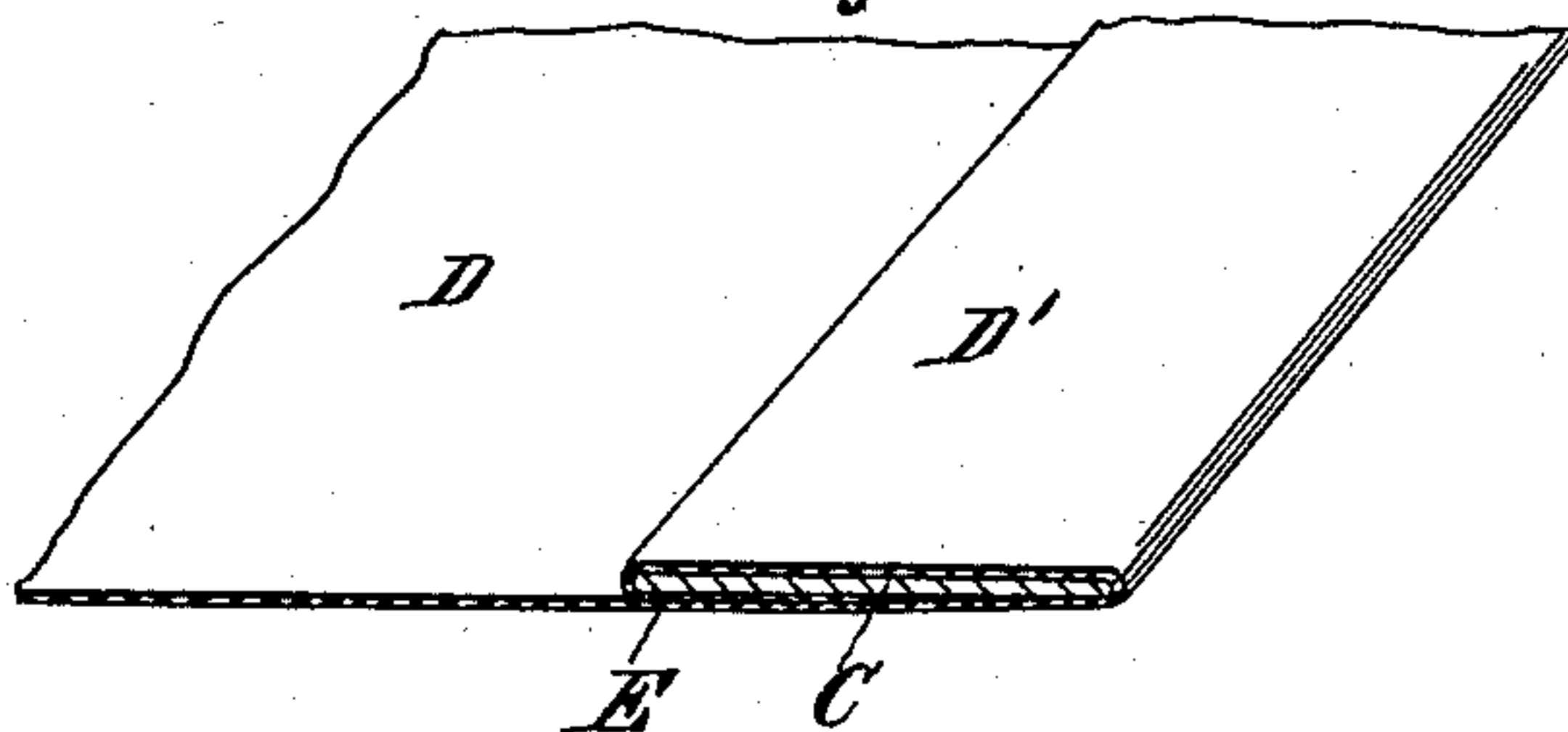


Fig. 3.



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Inventor:
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by Arthur Stein
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Fig. 6.

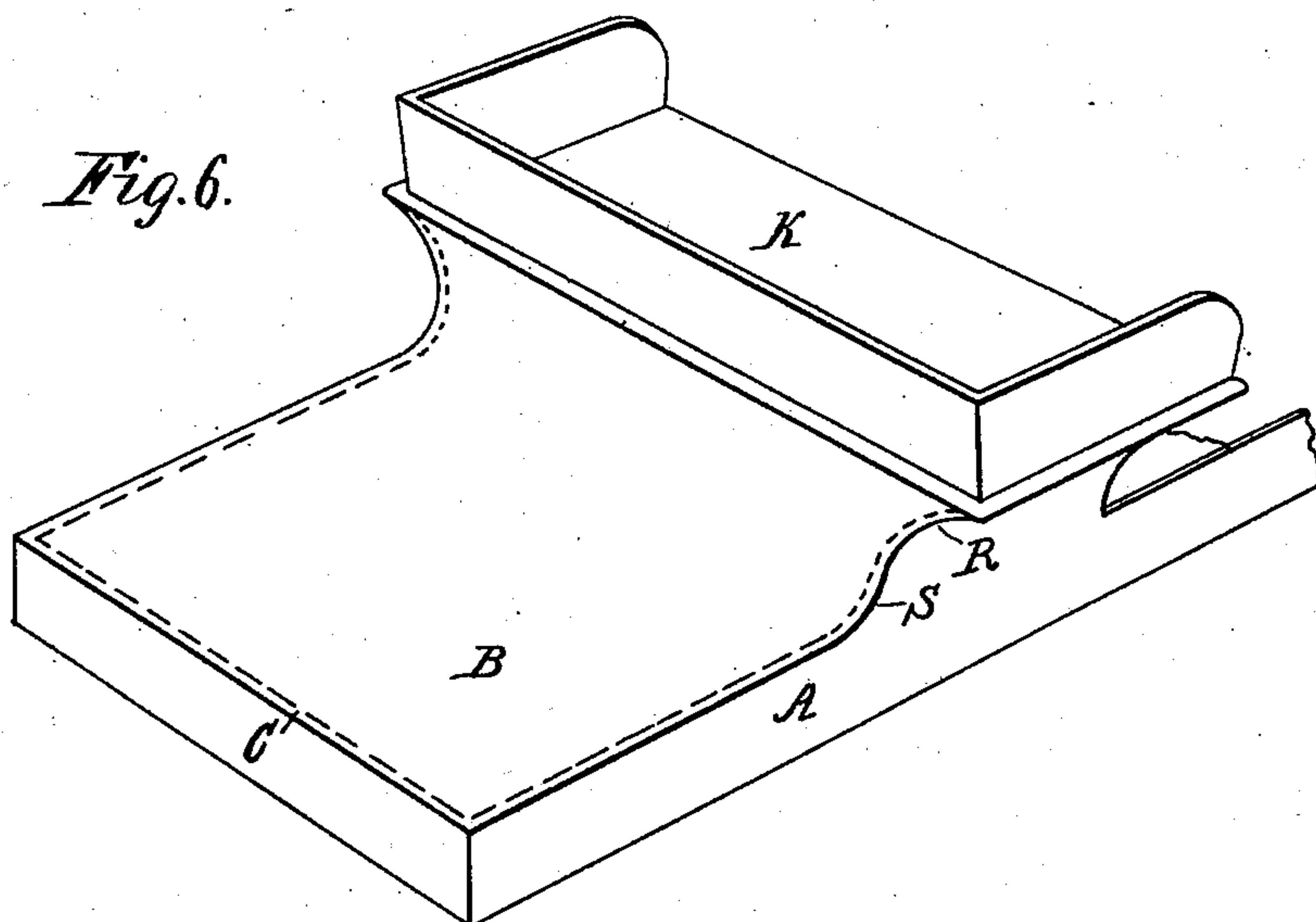
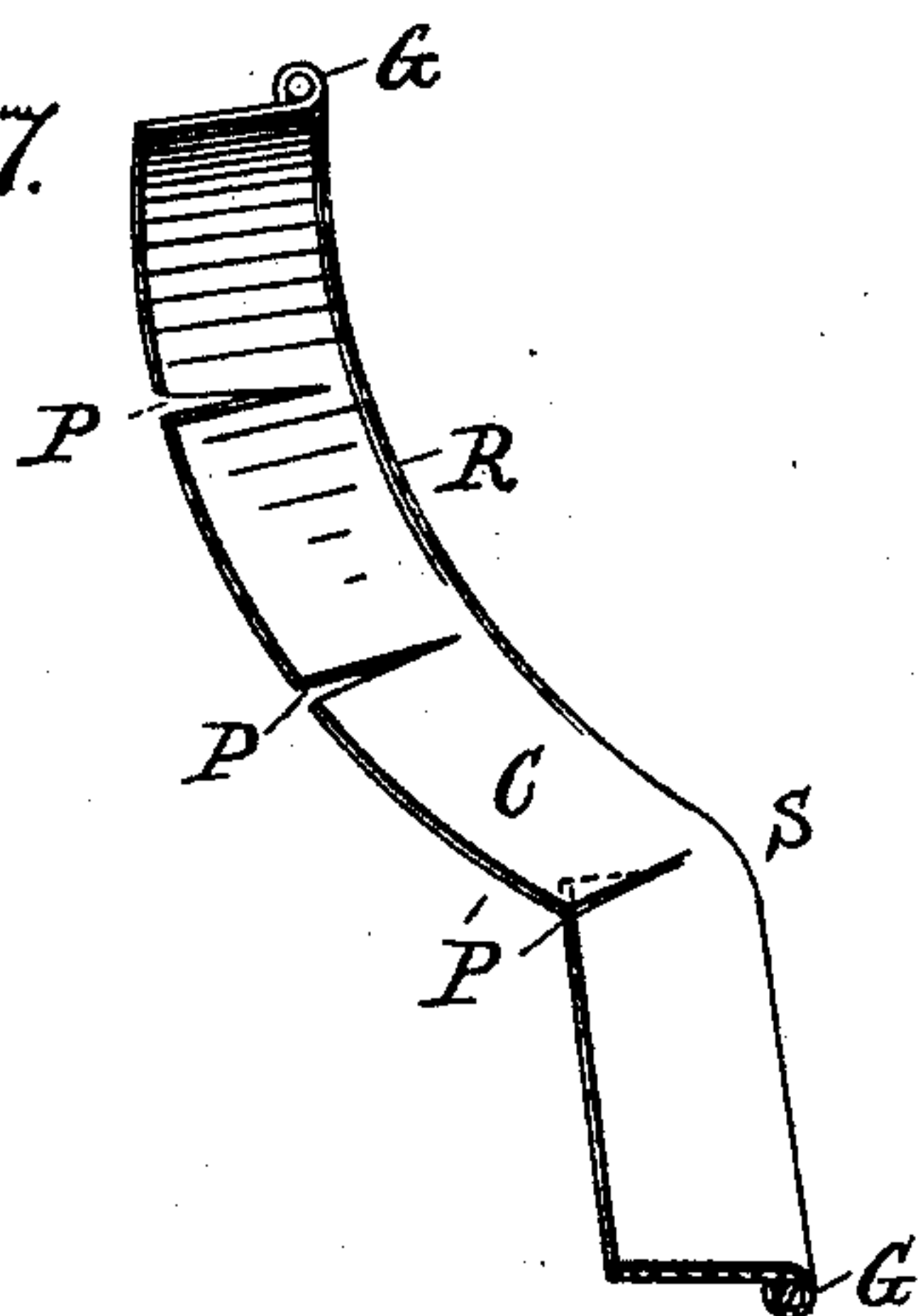


Fig. 7.



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UNITED STATES PATENT OFFICE.

GEORGE MONTEITH, OF CINCINNATI, OHIO.

BUGGY-BOOT.

SPECIFICATION forming part of Letters Patent No. 393,780, dated December 4, 1888.

Application filed July 21, 1888. Serial No. 280,612. (No model.)

To all whom it may concern:

Be it known that I, GEORGE MONTEITH, a citizen of the United States, residing at Cincinnati, in the county of Hamilton and State of Ohio, have invented a certain new and useful Improvement in Buggy-Boots, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to an improvement in buggy-boots, whereby their construction is simplified and cheapened, at the same time producing a stronger and better boot, adapted for speedy and simple application to the buggy.

It consists in a boot constructed by stretching a piece of leather or canvas, or any other flexible material that may be used, over a frame of sheet metal, then crimping or rolling the edges of this sheet-metal frame around a wire, which forms a bead around the edge of the boot, giving it a neat finish, making it fit snugly over the edges of the vehicle-body, securing strength and stiffness and a ready means of hinging it to the under side of the vehicle-seat, or whatever portion it is desired to attach it to, and permitting the boot to be readily and cheaply made in any desired shape to adapt it to fit various forms of buggy-bodies.

The features of the invention will be more fully hereinafter set forth.

In the accompanying drawings, Figure 1 is a perspective view of a buggy-body with my improved boot attached. Fig. 2 is a cross-section of the boot attached to the buggy-body. Fig. 3 is a section of the sheet-metal frame with the leather or material used attached to it. Fig. 4 is a section of this frame with the wire laid in place to be rolled or crimped into the frame. Fig. 5 is a section showing the edge of the sheet-metal frame crimped around the wire with a concave side. Fig. 6 is a perspective view of the boot. Fig. 7 is a perspective of a section of the frame constructed with a double curve.

Like letters of reference indicate identical parts in all the figures.

A is an ordinary buggy-body, the rear end of which it is desired to cover and protect by

what is known as a "buggy-boot," B. It is desirable that this boot should be hinged to the vehicle, so as to be readily lifted, and at the same time fit snugly and close, so as to keep out the weather, and that the upper surface of it should be unbroken, many buggy-boots being seriously objectionable by reason of the fact that the edges are raised more or less above the general surface of the boot by the seams in the leather, or the frame to which the leather is fastened, so that the main part of the boot forms a cup or basin in which water will accumulate, being held by the raised rim, which injures the material and causes it to sag, soon destroying the shape of the boot.

C is a section of the sheet-metal frame. This frame may be made as wide as desired. I prefer to make it a little over an inch in width and in the shape of three sides of a right-angle quadrilateral, as indicated by the dotted lines in Fig. 1. Of course the shape may be varied to suit the shape of the buggy to which it is to be attached. A sheet of leather, D, is then stretched over it, the edges of the leather being carried around under the frame, as shown at D', Figs. 3, 4, and 5. The leather is preferably secured to the frame by glue, and in order to hide all portions of the metal it may be wrapped double a short distance, as at E. The frame being thus covered with leather or the material used, a wire, G, sufficiently thick to secure proper strength and stiffness, is laid around the under side of the frame near the edge, as shown in Fig. 4. The edges of the leather-covered frame are then rolled or crimped around the wire, as shown in Fig. 5, inclosing it tightly and firmly, securely fastening as well as stretching the leather over the frame. A single piece of wire may be bent in the form of a quadrilateral, three sides of which would of course be rolled into and inclosed by the frame, the fourth side, as shown at G', Fig. 2, remaining free, the edges of the leather extending over it, but not necessarily embracing it. The frame is then bent, as at F, Fig. 2, to fit the shape of the buggy and the free portion of the wire hinged to the bottom of the seat K by staples, as shown in Fig. 2, or in any other convenient way. The staples or hinges passing through the free edge of the

leather hold it tightly to the bottom of the buggy-seat, forming a close joint and leaving the boot free to be lifted at the rear end.

The boot may be constructed so that the
5 bead formed by the wire will embrace the sides of the buggy, as shown at G, Fig. 2; or, if preferred, the wire may be omitted or a very small wire used, so that the edges of the boot may rest upon the edges of the vehicle-
10 body and not extend over them at all. The leather, D, being stretched tight on the top of the frame, as seen in Fig. 2, will be at the same level throughout, and may even be made slanting downward at the edges, so that water
15 falling upon the boot flows off of it and is not held at any point.

The sheet-metal frame is entirely covered, if preferred, so that no metal is exposed. At the same time it secures a broad bracing-sur-
20 face and prevents the boot losing its shape.

By covering the sheet-metal frame with the leather and then crimping the edges of the frame with the leather around the wire or upon itself I strengthen and stiffen the frame,
25 and at the same time stretch the leather and secure its edges by one and the same operation, greatly reducing the cost of manufacture and producing a stronger better boot, and preserve the upper face of the boot unbroken
30 by any ridges calculated to retain water. The wire being made to extend on four sides serves to form a simple, cheap, and perfect hinge. Another advantage secured by this construction is the facility with which the frame and
35 consequently the boot may be made in various shapes to adapt it to any peculiarities of the shape of the buggy-body.

Where stiff metal or wooden frames are used it is difficult to bend them to suit any
40 form of buggy. By using my frame the frame may be readily bent or curved in any direction. By cutting a transverse slit in the sheet metal, as seen at P, Fig. 7, the frame may be readily bent round, giving the round edge
45 inclosing the wire a concave form, as at R; or the sheet metal may be doubled upon itself, as seen at P', making the round edge show a convex curve, as at S, the short section in Fig. 7 showing three curves required to adapt
50 it to the form of buggy shown in Fig. 6.

Where the usual wooden or metal frames for buggy-boots are used it is very difficult to secure a double curve. The metal frames are usually made with a straight tool, and the curve must be made by a separate operation 55 and a different machine. With my boot the wire is rolled in with rollers and the frame may be curved in any desired form by one and the same operation.

I am aware that it is not new to crimp a 60 stiffening-wire in the edge of a sheet-metal frame, and do not claim, broadly, any such construction.

Having thus fully described my invention, what I claim, and desire to secure by Letters 65 Patent, is—

1. A buggy-boot consisting of a sheet of leather or other flexible material stretched over a sheet-metal frame and the edges of the frame and leather crimped or rolled round a 70 wire to secure the leather in place and stiffen the frame in the manner described, and hinged to the buggy, substantially as and for the purpose described.

2. In a buggy-boot, a sheet-metal frame hav- 75 ing a sheet of leather stretched over it and wrapped around it and the edges of the frame, and the frame with the covering rolled or crimped upon itself, substantially as and for the purpose described. 80

3. In a buggy-boot, a sheet-metal frame having three sides over which is stretched a sheet of leather, in combination with a wire frame having four sides, three of which are rolled or crimped in the edges of the frame and the 85 fourth remaining free to form a hinge for attaching the boot to the buggy, substantially as and for the purpose described.

4. In a buggy-boot, a sheet-metal frame the edges of which are rolled round a wire, the 90 sheet-metal portion of the frame cut transversely or doubled upon itself to give the frame any desired curve or curves to adapt it to the shape of the buggy.

GEORGE MONTEITH.

Witnesses:

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ALFRED M. ALLEN.