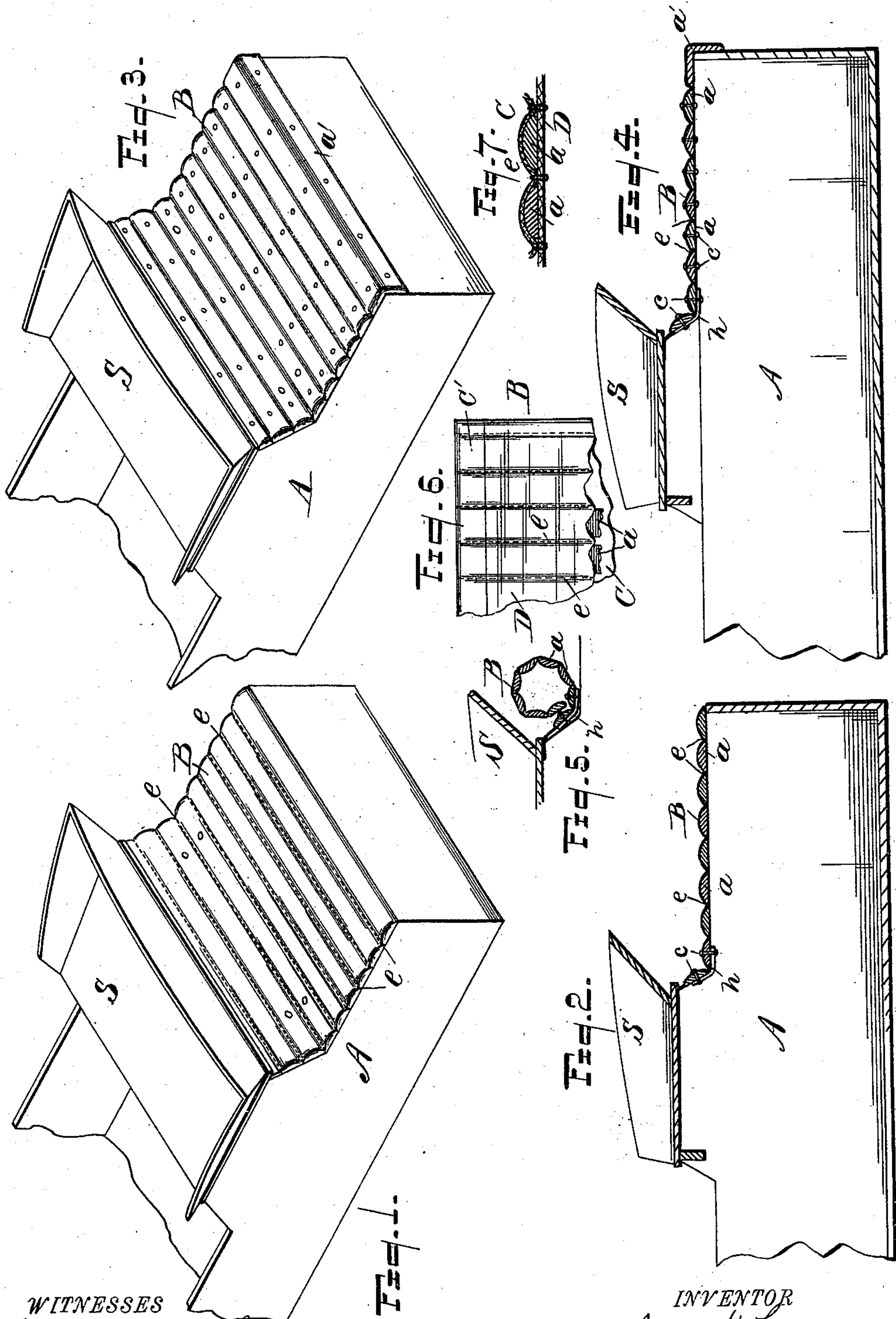


(No Model.)

J. K. LOREE.  
BUGGY BOOT.

No. 408,664.

Patented Aug. 6, 1889.



WITNESSES

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# UNITED STATES PATENT OFFICE.

JAMES K. LOREE, OF IOSCO, MICHIGAN, ASSIGNOR OF ONE-HALF TO JOHN M. BRADLEY, OF SAME PLACE.

## BUGGY-BOOT.

SPECIFICATION forming part of Letters Patent No. 408,664, dated August 6, 1889.

Application filed May 31, 1889. Serial No. 312,814. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES K. LOREE, a citizen of the United States residing at Iosco, in the county of Livingston and State of Michigan, have invented certain new and useful Improvements in Buggy-Boots; and I do 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, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to a covering for the rear end of vehicle-boxes, and is known as a "buggy-boot;" and it consists in constructing such boot or covering of a series of bars or ribs crossing the rear end of the vehicle-box transversely, said bars being interposed and secured between an upper flexible covering impervious to moisture and an under flexible facing of any suitable material, the object being to produce a cheap and durable buggy-boot that will securely cover the rear end of a vehicle-body, retaining its form across said vehicle-body, and overcoming the swagging down in the center incident to such devices in common use, all of which will be fully hereinafter set forth, and the essential features of the device pointed out particularly in the claims.

In the accompanying drawings, forming a part of this specification, Figure 1 is a view of a vehicle-body having my improved buggy-boot attached thereto, the front end of said body being broken away. Fig. 2 is a vertical longitudinal section through Fig. 1. Fig. 3 is a modification of Fig. 1, showing an L-shaped end bar or rib fitting over the rear end of the vehicle-body. Fig. 4 is a vertical longitudinal section through Fig. 3. Fig. 5 is a detail in section showing the boot rolled up, permitting access to the vehicle-body. Fig. 6 is an inverted view of a section of the boot or covering. Fig. 7 is an enlarged detail, in cross-section, of a portion of the boot.

As indicated in the drawings, A represents the vehicle-body; B, the boot or rear end covering secured thereto; C and D, the upper and under facings, respectively, of said boot, and S the vehicle-seat.

The boot B is formed by placing the series of blades or ribs *a* parallel and between the upper and under covering C and D and stitching through said covering between the edges of said ribs, as shown at *e* in Figs. 1 and 7, whereby the ribs *a* are held in place, or said ribs may be secured by riveting through said covering and ribs, as shown in Figs. 3 and 4. The ribs *a* are made of wood or metal, and are of sufficient length to reach across the vehicle-body, their outer ends resting on the edge thereof. Said ribs are provided with a flat under face and a convex upper surface. This form allows the boot to lie closely to the upper edge of the vehicle-body and facilitates stitching between the edges of said ribs *a*, and also allows of said boot being rolled up, as shown in Fig. 5, when desiring access to the vehicle-body.

In Figs. 3 and 4 the rear bar or rib *a'* is made L-shaped in cross-section, allowing it to fit over the rear end of the vehicle-body, thereby more firmly securing the boot in place.

The upper covering C of the boot is made of any flexible material impervious to moisture—such as leather, rubber, or oil-cloth. For the under facing D any suitable flexible or textile fabric may be used, so that said parts may be readily stitched through between the edges of the bars or ribs *a*, as clearly shown in Fig. 7. The covering C is folded over the end of the ribs *a* and secured to the under facing, as shown at C' in Fig. 6.

The upper or forward end of the boot B is secured to the upper edge of the raised portion of the vehicle-body, on which the seat S rests. The employment of the angle-irons *h*, which are riveted at *c* (see Figs. 2 and 4) to the under face of the boot B, is to cause said boot to conform to the shape of the vehicle-body, as shown in Figs. 1 and 3, the weight of the bars or ribs *a* being sufficient to cause said boot to lie closely to the edge of the vehicle-body, excluding dust or rain therefrom.

A serious objection to buggy-boots in common use is that they sag in the center, and during a rain the depression becomes filled with water, which will often drip through into the vehicle-body. The herein-described device overcomes this objection, as the bars or ribs *a* support the boot in the center, main-

taining its form or plane, from which the water freely runs.

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

1. A buggy-boot comprising the following elements: the outer water-proof covering, the inner textile facing, the series of interposed stiffening-blades, and the stitching of the covering fabrics between the blades, substantially as specified.

2. In a buggy-boot, the combination of the leather covering, the inner textile fabric lining, the interposed series of ribs round on their upper faces and flat on their under faces, said coverings being made fast to said ribs,

and the angle-iron attached to the under face of the boot, as and for the purposes specified.

3. A buggy-boot comprising the following elements: the outer water-proof covering, and the series of ribs, said ribs being made fast to the covering, the rib at the rear end of the boot being L-shaped in cross-section, whereby it is adapted to embrace the rear corner of the vehicle-box.

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

JAMES K. LOREE.

Witnesses:

L. F. PEET,

FLOYD J. SMITH.