

(No Model.)

J. K. LOREE.  
BUGGY BOOT.

No. 434,670.

Patented Aug. 19, 1890.

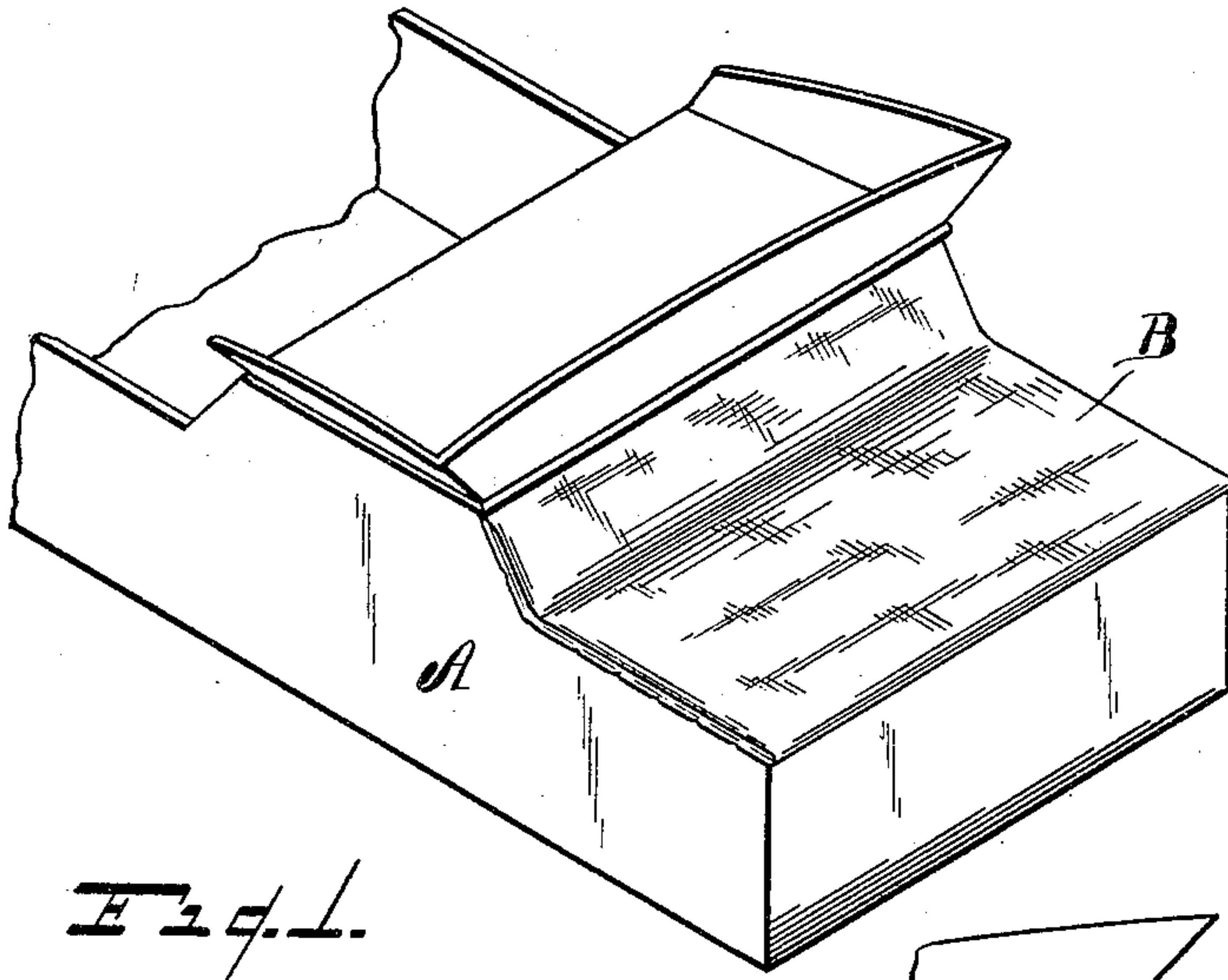


Fig. 1.

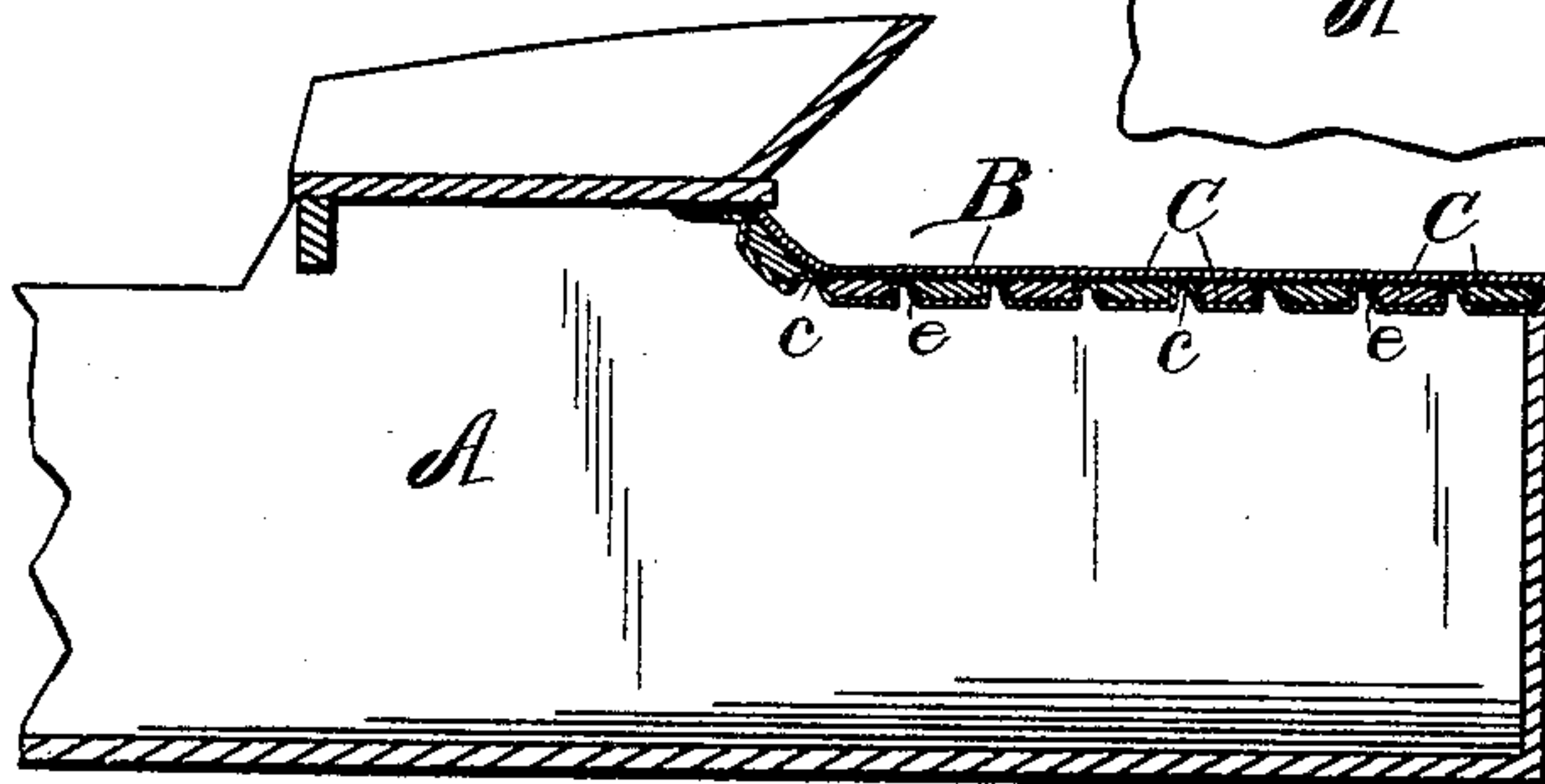
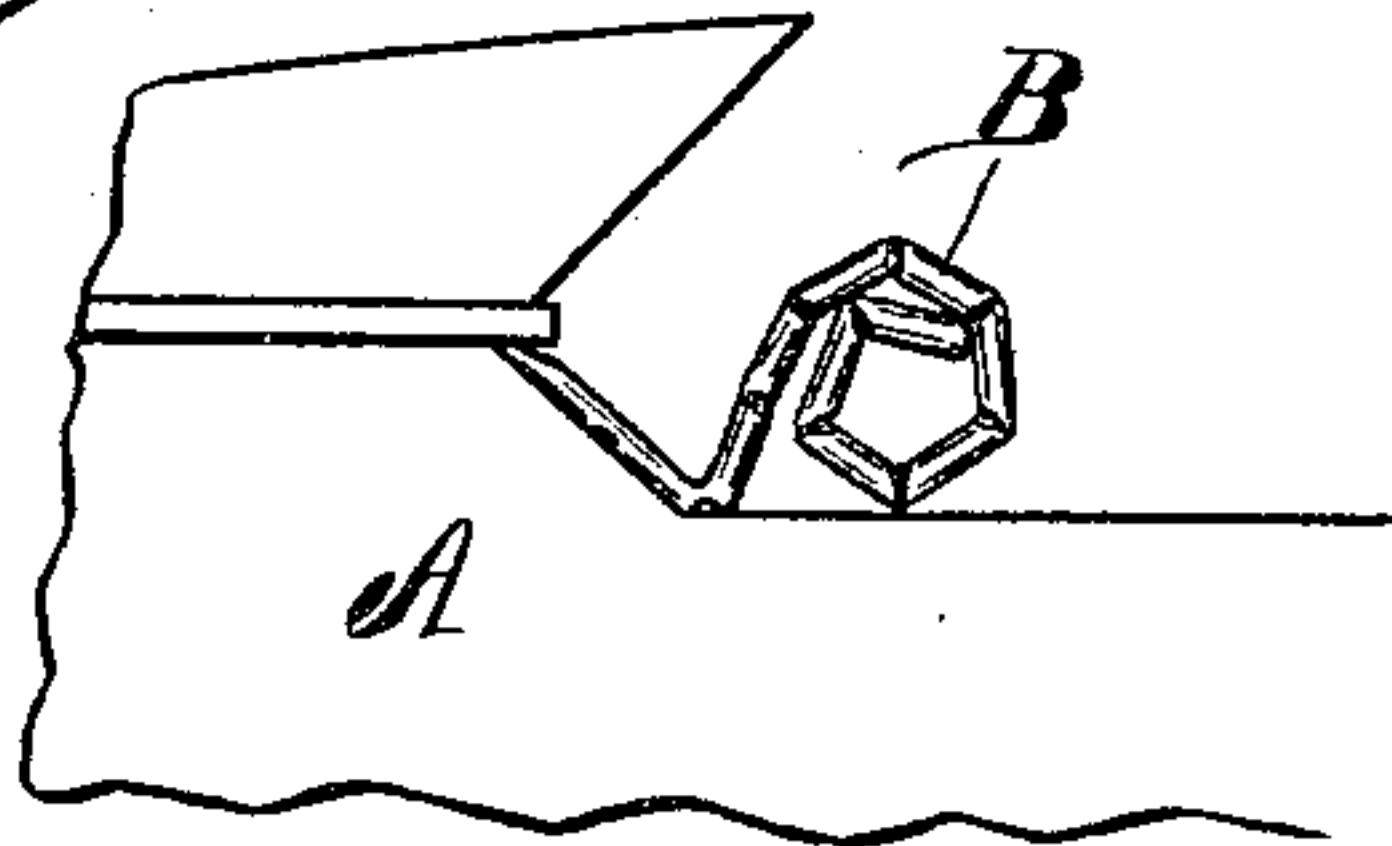


Fig. 3.

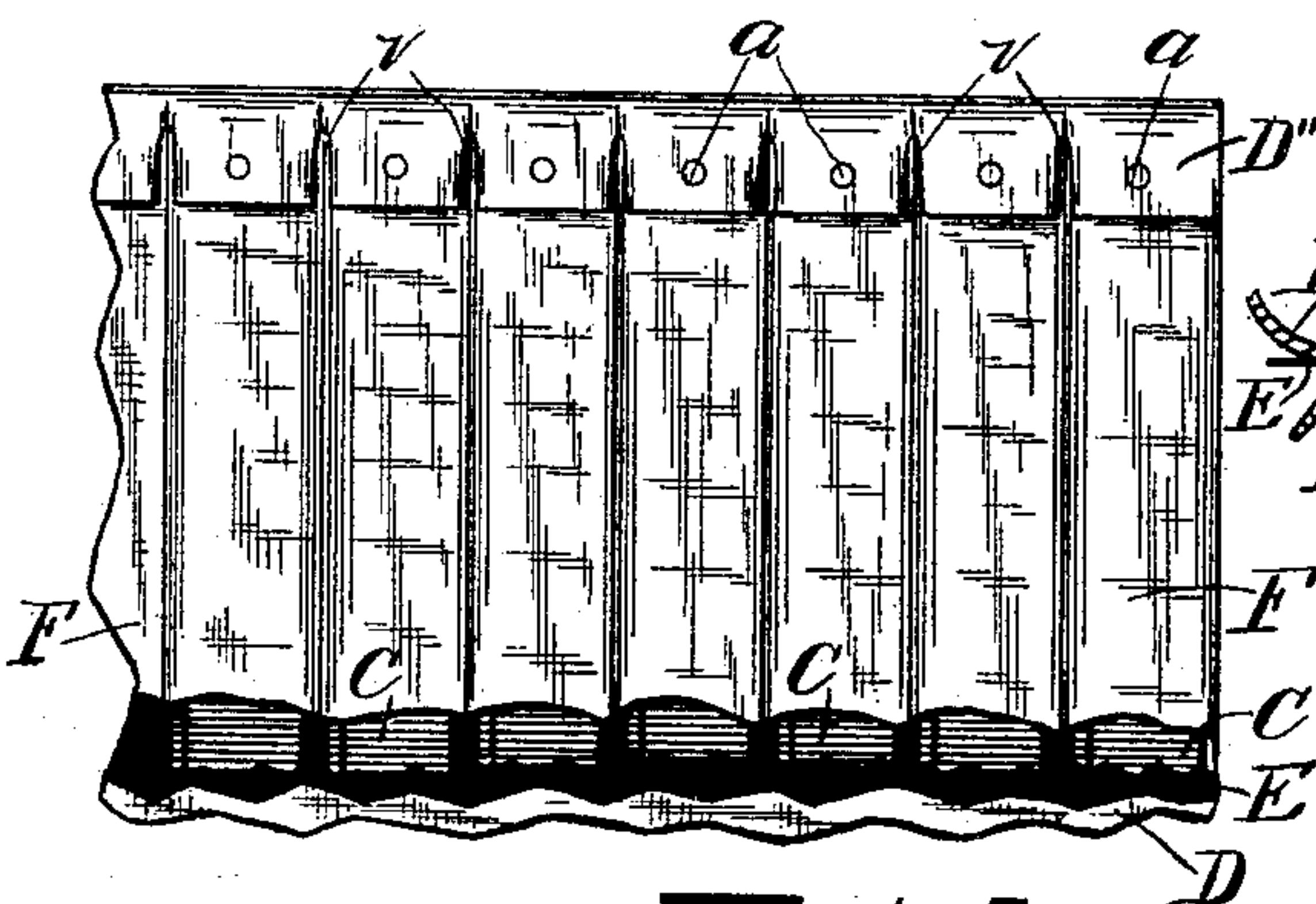


Fig. 4.

WITNESSES

*B. Wheeler*  
*C. Wheeler*

Fig. 2.

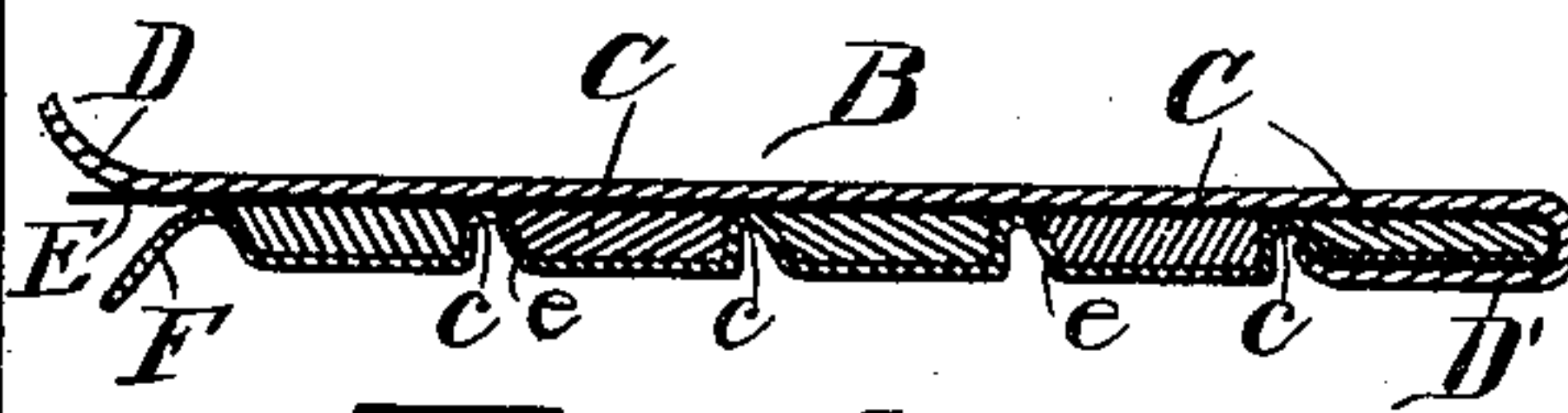


Fig. 5.

INVENTOR

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# UNITED STATES PATENT OFFICE.

JAMES K. LOREE, OF HOWELL, MICHIGAN.

## BUGGY-BOOT.

SPECIFICATION forming part of Letters Patent No. 434,670, dated August 19, 1890.

Application filed April 5, 1890. Serial No. 346,784. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES K. LOREE, a citizen of the United States, residing at Howell, 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 of reference marked thereon, which form a part of this specification.

This invention relates to new and useful improvements in buggy-boots, in which such boot is formed of a series of transverse ribs or supporting-bars cemented between an upper covering of water-proof fabric and an under covering of textile fabric by means of an interposed layer of gutta-percha tissue, said parts being united by the application of heat and pressure, the supporting-ribs being located some distance apart, and may be provided with beveled edges to permit of the rolling of the boot.

The objects of the invention are to produce a buggy-boot having a smooth upper surface that will not sag in the center and that is formed without stitching through the coverings, thus obviating the puncturing thereof, through which water may find its way into the interior of the vehicle-body. These objects are attained by the device illustrated in the accompanying drawings, in which—

Figure 1 is an isometrical view of a portion of a vehicle-body, showing my improved buggy-boot covering the rear end thereof. Fig. 2 is a central longitudinal section through Fig. 1. Fig. 3 is an enlarged inverted plan of a portion of my improved boot. Fig. 4 is an enlarged longitudinal section through a portion of the boot. Fig. 5 is a side elevation, in detail, of a vehicle-body, showing the boot rolled thereon.

Referring to the letters of reference, A indicates the body of a vehicle, and B the boot, adapted to cover the rear end thereof. The boot B is made of a series of transverse ribs C that may be made of any suitable material, wood, however, being preferred, as it is light

and cheap. Said ribs cross the boot transversely and are secured at some distance apart between two covering fabrics, as shown in Figs. 1, 3, and 4, the upper covering D (see Fig. 4) being of rubber cloth or any suitable water-proof material. A layer of gutta-percha tissue E is interposed between the upper face of the ribs C and the covering D, and the fabric F covers the under face of the ribs C and is forced into the space *c* between the adjacent edges of said ribs, wherein it is held while heat and pressure are applied to the upper covering D, whereby the gutta-percha E is melted and the parts united, thus firmly securing the ribs in place and cementing the coverings D and F at the spaces *c* between said ribs. This form of construction, it will be seen, affords a smooth upper surface to the boot, which is kept level by the ribs C, and from which the water will freely run, producing also a boot in which there is no stitching, thus rendering it absolutely water-proof. The rear end of the upper covering D is folded onto the under face of the rear rib and cemented thereto, as shown at D' in Fig. 4. This affords proper security for said rib and adds finish to the end of the boot. The edges of the upper covering are in like manner folded onto and secured to the ends of the ribs, as shown at D'' in Fig. 3, and as an additional security tacks or brads *a* may be driven through said folded parts and into the rib. The edge of said folded portion is cut at *b* to allow of the rolling up of the boot and to render it more flexible.

It will be seen on looking at Figs. 2 and 4 that one of the edges of the ribs C is beveled, as shown at *e*. This allows the ribs to fold closely together in rolling the boot to afford access to the body of the vehicle, as shown in Fig. 5.

The forward end of the boot may be attached either to the seat or the sides of the body. Said boot extends rearward over the vehicle-body and is supported by the ribs, the ends of which lie upon the upper edge thereof. The weight of the boot is sufficient to cause it to lie closely to the upper edge of the body, as shown in Fig. 1, thus excluding the dust and rain therefrom.

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

5 1. A buggy-boot comprising an outer water-proof fabric, an under textile fabric, a series of ribs located between the covering fabrics, and an interposed gutta-percha agent made adherent thereto, whereby the parts are cemented and retained in position, substantially as specified.

10 2. A buggy-boot comprising an outer rubber-cloth fabric, an under lining fabric, a se-

ries of ribs located between said covering fabric, and a sheet of gutta-percha tissue located between the ribs and the oil-cloth fabric and made adherent thereto, substantially as indicated. 15

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

JAMES K. LOREE.

Witnesses:

HOMER N. BEACH,  
ASA VAN KLUCK.