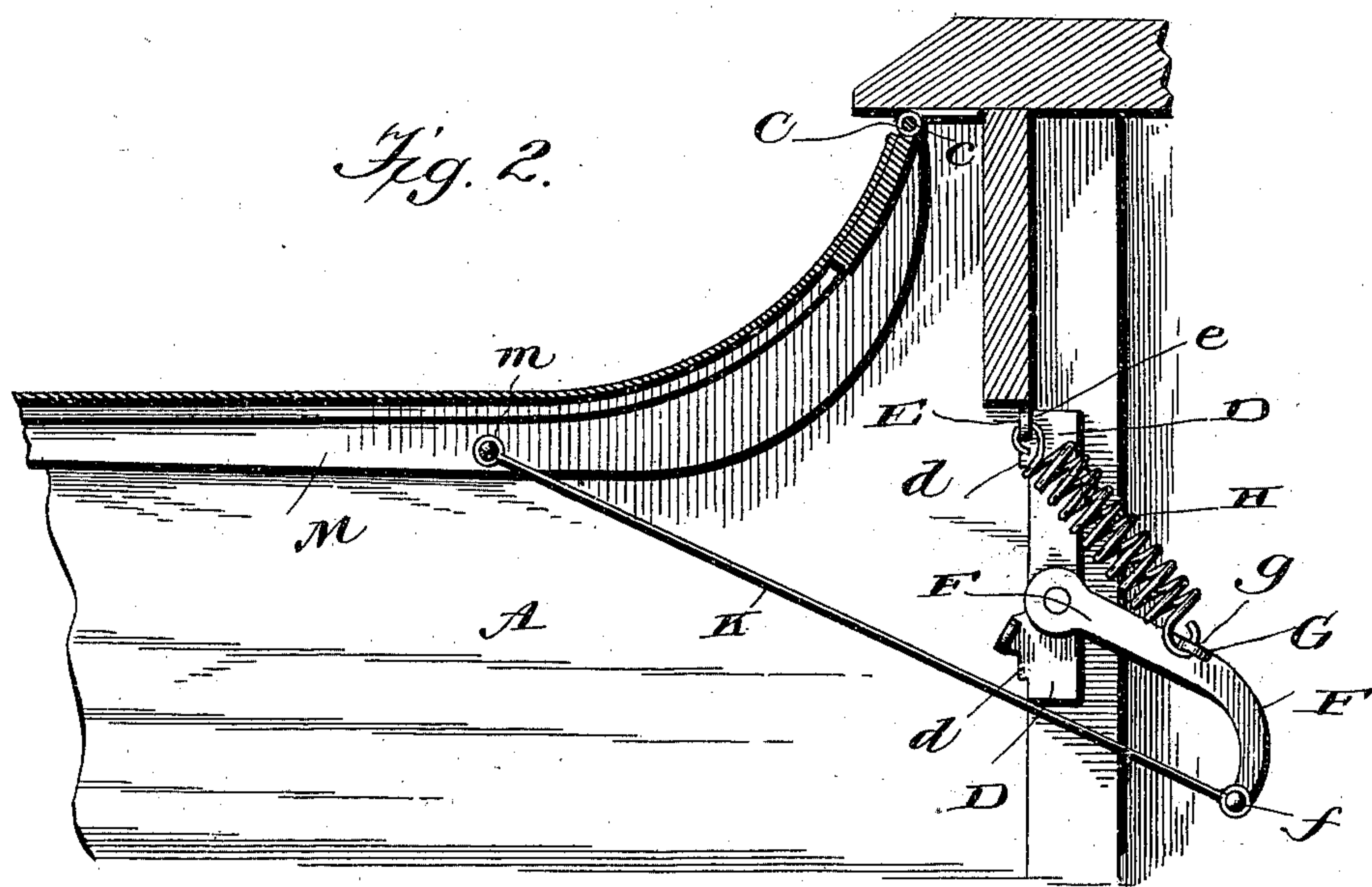
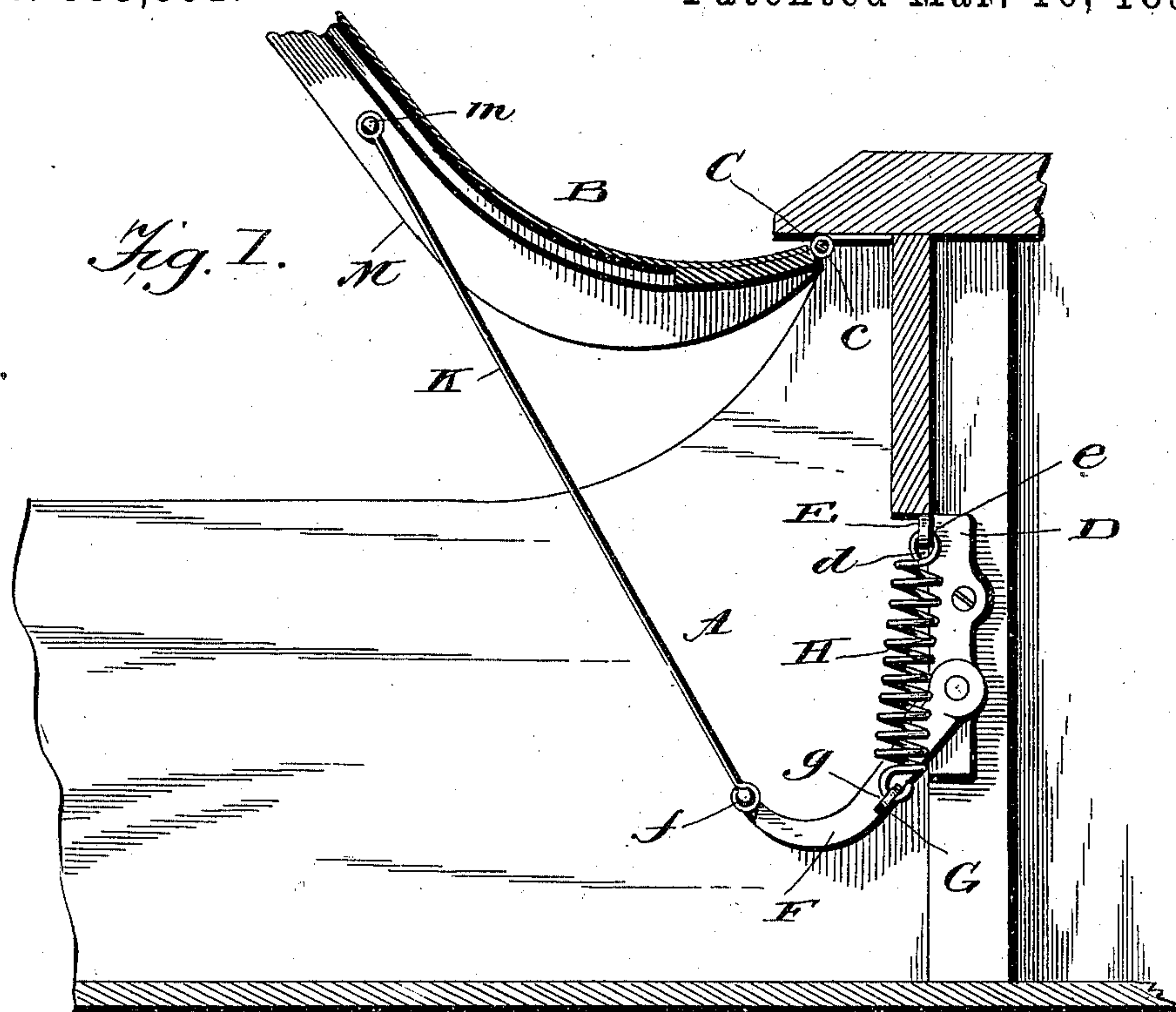


(No Model.)

G. T. WILSON.  
ATTACHMENT FOR CARRIAGE BOOTS.

No. 555,991.

Patented Mar. 10, 1896.



Witnesses:  
L. C. Hill  
A. L. Hough

Inventor  
George T. Wilson,  
by Franklin H. Douglass  
Att'y.



# UNITED STATES PATENT OFFICE.

GEORGE T. WILSON, OF MOLINE, ILLINOIS, ASSIGNOR OF ONE-HALF TO  
A. C. LICHTWADT, OF SAME PLACE.

## ATTACHMENT FOR CARRIAGE-BOOTS.

SPECIFICATION forming part of Letters Patent No. 555,991, dated March 10, 1896.

Application filed December 23, 1895. Serial No. 573,085. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE T. WILSON, a citizen of the United States, residing at Moline, in the county of Rock Island and State of Illinois, have invented certain new and useful Improvements in Attachments for Carriage-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 certain new and useful improvements in attachments to carriages, and especially to a novel device for holding the boot of the carriage-boot either open or shut, as may be desired, by the use of a spring-actuated lever, which is adapted to be held at a predetermined position under the tension of a spring which swings on either side of the pivoted lever, there being suitable connection between the free end of the said lever and the framework of the boot of the carriage.

A further object of the invention resides in the provision of a curved lever, one end of which is pivoted to a casting secured to the frame of the carriage-box, the said casting having a suitable stop limiting the height at which the boot is adapted to open, and a coil-spring having one end secured to a portion of the casting, its other end secured to an integral lug on the curved lever, and by the provision of a rod connecting the free end of the said lever with the frame of the boot, which latter is pivoted on a rod journaled in suitable bearings on the carriage-box, the boot may be held in an open or a closed relation, as desired.

To these ends and to such others as the invention may pertain, the same consists further in the novel construction, combination, and adaptation of the parts, as will be hereinafter more fully described and then specifically defined in the appended claim.

I clearly illustrate my invention in the accompanying drawings, which, with the letters of reference marked thereon, form a part of

this specification, and in which drawings similar letters of reference indicate like parts throughout both views, in which—

Figure 1 is a side elevation of my improved device attached to a carriage-box and showing the boot raised. Fig. 2 is a similar view of the boot closed or shut.

Reference now being had to the details of the drawings by letter, A designates a carriage-box to which is pivoted the boot B on the rod C journaled in the eyes *c*. Secured to the upright post of the box is the casting D having the angled lugs *d* adapted to engage around the corner of the said upright post and hold the casting more securely to the post. This casting has also a projecting portion E at right angles to the face of the same, which projection is apertured at *e*. Pivoted near the lower end of the casting is the substantially S-shaped lever F, having an aperture *f* at its free end and a lug G about midway of its length, which is also apertured at *g* for the reception of one end of the spring H, the other end of which spring is fastened in the aperture *e*. At one side of the casting is a lug which is bent at right angles to the face of the casting and is inclined at an angle to the side of the casting, this projection being provided to limit the movement of the lever in one direction. Secured to the free end of the said S-shaped lever is the rod K, the other end of which is fastened to the side M of the boot on a pivot *m*. This pivot is located preferably near the center of the side piece of the boot.

From the foregoing it will be readily seen that the spring will act on both sides of the pivotal point of the S-shaped lever to either hold the boot open or shut, as may be desired, and may be readily applied to any construction of boot or box.

I am aware that springs have been used before to hold boots of carriage-boxes shut, and also levers, and hence I do not claim any such construction broadly.

What I claim to be new, and desire to secure by Letters Patent, is—

In a device for holding the boot of a carriage-box, either open or closed, the combination with the casting having the angled lugs *d*, and the apertured projection E, the lever

F pivoted to said casting, an apertured lug  
midway the length of said lever, the spring  
H connecting the projections E and G, of the  
rod K having one end secured to the outer  
5 end of the said lever, its other end secured  
to the boot which is pivoted to the carriage-  
box, all substantially as shown and described.

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

GEORGE T. WILSON.

Witnesses:

CONRAD F. GRANT,  
A. H. EVANS.