

No. 720,766.

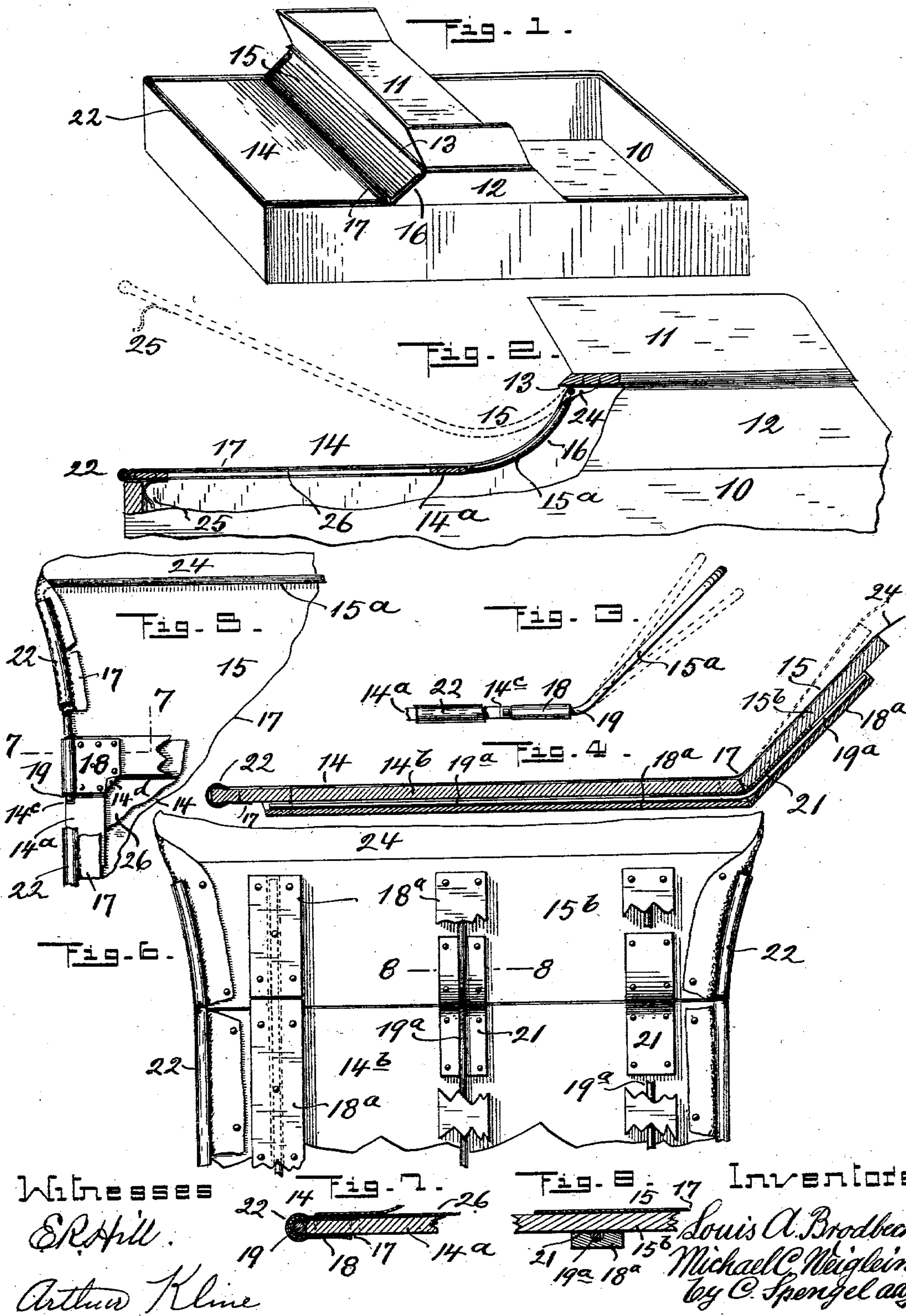
PATENTED FEB. 17, 1903.

M. C. WEIGLEIN & L. A. BRODBECK.

BUGGY BOOT.

APPLICATION FILED NOV. 28, 1902.

NO MODEL.





# UNITED STATES PATENT OFFICE.

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## BUGGY-BOOT.

SPECIFICATION forming part of Letters Patent No. 720,766, dated February 17, 1903.

Application filed November 28, 1902. Serial No. 133,025. (No model.)

*To all whom it may concern:*

Be it known that we, MICHAEL C. WEIGLEIN and LOUIS A. BRODBECK, citizens of the United States, residing in the city of Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Buggy-Boots; and we do declare the following to be a clear, full, and exact description thereof, attention being called to the accompanying drawings, with the reference characters marked thereon, which form also a part of this specification.

This invention relates to improvements in the construction of buggy-boots, which are articles of manufacture used to close and cover that portion of the body of a buggy or similar vehicle which is behind the seat of the same. They are generally hingedly connected, usually to the seat or the supports thereof, so that they may be readily lifted to permit access to the part of the body covered thereby and to any article carried therein; otherwise when in position they closely conform to the shape of the body upon the edges of which they rest, thus preventing entrance of rain, dust, &c. They usually consist of suitable glazed material—like leather, rubber, rubber cloth, oilcloth, or similar fabric—which is supported by an appropriate rigid substructure, which may be a solid panel or a frame between and over which the material is stretched. They consist principally of two main parts—a flat part which, with its edges, rests upon the edges of the body of the vehicle and which we call hereinafter the “body” of the boot. The other part joins the front edge of this body, closing the space between such body and the rear part of the seat and is called the “riser.” This rear part of the seat is usually higher than the upper edge of the buggy-body, for which reason this riser is disposed accordingly and at an angle or curve to the body part of the boot, this angle or curve fitting in each case to the rear edge of the sides forming the seat-support.

These boots form an article of independent manufacture and are supplied by their makers to manufacturers of buggies and other vehicles on which they are to be used. While it is the aim and intention to produce them as to shape so that they readily and snugly fit into their intended position on the vehicle-body, and particularly into the angle between

the upper edge of this latter and the rear edges of the seat-supports, it is clear that for various obvious reasons an absolutely close and snug fit of the separately-manufactured parts is not always obtainable until they are actually and finally fitted together.

One object of our invention is therefore to construct these boots in a manner that they possess a certain degree of flexibility between body and riser and also as to the riser itself, so that the vehicle manufacturer when placing these boots in position may whenever necessary more or less bend and shape them to a form or angle which absolutely and closely fits.

The other object is to provide a practical and durable construction for such a boot and whereby the outer part or covering of it is firmly held to the required shape.

These objects are attained by the particular construction as described in the following specification, with the claims annexed, together with its mode of manufacture and parts, and all as illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of a vehicle-body with one of our improved boots in position. Fig. 2 shows part of it enlarged and in sectional side view. Fig. 3, still more enlarged, shows the front part of it in edge view with parts of the edge molding or binding removed. Fig. 4 is a longitudinal section of a modified construction. Fig. 5 is part of an under side view of the form shown in Fig. 3. Fig. 6 is a similar view of the form shown in Fig. 4. Fig. 7 is a sectional detail view on line 7 7 of Fig. 5. Fig. 8 is a similar view on line 8 8 of Fig. 6.

In the drawings, 10 is the vehicle-body.

11 is the seat, and 12 12 are upwardly-projecting parts of the sides of the vehicle-body and upon the upper edges of which the seat 11 rests. The part of the body back of this seat and up to the rear edge 13 of the under side of it is covered by the boot, of which 14 is the body and 15 the so-called “riser.” The latter is an angular or curved continuation of the former, the angle or curve being in each case shaped to fit the curve of the rear edges 16 of the seat-supports 12 or the angle between these edges and the upper edge of the body. As has before been stated, the object is to provide possibility of a limited adjustment of



this angle between the parts of the boot, so as to fit snugly the angle between the upper edge of the body and edges 16 of the seat-support when the boot is finally put into position.

5 For such purpose the construction is such as to provide for a certain degree of flexibility between the two parts of the boot—that is, of one part with reference to the other. This flexibility is attained by using metal of limited thickness, like sheet metal or wire and by preference the latter, as the medium for connecting the riser to the body of the boot and for sustaining it in its angular relation thereto. In detail this construction is as follows: The outer part or covering 17 is sustained by rigid supports of proper shape and over and around the edges of which it is stretched and finally attached. Of these supports there is one for the body part of the boot and one for the riser. As shown in Figs. 2, 3, 5, and 7, this support for the body part consists of a wooden frame 14<sup>a</sup>, while in Figs. 4, 6, and 8 a solid wooden panel 14<sup>b</sup> takes its part. The support for the riser part consists of a wire frame 15<sup>a</sup>, as shown in Figs. 2, 3, 5, and 7, while as shown in Figs. 4, 6, and 8 wood 15<sup>b</sup> is used.

For attaching the wire support of the riser to the wooden support of the body attaching-bands 18 are used, which engage the lower ends 19 of wire frame 15<sup>a</sup> and clamp the same against the edge of the wood, as shown most plainly in Fig. 5. The bands lap over the wood on both sides and are suitably secured by nails or screws. The edge of the wood is cut out at the point of attachment at 14<sup>c</sup> to receive the wire and to prevent the same from projecting beyond the outer edge of the boot. When the wooden support is a frame merely, the inner corners of these bands may also be clenched, as shown at 14<sup>d</sup> in same figure. When the riser-support is of wood, as shown in Figs. 4, 6, and 8, independent wires 19<sup>a</sup> are used, which are held in place by cleats 18<sup>a</sup>, channeled on their inner side to receive these wires. The cleats are suitably secured by screws or nails. It will now be seen that by reason of this flexible wire connection between body-support and riser-support of the boot the angular relation between the two may be adjusted, as shown in dotted lines in Figs. 3 and 4, so as to secure a snug final fit against edges 16 of the seat and support. The boot, with the wire support for the riser, may be used where these edges 16 are straight, as shown in Fig. 1, or curved, as shown in Fig. 2. The boot with the wooden riser-support is less suitable for the curved edge.

To prevent in the all-wood form of boot-support the joint from opening between parts 14<sup>b</sup> and 15<sup>b</sup>, small metal clips 21 may be used, attaching to both and hid by cleats 18<sup>a</sup>. They are very thin and do not interfere with the angular adjustment between the parts.

With the exception of the upper edge of the riser the other edges may all be bound

by an ornamental metal bead 22, clenched around the edge of the boot, with the edges of the outer covering 17 clamped between. The upper edge 24 of the fabric is left unbound, so as to serve as a hinge after attachment to the rear edge 13 of the seat and on which the boot swings when lifted, as shown in dotted lines in Fig. 2.

The boot is held down in its closing position by suitable catch devices 25, which may be catch-springs, and are secured to the under side near its outer free edges.

When the support for the body 14 is not solidly of all wood, as shown in Figs. 4, 6, and 8, but merely of an open frame 14<sup>a</sup>, as shown in Figs. 2, 3, and 5, it is customary to insert under the outer covering 17 a filler 26, which is usually of pasteboard and serves as a stiffening to back the outer covering. All these parts, however, as described in the preceding twenty-one lines are not considered as forming any of the features of our invention, which latter consists of the construction as shown and hereinafter claimed for the two parts of the boot-support and for their connection to each other, which is in a manner to combine rigidity and stiffness with a certain degree of flexibility to permit a snug and close final fitting to position on the vehicle-body.

We are aware of boots where the covering of body and riser is stretched over and supported by an all-metal frame, so that a boot so constructed possesses to a certain degree the flexibility which our invention seeks to impart to such boots where all or the covering of the body at least is stretched over a wooden support, which being not flexible requires independent and additional connecting means whereby the desired flexibility is attained.

Having described our invention, we claim as new—

1. In a buggy-boot comprising a flat or body part and an elevated or riser part, an outer covering for each part, a support for each covering over which the same is stretched, the support for the body part being of wood, the riser part being supported on wire and means for connecting both supports to each other.

2. In a buggy-boot comprising a flat or body part and an elevated or riser part, both disposed at an angle to each other, an outer covering for each part, a support for each covering over which the same is stretched, the support for the body part being of wood, sustaining-wires to hold the riser part in its angular relation to the body part and means connecting these wires to both parts.

In testimony whereof we hereunto set our signatures in the presence of two witnesses.

MICHAEL C. WEIGLEIN.  
LOUIS A. BRODBECK.

Witnesses:

C. SPENGEL,  
ARTHUR KLINE.