

No. 765,627.

PATENTED JULY 19, 1904.

H. C. MARTELL.

VEHICLE BOOT.

APPLICATION FILED DEC. 26, 1903.

NO MODEL.

FIG. 1.

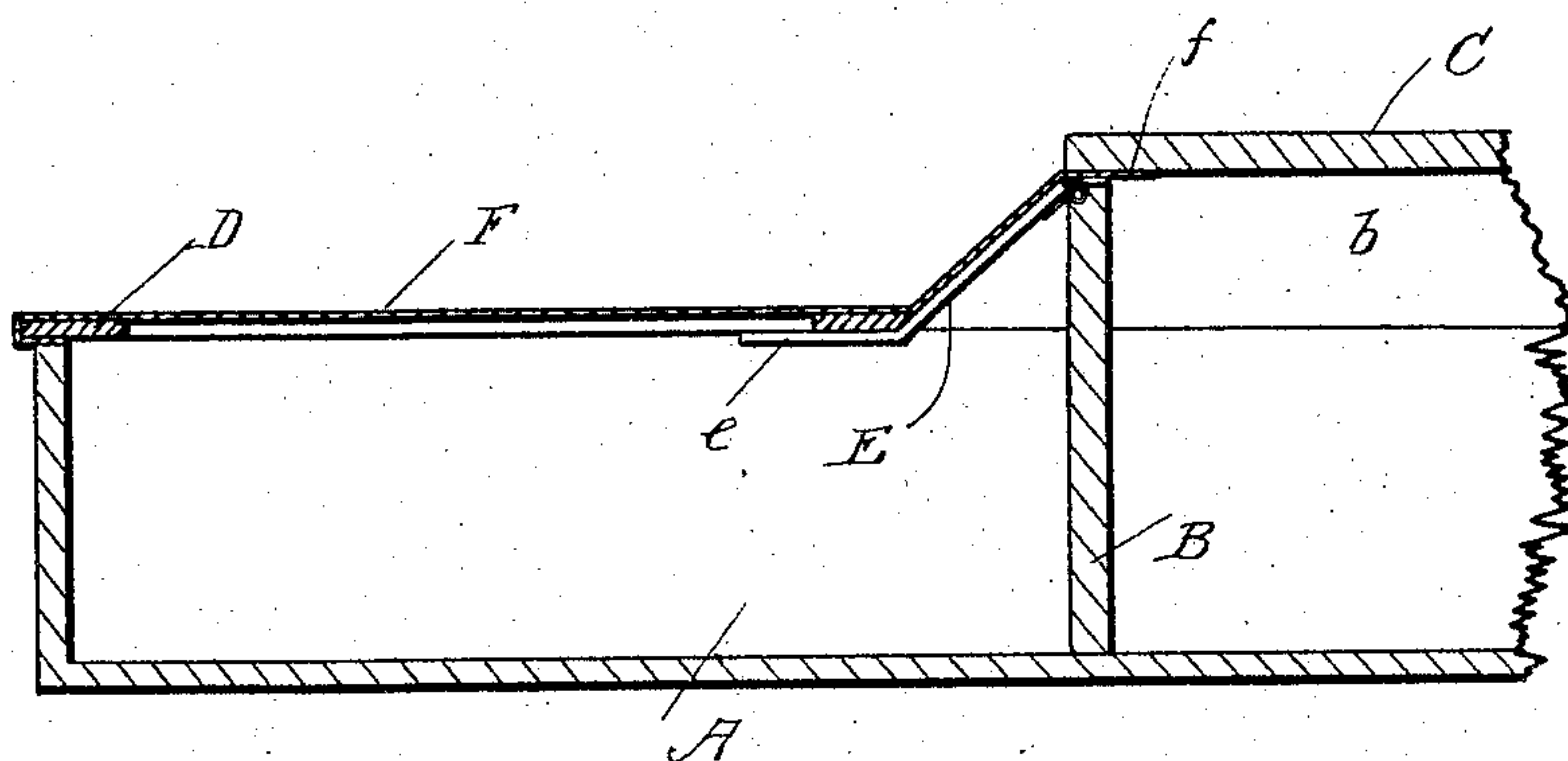


FIG. 2.

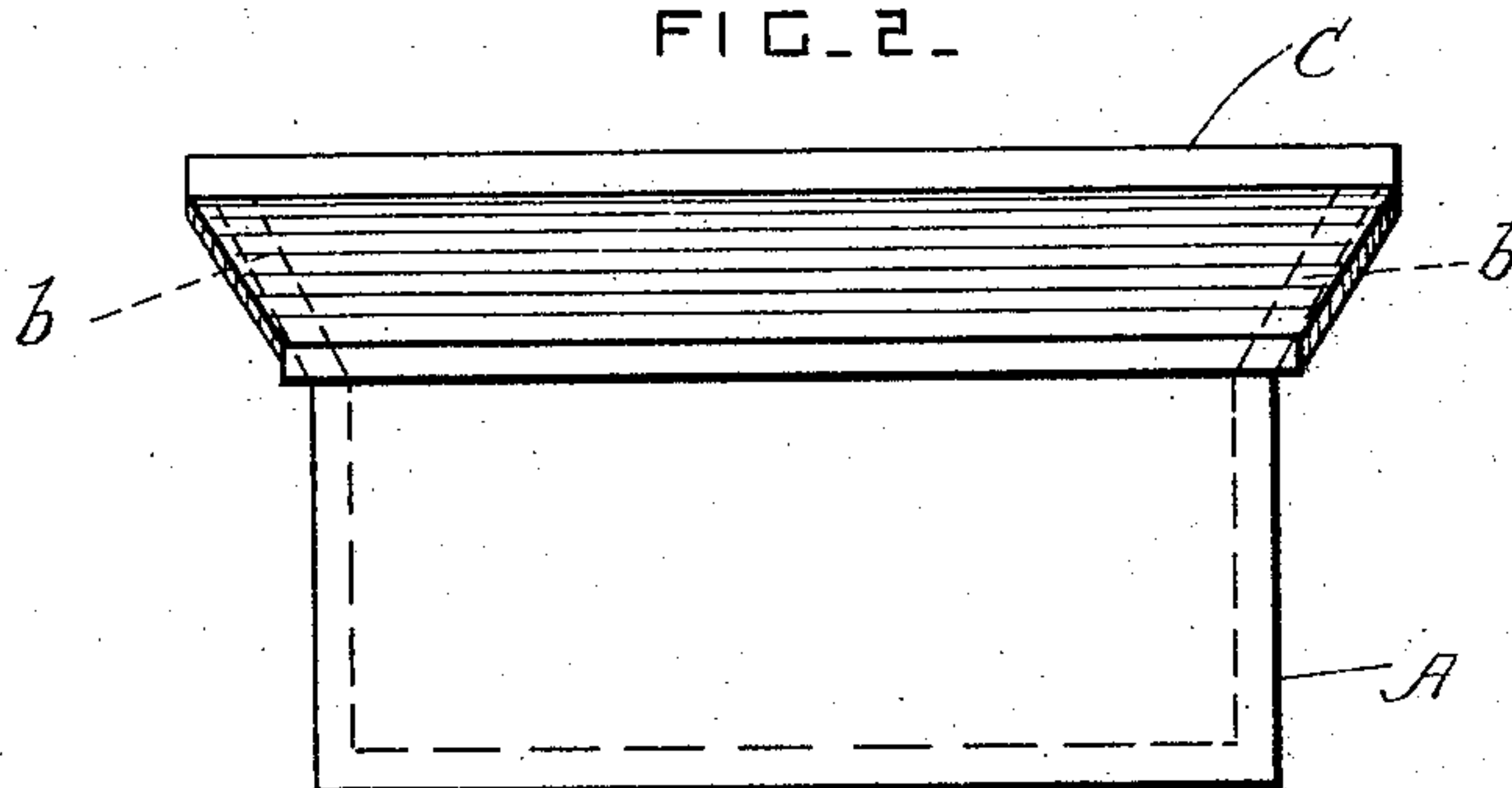
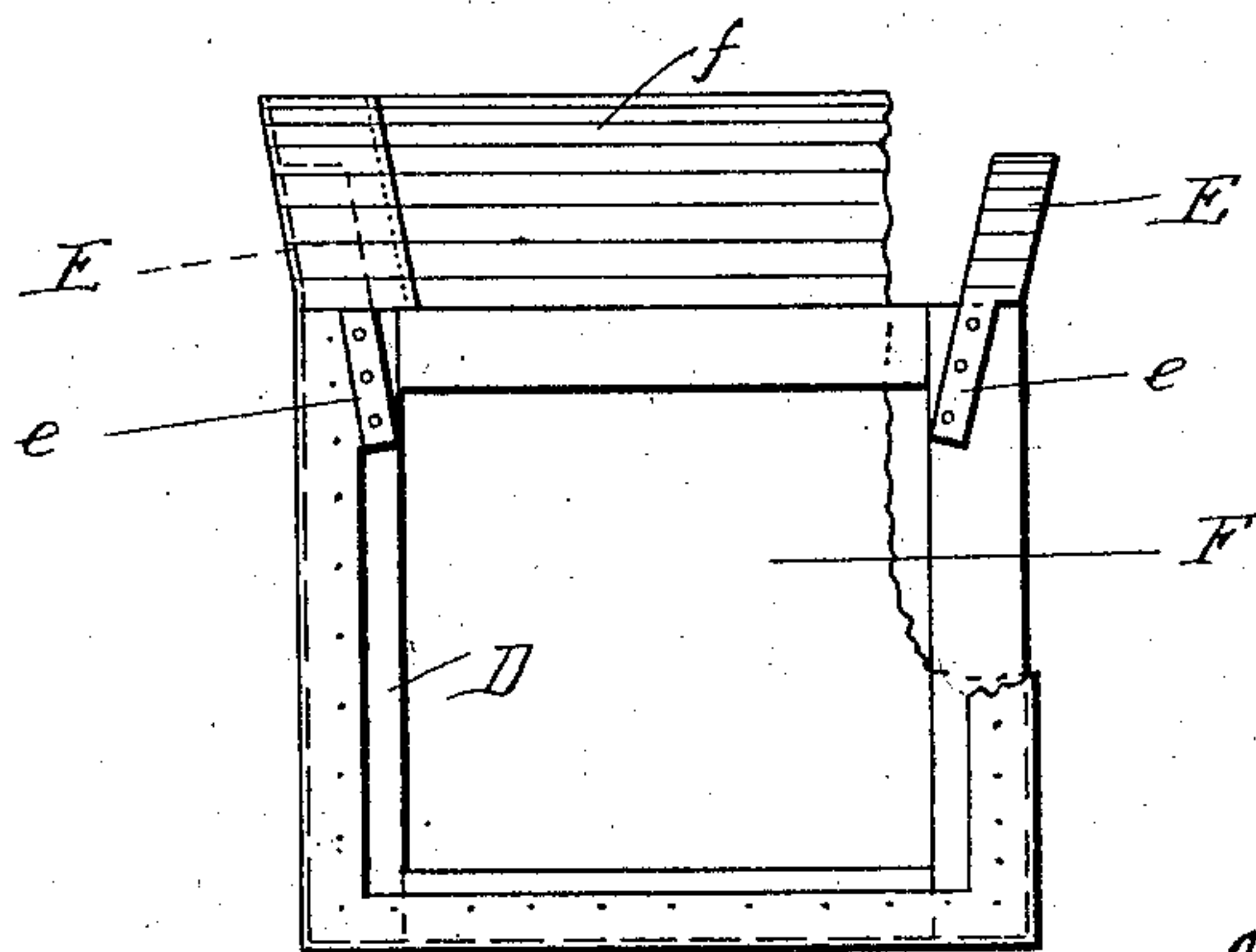


FIG. 3.



WITNESSES:

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HERBERT CUNNINGHAM MARTELL, OF CIRCLEVILLE, OHIO.

VEHICLE-BOOT.

SPECIFICATION forming part of Letters Patent No. 765,627, dated July 19, 1904.

Application filed December 26, 1903. Serial No. 186,689. (No model.)

To all whom it may concern:

Be it known that I, HERBERT CUNNINGHAM MARTELL, a citizen of the United States, residing at Circleville, in the county of Pickaway and State of Ohio, have invented certain new and useful Improvements in Vehicle-Boots; and I do hereby 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.

This invention relates to boots for vehicles; and it consists in the novel construction and combination of the parts hereinafter fully described and claimed.

In the drawings, Figure 1 is a longitudinal section through a vehicle-boot provided with a cover according to this invention. Fig. 2 is a rear view of the boot and its cover. Fig. 3 is a detail plan view from below of the cover removed from the boot and with a portion of its cloth cover removed.

A is a portion of the body of a vehicle which forms the boot.

B is a cross-piece, and C is the seat. The sides *b* of the body are higher at the cross-piece and seat than at the rear part of the body, and the upper parts of these sides may be flared or inclined outwardly, if desired, so that the body is wider at its top portion where the seat is secured than at its rear portion.

The boot-cover consists, essentially, of a rectangular wooden frame D, which rests on the rear portion of the sides of the body, and two metallic arms E, which are secured to the frame D at one end and hinged to the cross-piece or other suitable portion of the body at the other end.

When the upper parts of the body sides are inclined outwardly under the seat, these arms are arranged in an inclined position, as shown in Fig. 3; but this is not necessary when the sides are straight and vertical. The arms E are angle-shaped and are bent or curved to suit the inclination of the upper edges of the sides as they approach the seat.

The arms E have offset lower end portions *e*, which project under the frame D and are secured to it by nails or screws. These offset portions permit the frame to come down upon the tops of the sides as the portions *e* come between the sides.

F is a cloth cover which is fastened over the frame D and over the arms E and secured in any approved manner. The upper portion *f* of this cloth cover is secured under the vehicle-seat. The cloth cover may be of any convenient material commonly used on vehicles.

As the rectangular frame D is flat and has no curved portions, it is very easily constructed, and as the arms are formed of metal they are very strong and the cover of the boot is not liable to be broken at this point, as is the case when the rear part of the frame is curved and is hinged direct to the vehicle-body and no connecting-arms of metal are used.

What I claim is—

1. The combination, with a vehicle-body having portions of its sides inclined upwardly, of a flat boot-cover frame which rests on the lower parts of the said sides, and angle-shaped arms having offset portions at their lower ends which are secured to the under side of the said frame between the sides of the vehicle-body, the upper ends of the said arms being hinged to the said vehicle-body.

2. A boot-cover comprising a flat frame, angle-shaped arms having offset portions at their lower ends which are secured to the under side of the said frame at a short distance from its side edges, and a covering secured to the said frame and inclosing the said arms.

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

HERBERT CUNNINGHAM MARTELL.

Witnesses:

WM. SCHLEYER,
E. BANERE.