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P. J. BLASER.  
BUGGY BOOT AND FASTENER.  
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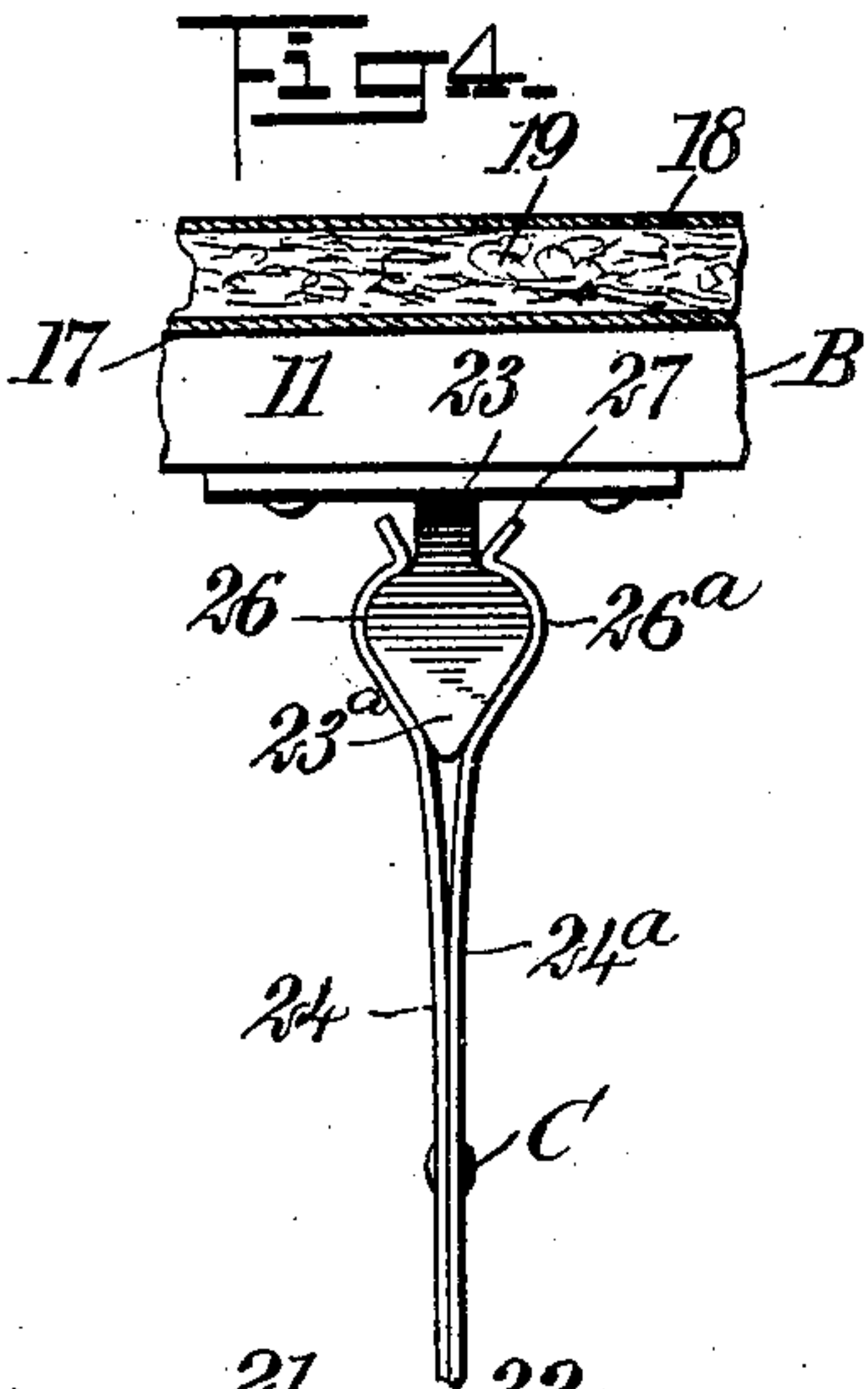
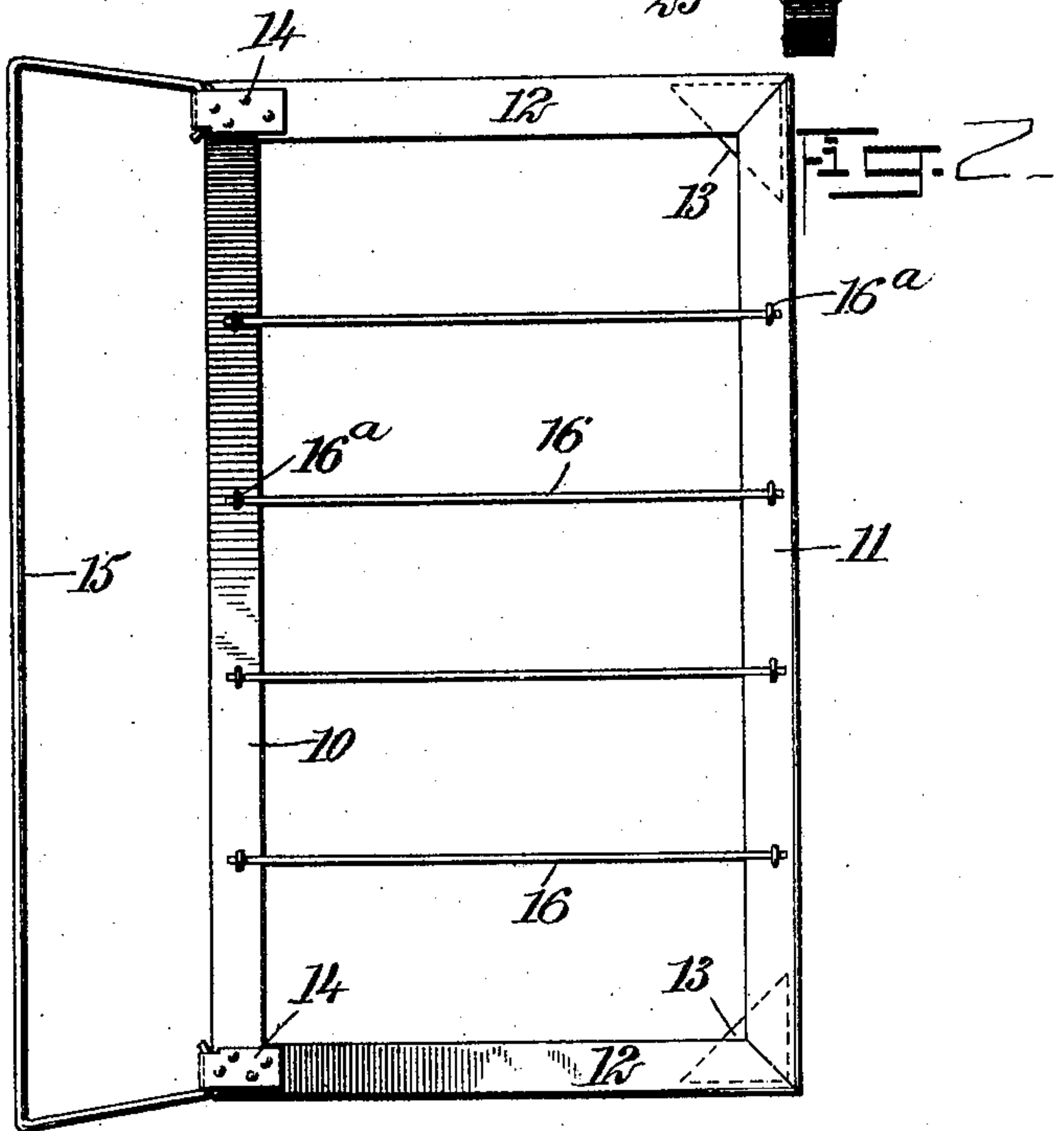
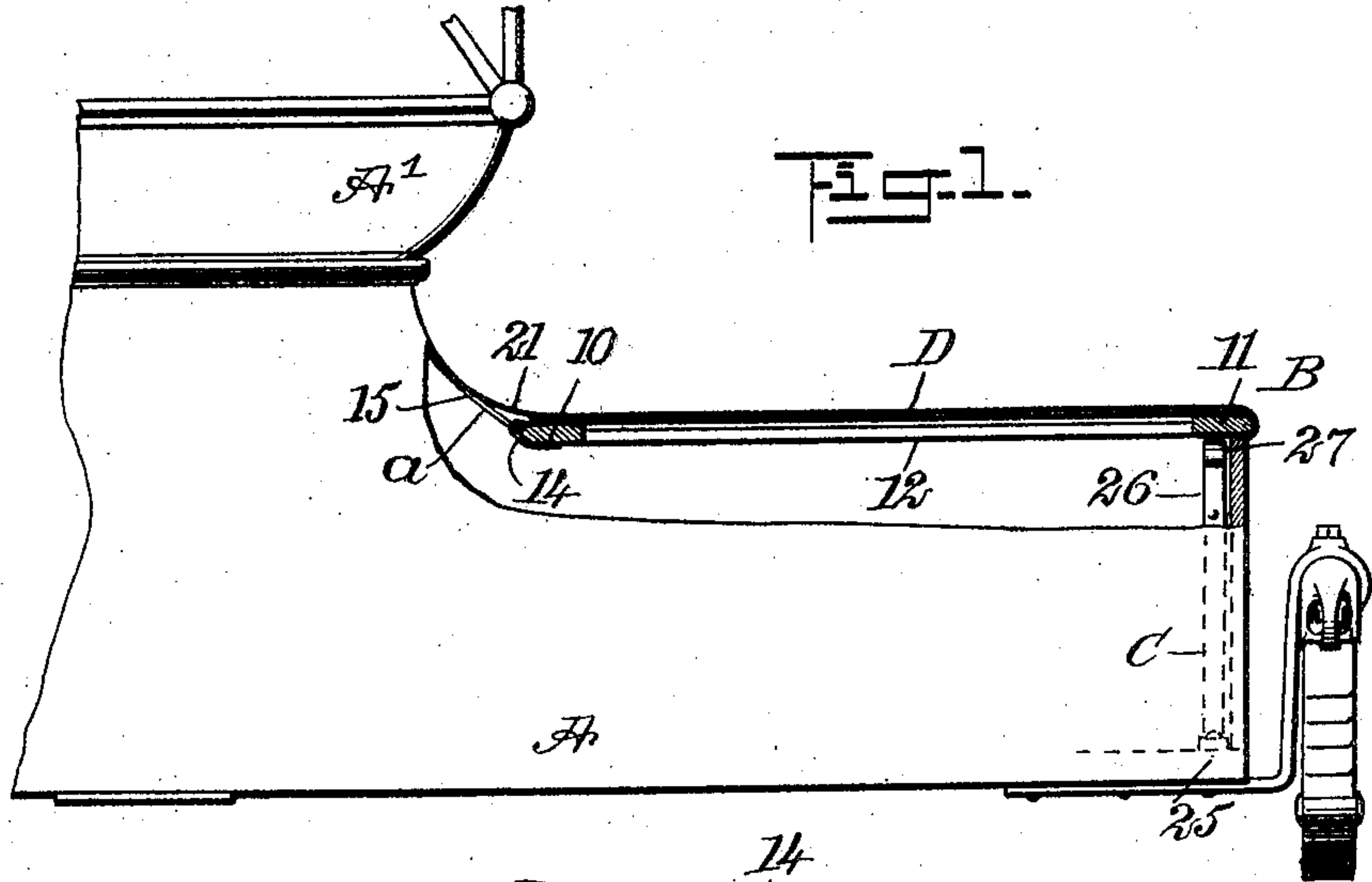


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Fig. 100

WITNESSES:

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## BUGGY-BOOT AND FASTENER.

No. 822,041.

Specification of Letters Patent.

Patented May 29, 1906.

Application filed December 5, 1905. Serial No. 290,361.

*To all whom it may concern:*

Be it known that I, PETER J. BLASER, a citizen of the United States, and a resident of Fostoria, in the county of Seneca and State of Ohio, have invented a new and Improved Buggy-Boot and Fastener, of which the following is a full, clear, and exact description.

The purpose of the invention is to provide a buggy-boot so constructed that it will be waterproof and padded, enabling it to be utilized as a seat, and so that it will be strong enough to support objects of considerable weight.

Another purpose of the invention is to provide a buggy-boot which can be quickly and conveniently locked in position or opened up, so as to gain access into the interior of the body of the vehicle, and, furthermore, to so construct the fastening device employed that it will be exceedingly simple and so that the entire device will be economic in its construction and capable of being readily applied to the body of any buggy.

The invention consists in the novel construction and combination of the several parts, as will be hereinafter fully set forth, and pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of a portion of a body of a buggy, a part of the side of the buggy being broken away, the boot being shown in longitudinal section and in position on the body of the buggy. Fig. 2 is a plan view of the improved boot, the cover therefor having been removed. Fig. 3 is an enlarged transverse section through the improved boot; and Fig. 4 is a detail longitudinal section of the boot, drawn upon an enlarged scale, and a rear elevation of the fastening device employed in connection with the said boot.

A represents the body of the buggy, B the improved boot, and C the latch device for the boot. The boot consists of a skeleton frame, preferably made of wood, comprising opposing side members 12 and front and rear members 10 and 11, as is shown in Fig. 2, and the dimensions of the said frame are such that it will extend across the top of the vehicle-body A at the rear of the seat A' and rest upon the end board of the body and upon the side boards at the rear portion of the seat and back of the

upper portions of the body, which are usually curved downward from the back portion of the seat, as is shown in Fig. 1. Ordinarily the rear corners of the frame are strengthened by corner-irons 13, of triangular shape, as is shown by dotted lines in Fig. 2, and at the forward corners of the said frame hinges 14 are located, the leaves of which hinges are carried rearward at the top and bottom of the said frame, so as to strengthen the forward corner portions thereof. The side members of a bail 15 are connected with the hinges 14, so that the said bail may be raised and lowered, as required to fit the aforesaid curvature at the rear of the seat A', as is indicated at a in Fig. 1. A series of rods 16 extends transversely of the frame—that is to say, from the front member or bar 10 to the rear member or bar 11, and the said rods 16 are held in position on the said bars or members 10 and 11 of the frame by means of staples 16<sup>a</sup> or their equivalents. A cushion D is provided for the upper portion of the said frame, as is particularly shown in Fig. 3, and this cushion consists of an under member 17 of oil-cloth or other waterproof material and an upper member 18, the lower member 17 being secured by tacks 17<sup>a</sup> or their equivalent directly to the frame, while the edges of the upper member 18 at the sides and at the back are carried down and under the frame and are secured thereto in any approved manner, as is illustrated at 20 in Fig. 3. The forward portion of the upper member 18 is made sufficiently long to extend over the bail 15 and beyond the forward member of the said bail, and this extension portion 21 of the cushion D is secured to the side members of the bail 15 in any suitable or approved manner.

At the rear central portion of the boot B a bolt 23 is firmly secured to the under face of the rear frame member 11 of the boot, as is shown in Fig. 2, and this bolt is provided with a downwardly-extending arrow-shaped head 23<sup>a</sup>, and this head operates in connection with the latch device C, heretofore referred to. This latch device consists of two upright members 24 and 24<sup>a</sup>, made of spring metal, which members are connected at desired points between their lower and their upper ends, and the lower end portions of the said members 24 and 24<sup>a</sup> are carried out horizontally, so as to be attached to the bottom of the vehicle-body, as is illustrated at



25 in Fig. 1. The upper ends of the members 24 and 24<sup>a</sup> of the latch device are bowed outward, so as to have their inner faces concaved, forming thereby opposing jaws 26 and 26<sup>a</sup>, which when the head 23<sup>a</sup> of the bolt 23 is forced down between said jaws will engage snugly with the side edges of the jaws, as is shown in Fig. 4, and in order to enable the head 23<sup>a</sup> of the bolt 23 to readily pass to a point between the said jaws 26 and 26<sup>a</sup> each jaw at its upper end is provided with an outwardly-extending lip 27, the lips of the two jaws being inclined outwardly in opposite directions, as is also shown in Fig. 4.

The bail 15 may have a hinged connection with the vehicle-body A at the rear of the seat A', and such connection may be made in any suitable or approved manner, and the body portion of the boot will then rest upon the upper edges of the sides of the tailboard of the body A, as is shown in Fig. 1, and when the boot is in such position the bolt 23 will have interlocking engagement with the jaws 26 and 26<sup>a</sup>, which serve as keepers. It is obvious that when access is to be obtained to the rear portion of the body it is absolutely necessary to push the rear end of the boot upward, and it will immediately disengage itself from the latch device C.

This boot is exceedingly simple, well adapted for the purpose intended, effectually protects the rear portion of the vehicle-body, and at the same time offers a strong and cushioned support for any object that may be carried at that point.

By constructing a cushion D in the manner described a mouth 22 is formed at the forward edge of the cushion beneath its extension or flap member 21, which mouth admits of the filling 19 for the cushion being readily and conveniently introduced, removed, or replaced at any time.

Having thus described my invention, I claim as new, and desire to secure by Letters Patent—

1. A buggy-boot, consisting of a cushioned frame, a hinged member for the frame, whereby to connect it with the body of the buggy,

and means for locking the boot to a vehicle-body.

2. A buggy-boot, consisting of a frame, a cushion attached to the frame, a bail hinged to the forward portion of the frame, a cover for the bail, a bolt secured to the rear portion of the frame, and a latch device for the bolt, adapted for attachment to the vehicle-body.

3. A buggy-boot consisting of a skeleton frame, bars extending from front to rear of the frame, a cushion supported on said bars and by said frame, which cushion is attached to the latter, a bail hinged to the forward portion of the frame, a portion of the said cushion being carried over and attached to the bail, forming a mouth at the forward portion of the cushion for the introduction of a filling material, and a locking device in two sections, one section being secured to the rear portion of the frame and the other section being adapted for attachment to the body of the buggy.

4. The combination with a frame, a cushion carried by and secured to the said frame, a bail hinged to the forward portion of the frame, and a cover for the bail constituting a portion of the said cushion, of a bolt secured to the rear portion of the frame, which bolt is provided with a downwardly-extending, arrow-shaped head, a keeper consisting of spring members placed face to face and connected for a portion of their length, their upper ends being free and oppositely curved, forming jaws adapted to receive and engage with the side edges of the said arrow-shaped head, outwardly and oppositely extending lips for the upper ends of the said jaws, and means for attaching the said members of the keeper to the body of a vehicle.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

PETER J. BLASER.

Witnesses:

SIMON A. WONDERS,  
PETER V. JOHNSON.