J. E. CARROLL.

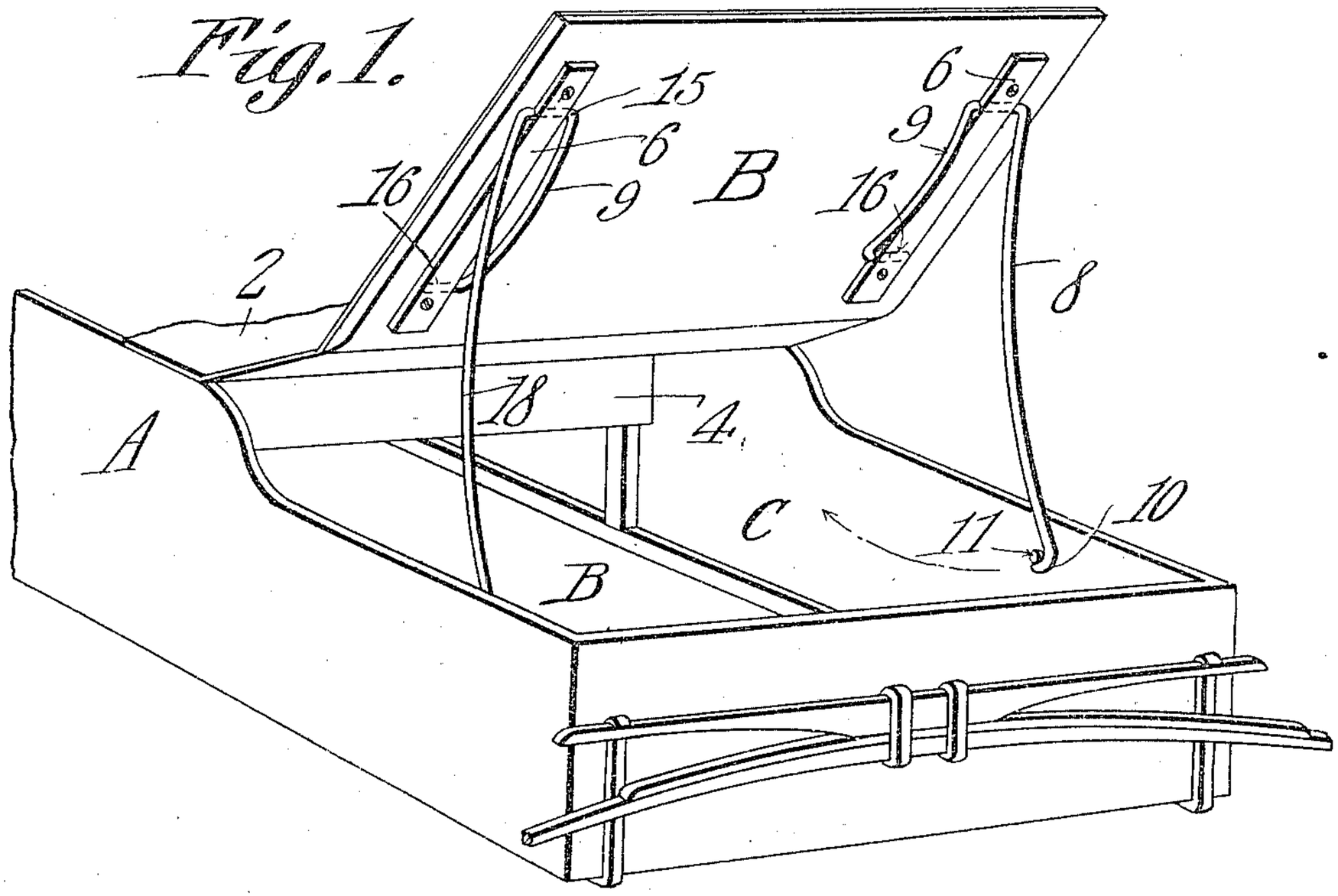
BUGGY BOOT.

APPLICATION FILED AUG. 16, 1909.

960,629.

Patented June 7, 1910.

Fig. 1.



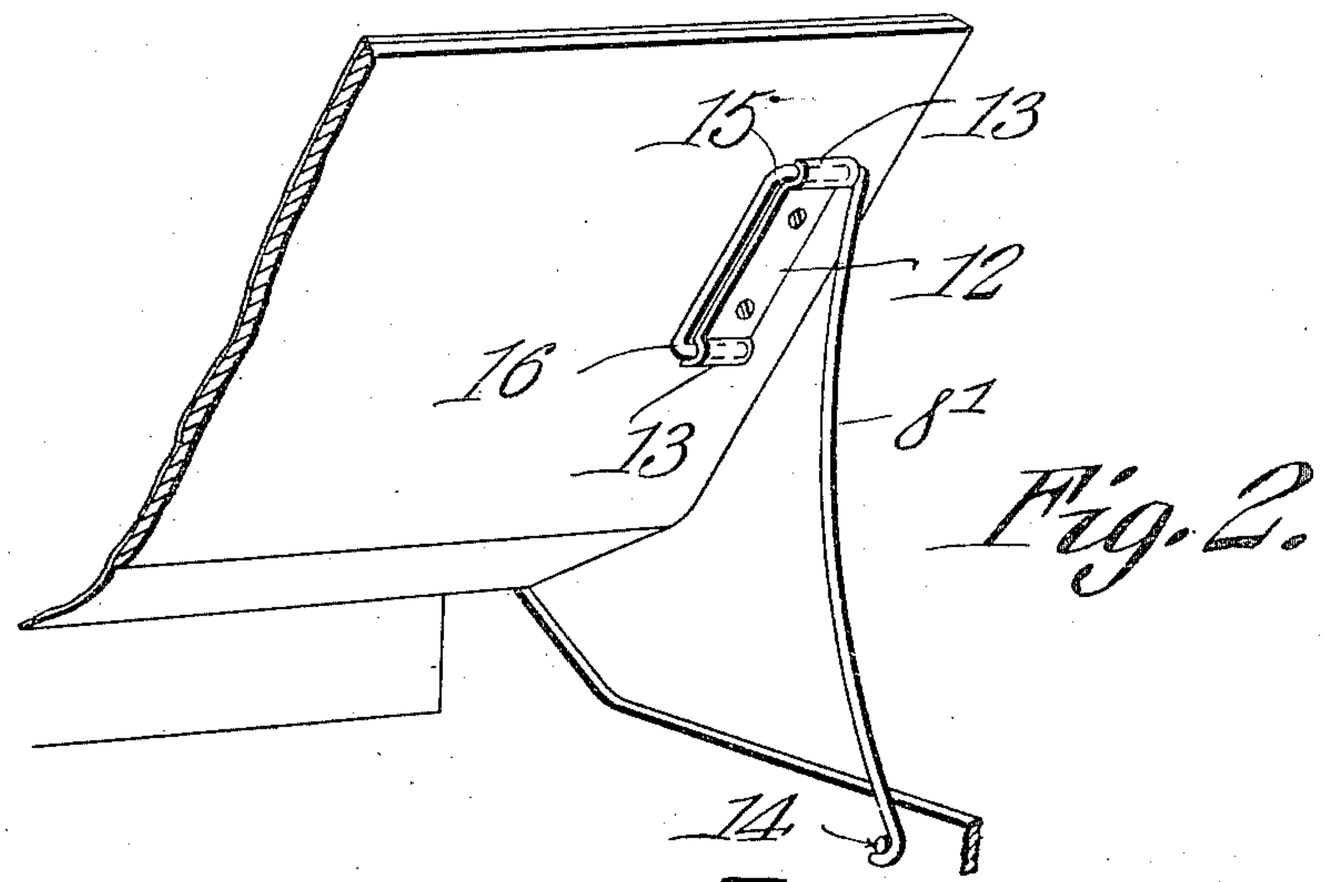


Fig. 2.

Witnesses

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UNITED STATES PATENT OFFICE.

JOSEPH E. CARROLL, OF PORTSMOUTH, OHIO.

BUGGY-BOOT.

960,629. Specification of Letters Patent. Patented June 7, 1910.

Application filed August 16, 1909. Serial No. 513,094.

To all whom it may concern:

Be it known that I, JOSEPH E. CARROLL, a citizen of the United States, residing at Portsmouth, in the county of Scioto and State of Ohio, have invented a new and useful Buggy-Boot, of which the following is a specification.

It is the object of this invention to provide a resilient member of novel and improved construction, adapted to be operatively connected with the boot of a vehicle, to hold the boot in a predetermined position; novel means being provided for operatively connecting the resilient member both with the boot, and with the body of the vehicle, so that the resilient member may be frictionally effective to hold the boot in the desired position; other and further objects being made manifest hereinafter as the description of the invention progresses.

The drawings show typical embodiments merely, and it is to be understood that changes, properly falling within the scope of what is claimed, may be made, without departing from the spirit of the invention.

Similar characters of reference are employed to denote corresponding parts throughout the several figures of the drawings, wherein;—

Figure 1 shows the invention in perspective; and Fig. 2 is a fragmental perspective, showing a modified form of the invention.

The invention includes, as a fundamental element, a resilient member, denoted generally by the numeral 8. This resilient member 8 comprises diverging arms, concaved toward each other, and denoted by the numerals 9 and 18, the arms being united by a straight portion 15. The arm 9 terminates in a laterally projecting portion 16, disposed substantially parallel to the portion 15, and the arm 18 terminates in a hook 10, disposed substantially at right angles to the plane of the portions 15 and 16.

The boot B is hingedly attached at 2 to the body A of the vehicle, and in order to assemble the resilient members 8, of which there are preferably two, with the body A, cleats 6 are located between the arms 9 and 18, to engage the portions 15 and 16, the cleats 6 being bolted or otherwise secured to the boot B.

The sides of the body A are provided, at any suitable points, with inwardly projecting pins 11, against which the arms 18 normally bear, frictionally, the hooks 10 serving to maintain the engagement between the resilient members 8 and the pins 11.

In Fig. 2 of the drawings, the resilient member 8′ is secured to the boot by means of a plate 12, having, at its extremities, keepers 13, adapted to engage the portions 15 and 16 of the resilient member 8′.

In practical operation, when the boot is thrown into the open position shown in Fig. 1, the arms 18, bearing against the pins 11, will serve to hold the boot in the open position shown. When the boot is swung downwardly into closed position, the free ends of the arms 8 will revolve about the pins 11 as a center, sliding upon the said pins, and following the general direction denoted in the drawing by the arrow C. It will be seen that when the boot B is closed, the resilient members 8 engaging the pins 11, will serve to retain the boot in its closed position. Moreover, when the boot is opened partially, owing to the fact that the resilient members 8 bear frictionally against the pins 11, the boot B may be stopped, in its upward movement, in positions intermediate the closed position and the extreme open position shown in Fig. 1.

Having thus described the invention what is claimed is:—

1. A device of the class described comprising a body; a boot hinged to the and a resilient member rigidly secured to the boot; there being a projection upon the body frictionally engageable by the resilient member to hold the boot in an open and in a closed position.

2. A device of the class described comprising a body; a boot hinged to the body; and a resilient member assembled at one end with the boot; there being a projection upon the body frictionally engageable by the resilient member to hold the boot in an open and in a closed position; the free end of the resilient member being revoluble about the projection as a center.

3. A device of the class described comprising a body; a boot hinged to the body; and a resilient member rigidly secured to the boot; there being a projection upon the body frictionally engageable by the resilient member to hold the boot in an open and in a closed position, the free end of the resilient member being arranged to interlock with the projection.

4. A device of the class described comprising a body; a boot hinged to the body;

a resilient member comprising diverging arms provided with terminal projections; a cleat arranged to be inserted between the arms to engage one of said projections to hold the resilient member rigidly secured to the boot; a pin projecting from the body, frictionally engageable by one of said arms, and arranged to interlock with the other projection when the boot is in open position.

5. A boot-controlling device fashioned from a single piece of resilient metal bent to form diverging arms, and a straight portion connecting the arms; one of said arms terminating in a rectangular disposed finger parallel to the straight portion; and the other arm terminating in a hook disposed at right angles to the plane of the straight portion and the finger.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

JOSEPH E. CARROLL.

Witnesses:
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