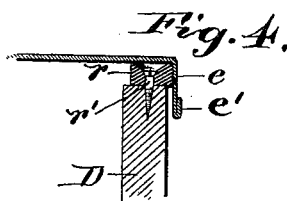
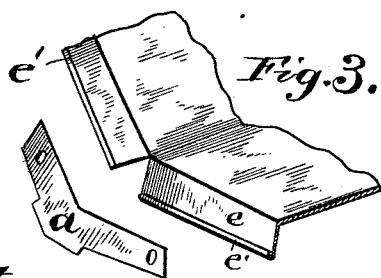
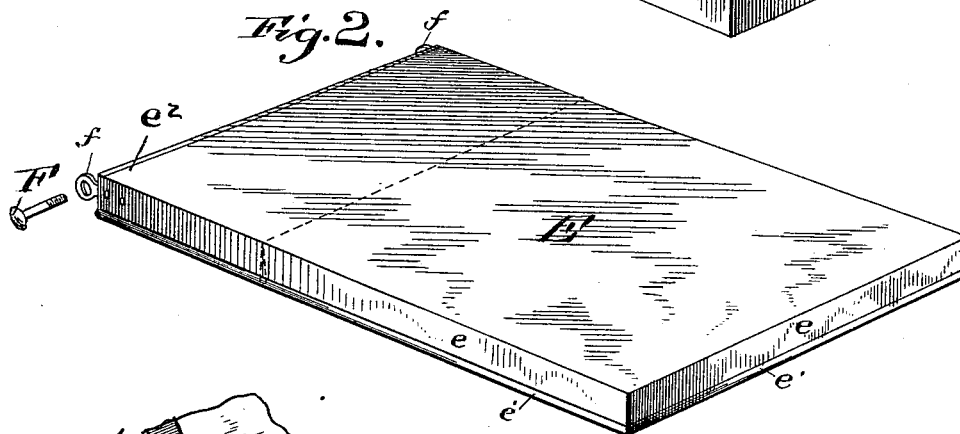
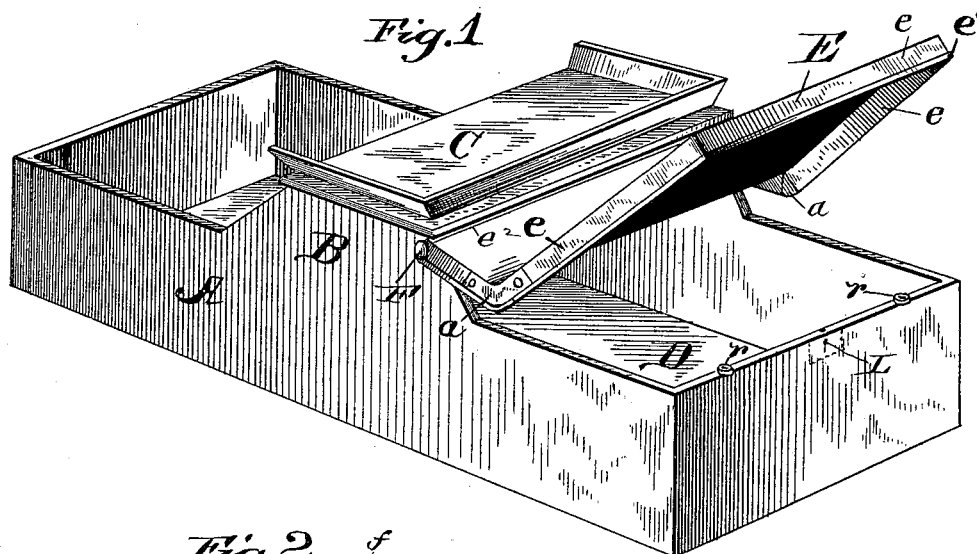


(No Model.)

F. SENIEUR.
BUGGY BOOT.

No. 386,660.

Patented July 24, 1888.



Witnesses:
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UNITED STATES PATENT OFFICE.

FREDERICK SENIEUR, OF MOUNT STERLING, KENTUCKY.

BUGGY-BOOT.

SPECIFICATION forming part of Letters Patent No. 386,660, dated July 24, 1888.

Application filed April 24, 1888. Serial No. 271,685. (No model.)

To all whom it may concern:

Be it known that I, FREDERICK SENIEUR, of Mount Sterling, in the county of Montgomery and State of Kentucky, have invented certain new and useful Improvements in Buggy-Boots; and I do declare that the following is a full, clear, and exact description of the same, such as shall enable those skilled in the art to which my invention appertains to make and use the invention.

The object of my invention is to provide a buggy-boot of rigid material which shall be durable in use and not liable to become slack or to crack; which shall be hard and strong, so that when secured in its closed position it will be an effective protection against the abstraction of articles placed in the boot for security, and which may be readily adapted to the slope of the buggy-bed to which it is to be applied.

While my improved boot can be made much cheaper than those in common use, it will, on the other hand, always retain its shape and present an even and flat outer surface, adding much to the appearance of the vehicle.

The material of which my boot is made is metal of any suitable character—for instance, iron, brass, or zinc—and is preferably formed from a single piece or sheet of the same. In practice it will be treated by galvanizing, japanning, or otherwise to prevent corrosion. I have also applied to the metal boot, which will be hinged to the body by its inner upper end or to the seat-frame, buffers of a simple and convenient construction, hereinafter particularly described.

In order to make my invention more clearly understood, I have shown in the accompanying drawings means for carrying the same into effect.

In said drawings, Figure 1 is a perspective view of so much of a vehicle embodying my invention as is necessary for a clear understanding of the latter. Fig. 2 is a perspective view of the metallic boot before it is adapted to the slope of the vehicle. Fig. 3 is a detail view showing the manner of constructing the metallic boot at its angle. Fig. 4 is a vertical sectional view through a portion of the boot and one of its buffers.

Referring to the drawings, A indicates the

body of a buggy, B the seat standard or frame, and C the seat.

D is the rear part of the body, which is covered by the boot E. The latter is shown as made from a single sheet of metal turned down at its side and rear edges to form a depending flange. This flange *e* constitutes in effect a frame which is rigid vertically, and, the top plate of the boot being practically rigid horizontally, the whole device is well adapted to maintain its shape, preserve the appearance of the vehicle, and to be strong and durable. The lower edge of the flange *e* is preferably turned up, as shown at *e'*, along its lower edge to give a finished appearance to the boot by providing it with a rounded bead and to add to its strength.

At its inner or forward end the boot is provided with metallic eyes *f*, secured by riveting, soldering, or both, to the flanges *e*. The seat-frame has at the points where the said eyes are situated when the boot is in place headed bolts F, which pass through the eyes and form hinges or pivots, upon which the boot may be swung upward, as indicated in Fig. 1, to afford access to the interior of the body. The forward edge of the boot is also turned over to form a strengthening and finishing bead, *e*².

The buffers, which I have provided to prevent any rattling of the metallic boot upon the upper edges of the body, consist of pieces of rubber, *r*, or other suitable material, situated upon the upper edge of the vehicle-body and secured by screws *r'*, which pass down through them (to such depth that the heads of the screws shall be below the top of the surrounding rubber) into the material of the body. By setting the buffers a sufficient distance outward they bear against the inner side of the flange *e*, as well as against the under side of the top plate, and prevent horizontal as well as vertical rattling.

The boot may be secured in its closed position by a lock, L, or catch of any suitable construction.

At its inner or forward end the top plate of the boot is turned upward to correspond with the inclination of the seat-frame or upwardly-extending portions of the vehicle-body supporting the seat, so as to close the space be-

tween the seat and the upper edge of the portion D of the body. So far as the top plate is concerned, it may easily be bent to the inclination desired; but the flange *e* is cut at each side opposite the point where the angle of the boot is to be formed. The boot having been fitted to the body to which it is to be applied, its horizontal and its inclined portions are maintained in the desired relative positions by angle-pieces *a*, which fill the triangular spaces left in the flange *e*, and are rigidly secured by riveting or soldering to the portions of the flange on each side of said spaces. These angle-pieces *a* are so shaped as to fill out or correspond with the outline of the boot and preserve its appearance.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent of the United States, is—

1. The combination, with the vehicle-body, of the rigid metallic boot E, shaped to fit said body, pivoted thereto at its forward end, and provided with depending flanges, substantially as set forth.
2. The combination, with the vehicle-body,

of the rigid metallic boot E, bent as described, so as to extend upward at its forward end, pivoted to said body at the latter point, and provided with a surrounding strengthening-frame formed from the material which constitutes the top plate of the boot, substantially as set forth.

3. The combination, with the vehicle-body, of the rigid metallic boot E, fitted thereto and hinged at its forward end, substantially as described.

4. The combination, with the portion D of the vehicle body, of the rigid metallic boot E, hinged thereto at its forward end, the buffers *r*, situated upon the upper part of said portion, and the screws *r'*, passing through said buffers and having their heads below the top surface thereof, substantially as set forth.

In testimony whereof I have hereunto affixed my signature in the presence of two witnesses.

FREDERICK SENIEUR.

Witnesses:

M. S. TYLER,
W. H. STROSSMAN.