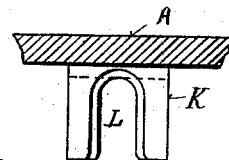


W. J. KAUFFMAN.  
BUGGY BOOT.

Patented Sept. 18, 1894.



Inventor  
Wm J. Kauffman  
By Wood & Bond, atty.

# UNITED STATES PATENT OFFICE.

WILLIAM J. KAUFFMAN, OF MIAMISBURG, OHIO.

## BUGGY-BOOT.

SPECIFICATION forming part of Letters Patent No. 526,233, dated September 18, 1894.

Application filed April 11, 1894. Serial No. 507,158. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM J. KAUFFMAN, a citizen of the United States, residing at Miamisburg, in the county of Montgomery and State of Ohio, have invented certain new and useful Improvements in Buggy-Boots, of which the following is a specification.

The object of my invention is to provide a boot to cover the box of a buggy or carriage body, which can be readily fastened in place and readily detached.

Another object of my invention is to provide a lock fastening for securing the boot in position.

The various features of my invention are fully set forth in the description of the accompanying drawings making a part of this specification, in which—

Figure 1 is a perspective view of the buggy body with my improved boot in position for use. Fig. 2 is a central longitudinal vertical section of Fig. 1. Fig. 3 is a perspective view of one of the fastening devices. Fig. 4 is a top plan view of the lock plate. Fig. 5 is a modification of Fig. 2. Fig. 6 is a transverse cross section. Fig. 7 is a detail view of the modified fastening. Fig. 8 is a top plan view of the catch plate.

A represents the body of a carriage; B, the seat support; C, the boot. In the preferred form of construction it is shown as permanently attached to a seat support B. It may, however, be detachably connected to the body. The boot is shown constructed of a wooden backing D having a fibrous or leather covering E.

F represents the flap portion which acts as a hinge on which the backing D is suspended when the boot is raised. It is desirable to have the fastening devices which hold the boot down upon the body to serve as guides to prevent lateral motion of the boot. It is also desirable to have the fastening plates locked in position so that jars and shocks upon the carriage body will not detach the fastening device. In the form shown in Figs. 1, 2, 3 and 4, the fastening device is constructed as follows:

G represents a bracket the shank of which is provided with the neck *a* which projects up through the boot and through the locking

plate H. This locking plate is provided with the longitudinal recess *b* through which fastening button I passes. This button is swiveled upon the neck *a*. The sides of the plate H are inclined upward toward the center and at the apex, recess *e* is provided in which the wing or wings of the button I rest when it is turned in the position shown in Fig. 2, the fitting of the parts being such that pressure is required to carry the wing or wings of the button I over the higher portions of the plate H, and then they spring into the recess *e*. Thus it is held in position against accidental disengagement of the button with the plate H. This plate is placed over an orifice formed in the boot, the sides of which are inclined at *y* from the under side of the boot converging toward the slot *b* through the plate H. The converging sides automatically engage with the wing or wings of the button, and turn it into a plane parallel with the slot *b* causing it to readily enter and pass through said slot when the boot is brought down to position, and when the button is turned transversely to the slot *b* it is held in the recesses *e* locking the boot in position.

In the modification shown in Figs. 5, 6, 7 and 8, the button is rigidly secured to the neck or shank *a* of the stud J. K represents a catch plate which is provided with a slot L. Said catch plate is secured to the sides of the body by a knee bracket *k*. The stud journals in lock-plate H.

M represents a lug projecting laterally from the turning plate and engaging on one side or the other of the catch plate K, when it is turned in the position shown in Figs. 5 and 6. The catch plate H is of the same construction in both cases, having a central recess *e* in which the wings of the button rest when it is turned in position. The lug M is held in frictional engagement with the plate K. This together with the friction of the wings of the button I with the ribs of the catch plate H forms an effective friction lug for holding the fastening button in position.

I have shown the button as provided with two wings or projections, one upon each side of the neck. Of course one wing only would perform the same function indifferently well. The construction of the boot and the fasten-

ing device herein shown and described has several advantages. By making the backing of wood or other similar material, the cover E is kept stretched and forms a strong covering for the body box; second, the neck of the fastening stud fitting the central orifice *h* serves as a guide and prevents lateral motion of the boot on the body; third, the frictional lock or fastening device permanently locks the boot in position and prevents rattling, which is a very great desideratum.

Having described my invention, what I claim is—

1. A carriage-boot composed of the backing D, rigid throughout, and flexible outer covering E, which is extended beyond the rigid backing and secured to the seat-support, the boot being provided with lock-plates H having slots *b*, and recesses *e*, transverse to said slots, and adapted to engage the buttons I, mounted on fastening-studs J, substantially as described.

2. A fastening for a carriage-boot, consisting of the lock-plate H having slot *b*, and recesses *e*, transverse to the middle portion of

said slot, and the button I mounted upon the fastening stud J, substantially as described.

3. The combination with a carriage-boot having an orifice, and a bracket secured in the boot, of the lock-plate H having the slot *b* and orifice *h*, a stud rising from the bracket, and a button I mounted on the stud and engaging the locking-plate, substantially as described.

4. The combination with the carriage-boot having a rigid backing D and flexible cover E, of the locking-plates H having slots *b*, and transverse recesses *e*, the removable stud J provided with lug M and button I, and the fastening-plate K projecting from the inner face of the carriage body and having an open slot to receive the stud and engage the lug M, substantially as described.

In testimony whereof I have hereunto set my hand.

WILLIAM J. KAUFFMAN.

Witnesses:

W. A. REITER,  
H. B. LYONS.