(No Model.)

G. YOUTSEY & H. HIGGIN.

VEHICLE BOOT.

No. 375,113. Patented Dec. 20, 1887.

FIG. 1.

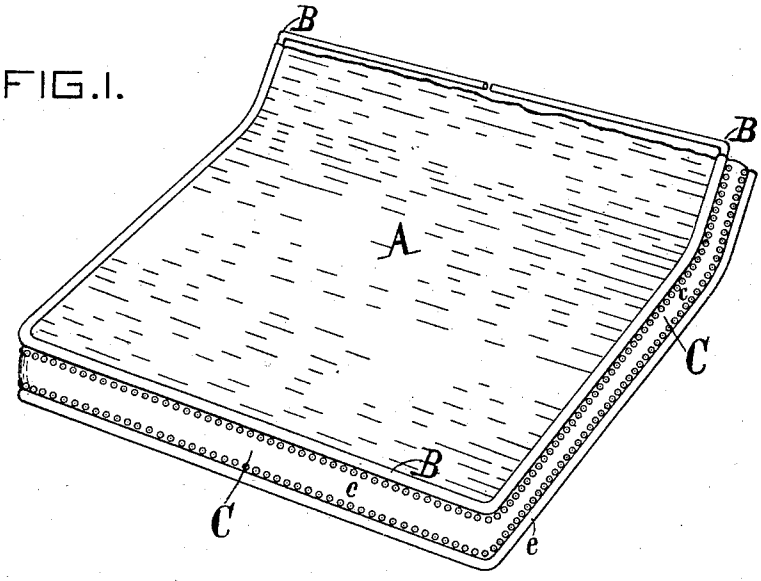


FIG. 3.

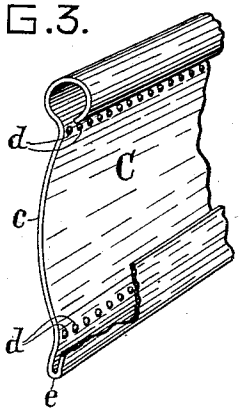
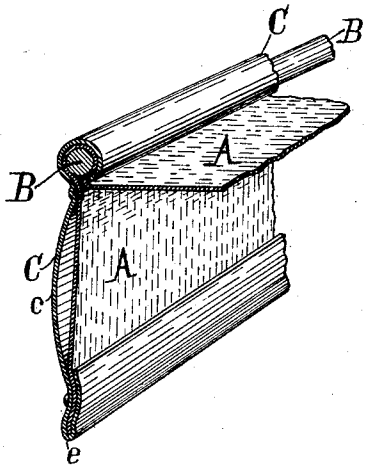


FIG. 2.



Witnesses
Frank. L. Millward.
Frank O. Loveland.

George Youtsey
Henry Higgin
Inventors

By their Attorneys
Parkinson & Parkinson

N. PETERS, Photo-Lithographer, Washington, D. C.

UNITED STATES PATENT OFFICE.

GEORGE YOUTSEY, OF COVINGTON, AND HENRY HIGGIN, OF NEWPORT, KENTUCKY.

VEHICLE-BOOT.

SPECIFICATION forming part of Letters Patent No. 375,113, dated December 20, 1887.

Application filed September 23, 1887. Serial No. 250,466. (No model.)

To all whom it may concern:

Be it known that we, GEORGE YOUTSEY, of Covington, county of Kenton, in the State of Kentucky, and HENRY HIGGIN, of Newport, county of Campbell, in the State of Kentucky, have jointly invented a new and useful Improvement in Vehicle-Boots, of which the following is a specification.

Our invention relates particularly to boots of the kind commonly used to cover the backs of buggies or other vehicles; and the object is to provide a boot for that and analogous purposes which will be efficient, durable, and comely, and which can be constructed with economy.

In the drawings, Figure 1 is a perspective illustrating our boot in one of the more common forms in which it is made, the cover being broken away on the edge which usually comes next to the buggy-seat. Fig. 2 is a cross-section taken through one of the flanges constituting the outer wall or border of the boot, and showing the adjacent parts in perspective. Fig. 3 is a cross-section taken through the molding.

The boot is made of suitable shape to fit the back of the buggy or the part of the vehicle to which it is to be applied.

The top or cover A, composed of leather, rubber, or other suitable material, is stretched over rod B, which usually extends around the three sides corresponding, respectively, to the sides and rear of the buggy-box, or to the three adjacent walls of the vehicle-opening to which the boot is intended to apply. This rod may, if desired, be extended, also, along the fourth side, with sufficient space between the ends to allow for contraction and expansion, as illustrated in Fig. 1. When so extended, the cover may be passed around it and secured to it by a molding similar to that clasping the rod on the other three sides, or by stitching or in any other convenient manner. This rod may be secured to the back of the buggy-seat by any suitable staples, eyes, or hooks; or any other convenient means of attachment between the boot and the buggy may be used; or the boot may be used without other means of attachment than that afforded by the engagement of the border flange with the vehicle-box. Instead of extending this rod around the fourth side, that side may be finished in any other convenient manner.

Upon the rod B, and embracing the cover A where it passes round this rod, is clamped the molding C, which is made of sheet metal or analogous material, it being important that it should be sufficiently flexible to admit of receiving the several bends required and to afford some elasticity or spring, while having sufficient rigidity to retain its position and afford the proper tension to the cover. This molding extends downward to *e*, and the cover A is drawn downward to the same point. The molding is then folded inward and bent upward to embrace the lower edge of the cover A, upon which it is snugly clamped. This serves at once to form a permanent border to the boot, to constitute the downward flange or rim which fits the vehicle-box, to secure the cover independent of other fastening, and to give an ornamental finish. The only parts coming in contact with the edge of the vehicle are the finished surfaces of the metallic molding and the flexible covering, which by this construction is made to serve as a lining for the unfinished face of the molding. Any tendency to scar the vehicle is thus effectually avoided. We prefer to give the lower edge of the molding the ogee curve illustrated in the drawings, thereby forming a finish somewhat corresponding to the upper edge, while affording a more effective grip on the edge of the cover and readily fitting onto the vehicle-box. By giving to this molding a concave shape at *c* we both strengthen it to sustain the tension of the cover and enable it to spring sufficiently to fit snugly to the walls of the buggy or other vehicle. This molding may be ornamented in any desired way. When it is stamped at one or more of its folds to represent stitches or other ornamental design, the indentations thus produced will serve to bind or clinch the cover A, particularly so at the bottom fold. Such indentations are best illustrated at *d* in Fig. 3. If desired, the lower fold may be given substantially the same general outline as the upper fold and a rod inserted therein in the same manner as the rod B in the upper fold, but we prefer to dispense

with such rod and form the lower fold as illustrated in Fig. 2.

By making B of a continuous rod and C of a continuous sheet, and giving them the proper bend at the corners, we dispense with corner joints, avoiding the tendency of such joints to come apart and securing increased strength and durability. The rod B rests above the edge of the vehicle-box, leaving nothing to pass around the outside of it except the flexible flange composed of the molding, which embraces the edge of the material constituting the boot-cover. This flange, when thus constructed, can be made much thinner, and fits more snugly to the vehicle-box than when the space between the upper and lower fold of the molding is filled by a frame of wood or other material interposed between it and the sides of the vehicle, while the tendency of a wooden frame to warp is avoided, the elasticity of the molding is utilized, affording sufficient spring to compensate for any slight warping of the edge of the vehicle-body or other inequalities therein, and a large economy in the cost of construction is at the same time secured.

When the rod B is extended to form the fourth side of the boot, with the space between its ends, as illustrated in Fig. 1, the border of the boot will have additional capacity for yielding to compression to adapt it to variations in the vehicle-body. This boot may be applied to other vehicles than buggies, and varied in shape to correspond to the style of the vehicle.

We claim—

1. The herein-described boot, consisting, essentially, of a cover of flexible material, a rod at its border over which said cover is drawn, and a metallic molding embracing said rod and clamping the cover thereto, thence extending downward and folded inward and upward, embracing and clamping in said last-mentioned fold the edges of the cover, suitably extended for such purpose, said molding and extended edge together constituting the flange or rim adapted to engage with the edges of the vehicle-body.

2. In combination with the cover of the boot, a border rod over which said cover is passed, a flexible molding folded over said rod and clasping the cover round the same, and an elastic flange below said rod, consisting of a downward extension of said molding, adapted to yieldingly embrace the edge of the vehicle-box.

3. In combination with the boot-cover, a rod extending around three or more sides thereof, a flexible molding having a fold at its upper edge corresponding with and embracing said rod and clamping the cover thereto, thence extending downward, concaved on its inner face, and having at its bottom an ogee fold, within which the lower edge of the cover is embraced and clamped.

4. In combination with the boot-cover having downwardly-extending edge, the border rod, the flexible molding embracing said rod and clamping the cover thereto at its upper edge, folded upon itself at its lower edge, clamping the extended edge or cover in the last-mentioned fold, and having indentations at one or both of said folds serving to grip the cover therein.

5. The combination of the boot-cover, a border rod extending substantially around the boot, with a space between the adjacent ends thereof admitting of compression or contraction, and a flexible molding embracing the rod and clamping the cover thereto, thence extending freely downward and constituting a yielding flange adapted to embrace the edge of the vehicle-body.

GEORGE YOUTSEY.
HENRY HIGGIN.

Witnesses:
OTTO HEINRICHSDORF, Jr.
H. M. YOUTSEY.