

(No Model.)

A. BOESENBERG.

OVERALLS.

No. 344,156.

Patented June 22, 1886.

Fig. 1.

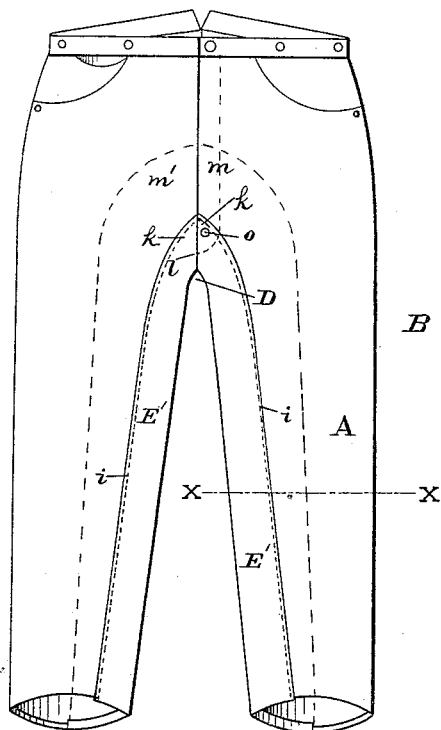


Fig. 2.

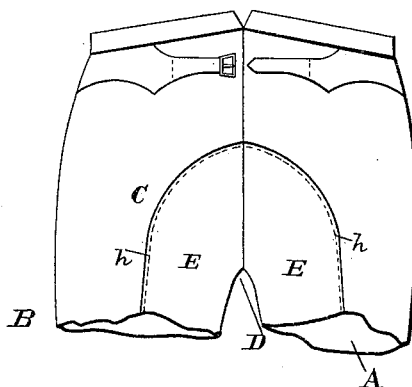


Fig. 3.

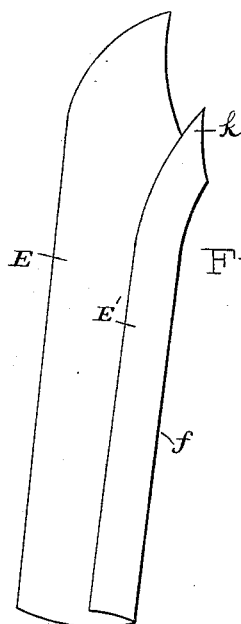


Fig. 4.

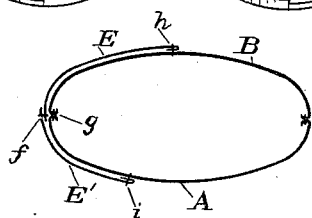
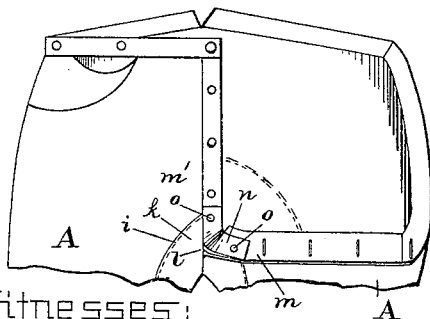


Fig. 5.



Witnesses:

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ALBERT BOESENBERG, OF BALTIMORE, MARYLAND.

OVERALLS.

SPECIFICATION forming part of Letters Patent No. 344,156, dated June 22, 1886.

Application filed March 19, 1886. Serial No. 195,781. (No model.)

To all whom it may concern:

Be it known that I, ALBERT BOESENBERG, a citizen of the United States, residing at Baltimore, in the State of Maryland, have invented certain new and useful Improvements in Overalls, of which the following is a specification.

My invention relates to improvements in overalls, and is illustrated in the annexed drawings, in which—

Figure 1 is a front view of a pair of men's overalls having my improvements. Fig. 2 is a rear view of the upper part of a pair of overalls. Fig. 3 is a view of the overalls re-enforce separate. Fig. 4 is a cross-section of one leg of the overalls on line *x x*. Fig. 5 is a view of the front upper part with the fly open, and showing the two top points of the front re-enforce secured to each side of the fly.

The letter A designates the front of the leg, constructed as usual, and B its back. The improved re-enforce is applied so as to cover the seat C of the overalls, the crotch D, and the inside face of each leg, which are the parts of a pair of overalls where the most wear occurs. The other portions of the overalls not re-enforced are left of the usual single thickness. By this construction and arrangement a very durable article is produced with the least cost.

The re-enforce for each leg is made of two pieces, E E', which are united by a vertical seam, *f*, having position over the usual inside seam, *g*, of the leg. By seaming the legs with the usual or ordinary inside seam, *g*, and crotch and seat seam, and then separately seaming the re-enforce E E', and finally securing it to the overalls, two independent crotches, D, are formed, which afford greater strength than will result where the re-enforce and leg parts are both united by the same inside seam. The two pieces E, which together re-enforce the seat C, extend from the seat down and cover the inner half of the leg-back of each leg, and are secured thereto by a row of stitches, *h*. The two pieces E', which re-enforce the crotch and a portion of the inner leg-front of each

stitches, *i*, and the top point, *k*, of each extends up the front above the uniting part *l* of the fly, and the said top point of one piece is firmly secured to one side, *m*, of the fly-opening, while the top point, *k*, of the other piece is secured in like manner to the other side, *m'*, of the fly-opening. A strip of leather, *n*, extends across the uniting part *l* of the fly, and a rivet, *o*, is passed through each end of said leatherstrip, a top point of the re-enforce, and one side of the fly. This construction gives great strength at the uniting part of the fly.

I am aware that overalls have been re-enforced or made of double thickness, that stay-pieces have been employed to strengthen the uniting part of the fly, and also that metal rivets have been employed in securing various parts. I do not claim, broadly, these features as part of my invention.

Having described my invention, I claim and desire to secure by Letters Patent of the United States—

1. Overalls having the legs thereof secured, as usual, with the ordinary inside seam, *g*, and provided with a re-enforce, which for each leg consists of two pieces, E E', united by a vertical seam, *f*, which has position over the aforesaid inside seam, and the said re-enforce covering the overall-seat C, crotch, and inside face of each leg, and secured thereto, thereby forming two crotches, each separately seamed, as set forth.

2. Overalls provided with a re-enforce, which for each leg consists of two pieces, E E', united by a vertical seam, *f*, said re-enforce covering the overall-seat, crotch, and inside face of each leg, and having at the front two top points, *k*, which extend up the front above the uniting part of the fly, and each of said points seamed to an opposite side of the fly-opening, as set forth.

In testimony whereof I affix my signature in presence of two witnesses.

ALBERT BOESENBERG.

Witnesses:

JOHN E. MORRIS,
JNO. T. MADDOX.