C. W. BROWN.
Carriage-Boot.

No. 208,367. Patented Sept. 24, 1878.

Fig. 1.

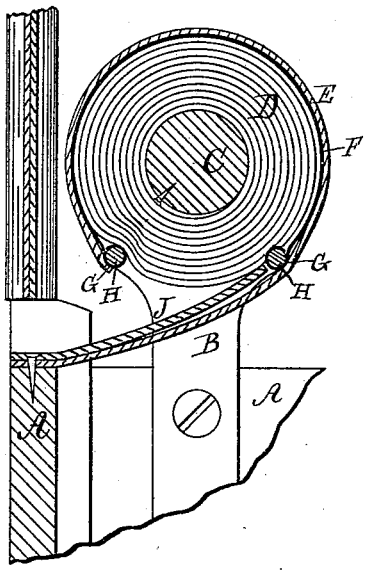


Fig. 2.

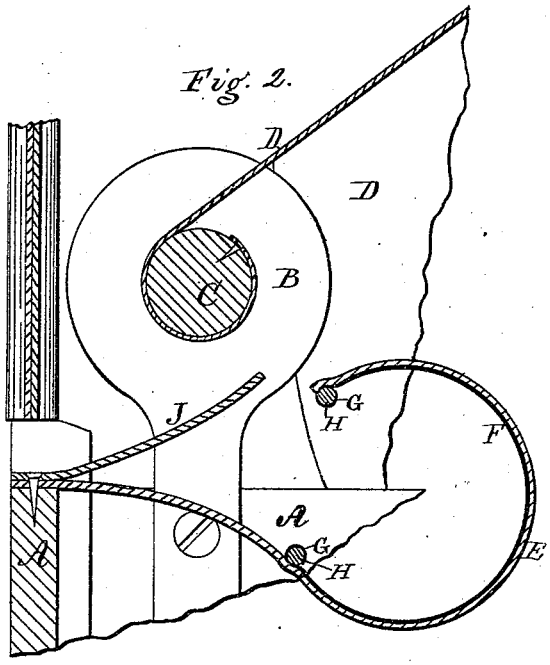


Fig. 3.

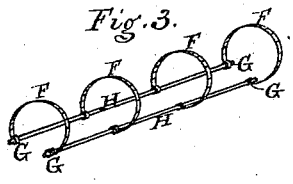
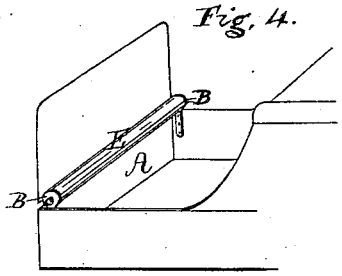


Fig. 4.



Witnesses.

A. S. Brown.

Geo. Brown

Inventor.

C. Warren Brown

UNITED STATES PATENT OFFICE.

C. WARREN BROWN, OF SALEM, MASSACHUSETTS.

IMPROVEMENT IN CARRIAGE-BOOTS.

Specification forming part of Letters Patent No. **208,367**, dated September 24, 1878; application filed February 13, 1878.

To all whom it may concern:

Be it known that I, C. WARREN BROWN, of Salem, in the county of Essex and State of Massachusetts, have invented an Improvement in Fixtures for Carriage-Boots; and I do hereby declare that the following, taken in connection with the drawings which accompany and form part of this specification, is a description of my invention sufficient to enable those skilled in the art to practice it.

The object of this invention is to provide a fixture to be attached to carriages for the purpose of rolling away the boot or covering, and a means for easily and neatly concealing a carriage-boot when it is rolled away, doing away with all straps, buckles, or other fastenings; also, to provide means for shedding the water from the carriage after it leaves the boot.

In the drawings, Figure 1 is a sectional view of a full-sized fixture with the boot rolled away and covered. Fig. 2 is a sectional view of a full-sized fixture with the covering removed and the boot drawn up. Fig. 3 is a perspective view of the spring-frame (reduced) for covering the boot when rolled up. Fig. 4 is a view of the whole apparatus (reduced) as it appears when not in use.

A represents a carriage-body; B B, brackets, which may be attached either to the body of the carriage or to the dasher, in any convenient manner. In this case I have preferred to show them as attached to the carriage-body, near the dasher. C is a rod, preferably of wood, extending across the carriage from one to the other of these brackets, and supported by them, and having in each of its ends a metal rod or pin projecting through the brackets B B.

The boot or covering D is fastened to the rod C in any convenient manner, the sides or flaps laid over on top of the center, and the boot wound up by turning the rod with the hands, or by means of a small crank, which may be placed upon the metal end projecting through the bracket.

Having rolled the boot tightly upon the rod, I then spring over it the cover E, which is constructed as follows: I make a series of flat tempered-steel springs, F, of the shape which I intend to have my covering, and while these may be fastened directly to the cover, I prefer to turn the ends of the springs, as seen at G, and insert through them metal rods H equal in length to the distance between the brackets. Having placed upon these rods the desired number of springs, I have formed what may be termed a "spring-frame," which I cover with patent-leather or other suitable material. One edge of this covering is brought flush with one of the rods of the spring-frame, while the other is extended beyond the spring-frame and fastened in any suitable manner to the carriage.

Having provided for rolling and covering the boot, it becomes necessary, when the boot is in use, to provide means for carrying the water shed from the boot clear of the carriage. This may be done in various ways; but I shall describe but two. When the boot is wound over the rod C, Fig. 2, the water will pass over the rod and drop from the whole length of the under side thereof, in which case I attach a strip of metal or leather, J, to the front of the carriage, and extend it from bracket to bracket, making it of such shape that it will shed the water over the front of the carriage, Figs. 1 and 2; or, if it be in the bottom of a box-buggy, I provide tubes to carry the water through the bottom of the buggy; but if the boot passes under the rod C the water will pass along the gutter formed by the boot and rod, and off either end, in which case it is only necessary to have small gutters beneath the ends of the rod to carry off the water.

The operation of this apparatus is simply to pull off the spring-cover E and pull up the boot, and, to return it to its place, roll up the boot and spring the cover over it.

It will be readily seen that my method of covering the boot and shedding the water from the carriage after it has left the boot would be equally applicable to a carriage-boot operated by a spring-roll or any other means.

I claim—

1. In combination with a carriage having its boot or covering wound around a rod or cylinder, the spring-cover E, substantially as and for the purpose described.

2. In a carriage having its boot or covering wound around a rod or cylinder, the water-shed J, or its equivalent, substantially as and for the purpose herein shown and described.

3. In combination with a carriage having its boot or covering D wound about a rod or cylinder, the spring-cover E and water-shed J, substantially as shown and described.

C. WARREN BROWN.

Witnesses:

GEO. BROWN,

A. S. BROWN.