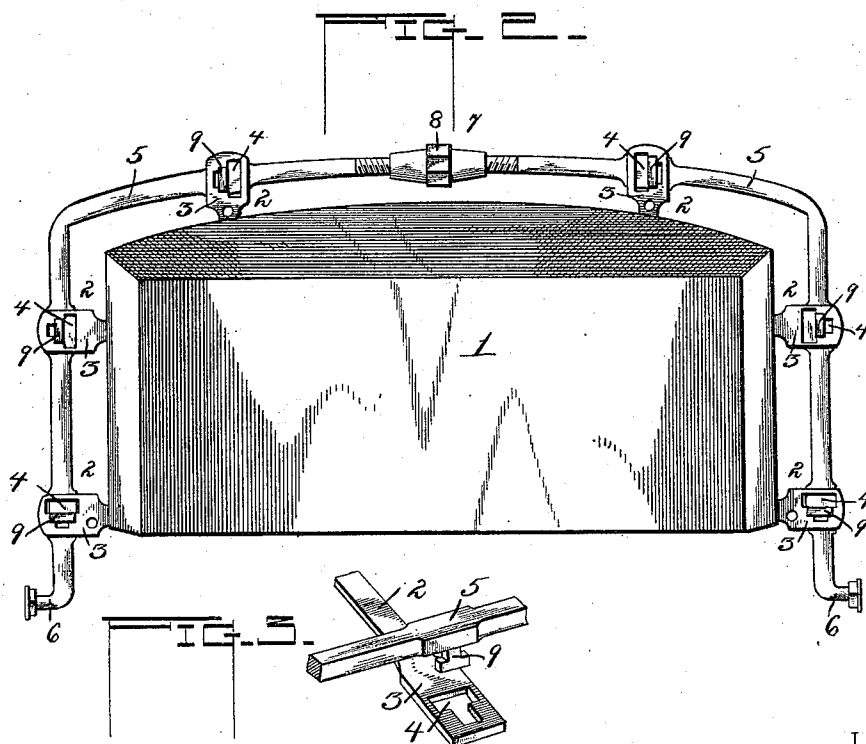
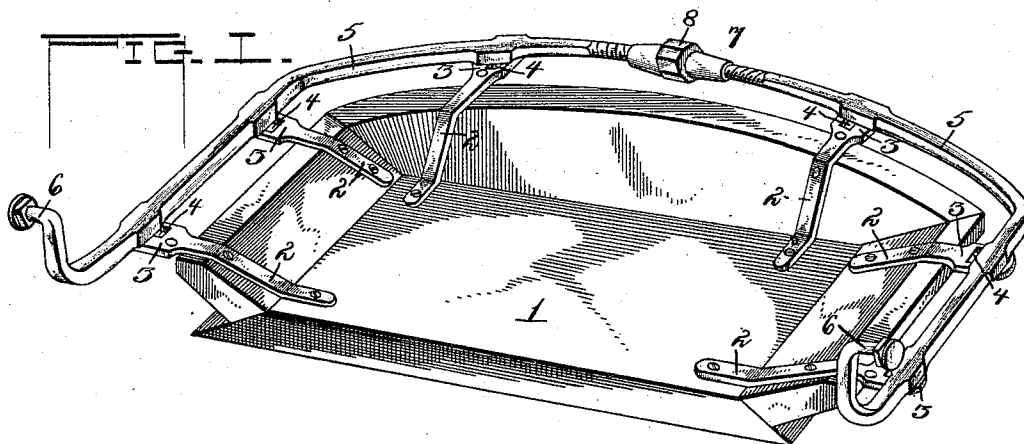


(No Model.)

A. A. MOORE.
BUGGY TOP RAIL.

No. 574,853.

Patented Jan. 5, 1897.



Inventor

Witnesses

Milton O'Connell.
R. M. Smith

By his Attorneys,

Alfred A. Moore,

Chas. Snow & Co.

UNITED STATES PATENT OFFICE.

ALFRED ABIGAH MOORE, OF HIGH POINT, NORTH CAROLINA.

BUGGY-TOP RAIL.

SPECIFICATION forming part of Letters Patent No. 574,853, dated January 5, 1897.

Application filed May 22, 1896. Serial No. 592,677. (No model.)

To all whom it may concern:

Be it known that I, ALFRED ABIGAH MOORE, a citizen of the United States, residing at High Point, in the county of Guilford and State of North Carolina, have invented a new and useful Buggy-Top Rail, of which the following is a specification.

This invention relates to buggy-tops; and the object in view is to provide an improved buggy-top rail by means of which the buggy-top can be quickly and readily removed from the buggy-seat and replaced thereon with ease and despatch. The operation of removing and replacing the carriage-top is effected by means of a single turnbuckle, with the aid of which the buggy-top rail, which is made in two sections, may be expanded or contracted so as to place the same in engagement with or move the same out of engagement with suitable stay-arms or keepers attached to the seat.

To this end the invention consists in certain novel features and details of construction and arrangement of parts, as will be hereinafter particularly described, illustrated in the drawings, and finally pointed out in the claim hereto appended.

In the accompanying drawings, Figure 1 is a perspective view of a buggy or carriage seat, showing the rail connected thereto by the improved means. Fig. 2 is a bottom plan view of the same. Fig. 3 is a detail perspective view of one of the stay-irons or keepers and a portion of the rail disassociated.

Similar numerals of reference designate corresponding parts in the several figures of the drawings.

Referring to the drawings, 1 designates a buggy or carriage seat provided at its ends and rear side with stay-irons or keepers 2, permanently fastened thereto. Each of said stay-irons projects beyond the edge of the seat and has an expanded or enlarged end portion 3, in which is formed a keyhole or T-shaped slot 4, the purpose of which will hereinafter appear.

The slots 4 of all of the stay-irons, with the exception of the front ones only, are arranged with their enlarged ends toward the center of the seat 1 and with the narrow portions thereof extending in opposite directions or away from the center of the seat. The slots of the front pair of stay-irons have their enlarged

ends disposed rearwardly, while the narrow portions thereof extend forward. The buggy-top rail 5 extends in the usual manner around three sides of the seat—viz., the rear side and the ends—and is provided with suitable extensions 6 for the attachment of the bows of the top.

For the purpose of carrying out the present invention the rail 5 is divided centrally at the rear of the seat, and the adjacent ends of the divided portions are provided with right and left hand screw-threads, respectively, adapting them to be engaged by a turnbuckle 7, having flattened or wrench-engaging surfaces 8 for the application of a wrench. The rail is also provided upon its under side with pendent T-shaped studs 9, corresponding in number and location to the stay-irons 2, the heads of said studs being adapted to be received through the enlarged ends of the slots 4, after which the shanks of the studs may be moved into the narrow portions of said slots, while the heads of the studs engage beneath the enlarged ends 3 of the stay-irons.

In applying the buggy or carriage top to the seat the forward pair of studs 9 are entered through the enlarged portions of the slots 4 of the front pair of stay-irons, the rail 5 being then moved forward until the shanks of the studs pass into the narrow portions of the slots. The remaining studs are now passed through the enlarged portions of their respective slots 4, and thereafter the turnbuckle 7 is rotated in such manner as to expand the rail or to move the sections thereof apart, which carries the shanks of the studs into the narrow portions of the slots 4, the heads of the studs then preventing the displacement of the rail. By reversing the operation just described the rail and attached top may be readily removed.

The means for attaching and detaching the buggy-top rail, as above described, are very simple and effective and may be used in connection with any form of seat or vehicle. The adjustment of the rail is effected by means of a single nut or turnbuckle, thus rendering the task of removing and replacing the top extremely easy and simple, as compared with the ordinary means heretofore employed.

It will be understood that the device is susceptible of various changes in the form, proportion, and minor details of construction, which may accordingly be resorted to without departing from the spirit or sacrificing any of the advantages of this invention.

Having thus described the invention, what is claimed as new is--

A seat provided with stay-irons projecting outward therefrom at the rear and sides thereof, said stay-irons being provided with T-shaped slots, the irons at the rear of the seat having the enlarged portions of the slots facing inward toward each other, the slots of the stay-irons on each side being disposed at

right angles to each other, in combination with a sectional top rail having T-headed studs for engaging said slots, and means for connecting the sections of said top rail to spread the same for causing the studs to enter the narrow portion of their respective slots, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

ALFRED ABIGAIL MOORE.

Witnesses:

J. W. BURTON,

J. ROBT. PACKER.