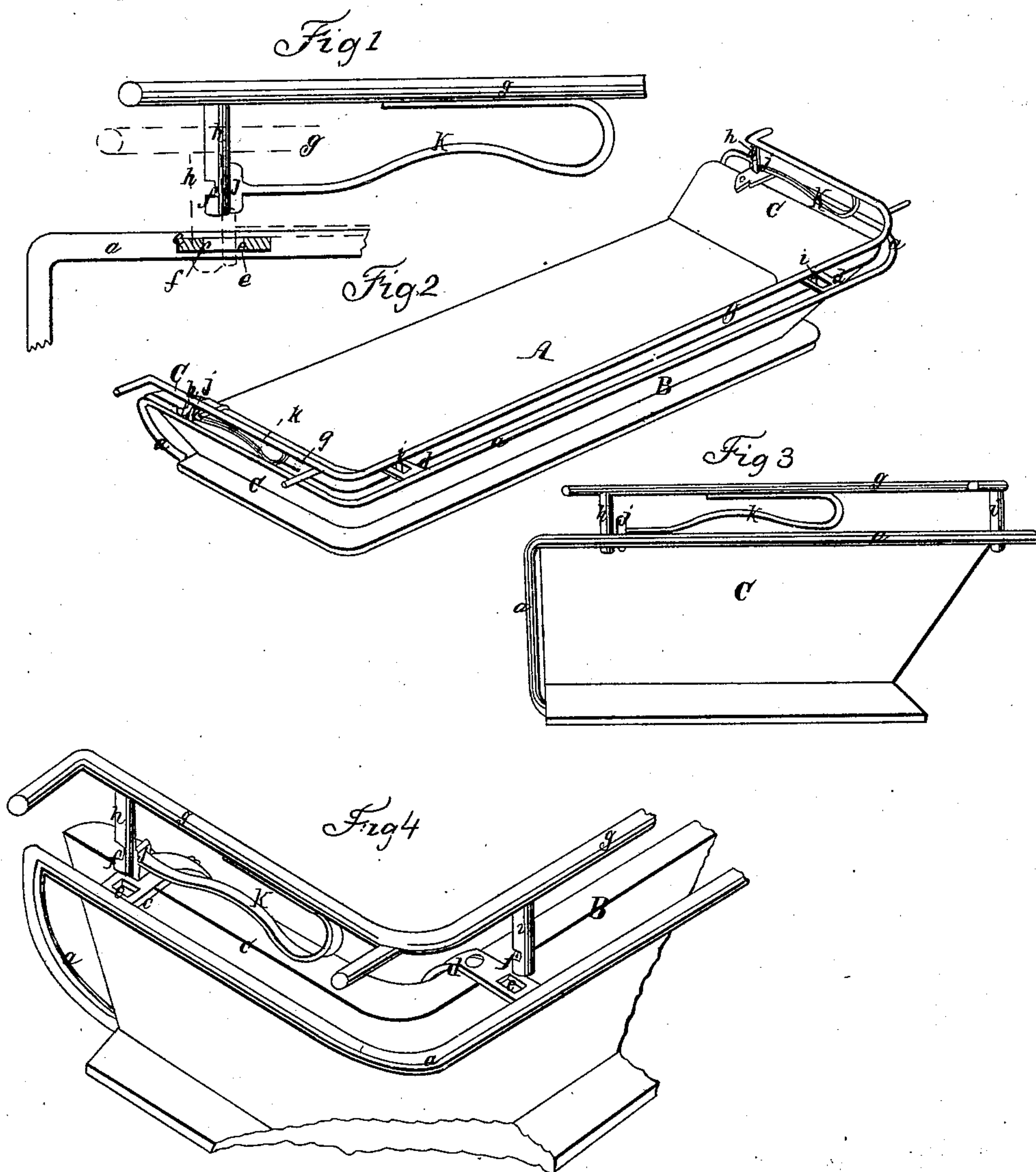


A. M. PLIMPTON.

Carriage Joint.

No. 68,455

Patented Sept. 3, 1867.



Witnesses.
A. C. Fentlip
E. M. Demmon

Inventor
Albert M. Plimpton
By his Attorneys
J. B. Woodruff & Son

United States Patent Office.

ALBERT M. PLIMPTON, OF HORNELLSVILLE, NEW YORK.

Letters Patent No. 68,455, dated September 3, 1867.

IMPROVEMENT IN DETACHABLE BUGGY-TOP.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, ALBERT M. PLIMPTON, of Hornellsville, in the county of Steuben, in the State of New York, have invented certain new and useful Improvements in a Detachable Buggy-Top, or a Shifting-Rail for Top-Buggies; and the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 shows a broken-off section of the metal parts of the invention.

Figure 2 represents the buggy-seat and detachable or shifting-top rail, &c., in perspective.

Figure 3 shows an end view of the same, with the top in place.

Figure 4 is a broken-off section, showing the detachable rail lifted up and detached from the seat.

The object of my invention is to provide buggy-seats, and all light pleasure vehicles, as well as the seats of wagoners, the driver's seat of peddler wagons and showmen's carriages, with a calash-top or covering that can be easily and almost instantly removed and as easily replaced, and when in place firm and substantial.

My invention consists in the construction and arrangement of the rails, and the mode of coupling the top or movable rail to the permanent one, and holding it firmly in its place by keys attached to spring-holders, so that everything necessary for attaching or detaching the top is at hand constantly.

To enable others to make and use my invention, I will describe it more fully, referring to the drawings, and to the letters of reference marked thereon.

To the frame of the buggy-seat A, constructed in the usual manner, I secure the bow-brace *a a* to the bottom, in front, and also to the top of the ends C C and the back B, by means of straps of metal *c c* and *d d*, which are welded to the brace *a a* at such points as to give it the necessary strength for holding the top to the seat. The metal straps *c c* and *d d* have in them elongated holes or openings *e e e e*, in which are fitted the vertical studs *h h* and *i i*, which, being provided with notches *f f f f* in the tenons, form a series of hooks to hold the top rail *g g* from lifting up when it is placed in and moved forward in the openings *e e e e*; and to hold the detachable rail *g g* from moving back, I have provided two keys of metal *j j*, which being attached to spring-holders *k k*, that are secured to the ends of the top rail *g g*, on their under sides, so that the keys *j j* remain always in their places in the rear of the studs *h h*; and when the tenons of the studs *h h* and *i i* are in the holes *e e e e*, and the frame brought forward, the keys *j j* enter the holes *e e* also, and thus most effectually hold the top in its place, and then, by simply lifting the keys *j j* by the springs *k k*, the top may be slid back and taken off.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The keys *j j*, attached to the spring-holders *k k*, operating substantially in the manner herein described.
2. I claim the combination of the metal straps *c c* and *d d*, with their openings *e e e e*, the vertical studs *h h* and *i i*, with their notches *f f*, and the keys *j j* on the spring-holders *k k*, for the purposes set forth.

Subscribed to on this 20th day of May, 1867, in the presence of—

ALBERT M. PLIMPTON.

Witnesses:

JOHN H. DEAL,

JOSIAH MARTIN.