

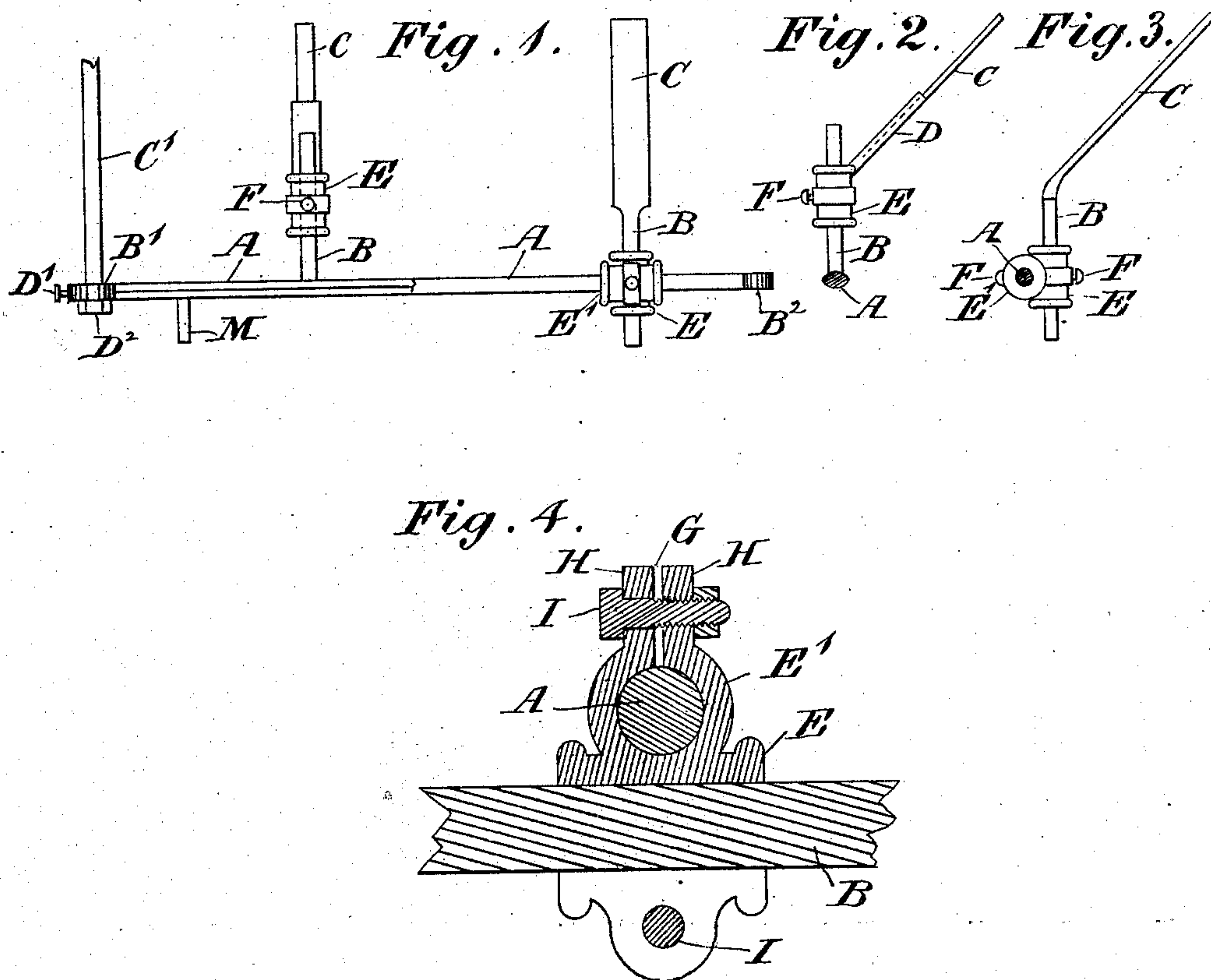
(No Model.)

2 Sheets—Sheet 1.

E. N. HENEY.
Buggy Top Attachment.

No. 238,286.

Patented March 1, 1881.



Witnesses

Inventor

Charles G. Simpson

E. Nassau Heney

J. D. Villancours

(No Model.)

2 Sheets—Sheet 2.

E. N. HENEY.
Buggy Top Attachment.

No. 238,286.

Patented March 1, 1881.

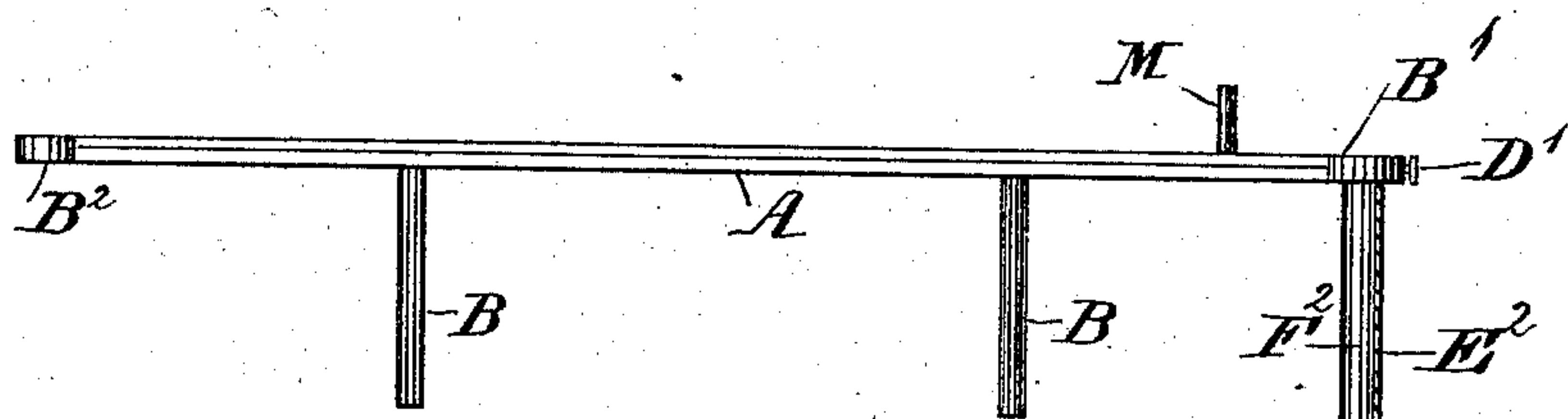


Fig. 5.

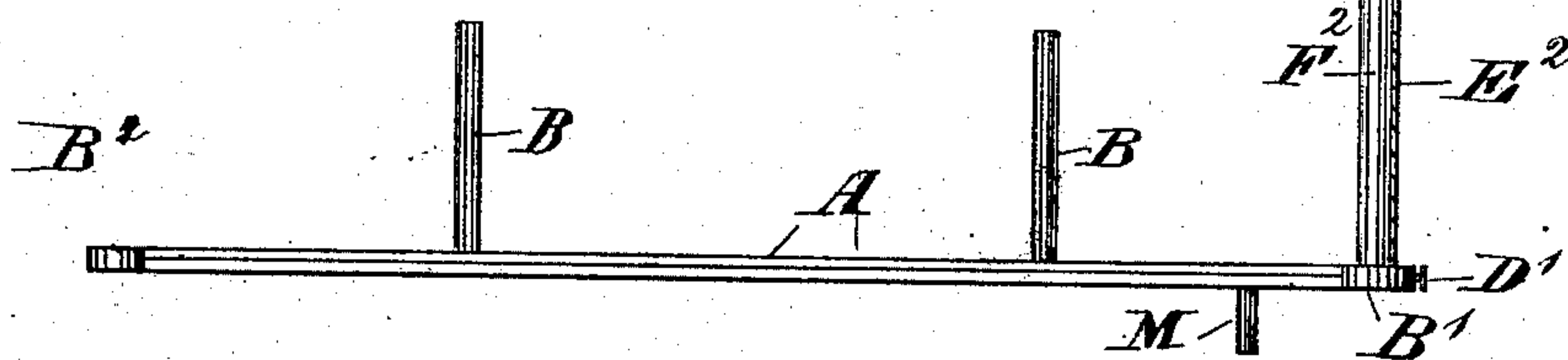


Fig. 6.

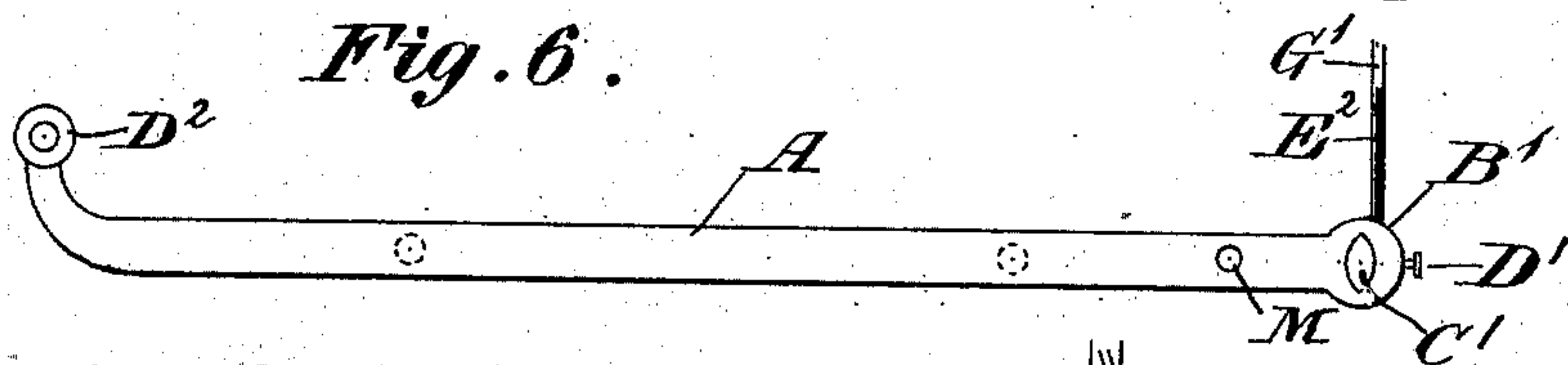


Fig. 7.

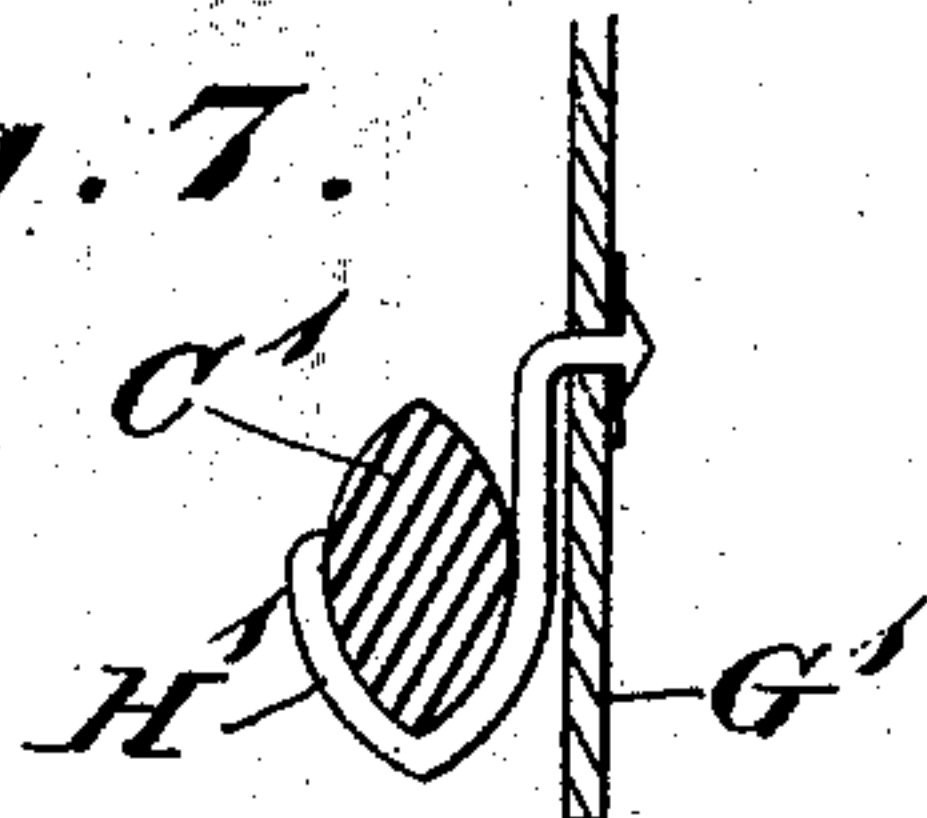
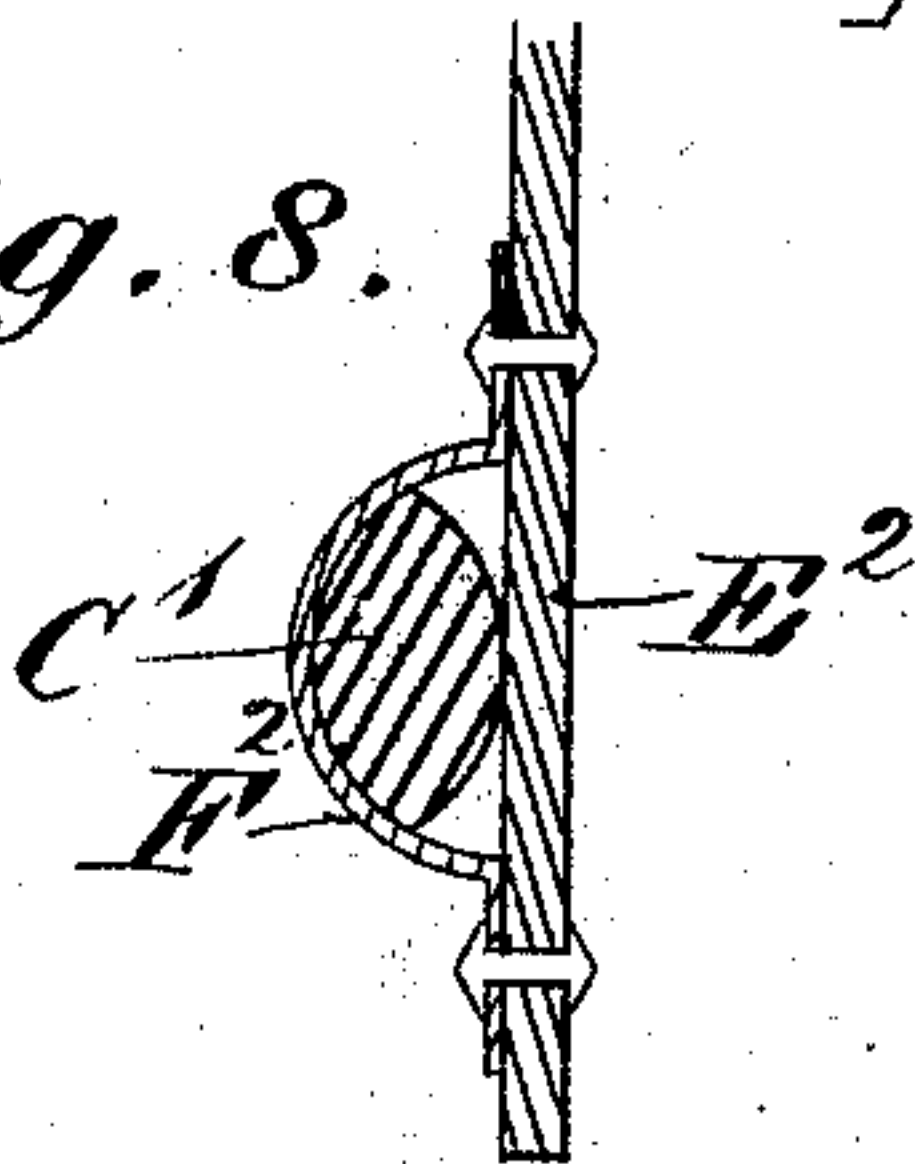


Fig. 8.



Witnesses
Charles G. Simpson
J. D. Whitcomb

Inventor
E. N. Heney

UNITED STATES PATENT OFFICE.

EDWARD N. HENEY, OF MONTREAL, QUEBEC, CANADA.

BUGGY-TOP ATTACHMENT.

SPECIFICATION forming part of Letters Patent No. 238,286, dated March 1, 1881.

Application filed December 28, 1880. (No model.)

To all whom it may concern:

Be it known that I, EDWARD NASSAU HENEY, of the city and district of Montreal, Province of Quebec, Canada, merchant, have
5 invented certain new and useful Improvements in Buggy-Top Attachments; and I do hereby declare that the following is a full, clear, and exact description of the same.

This invention has reference to improvements in the construction and arrangement of the parts by which the tops of buggies are attached to the seat, to render them better adapted for adjustment to the position required.

In the trade of carriage-making the manufacture and sale of a top for a buggy has become a business (I might almost say) by itself, especially for country work, as the country maker seldom thinks of making a top for the
15 buggy he constructs, but purchases a top ready made and fits it to the seat. Now, as the seats are made of a great variety of sizes, in fact hardly ever alike, and as it would be a very great disadvantage to keep on hand an almost unlimited variety of sizes of buggy-tops, it is
20 found necessary for the requirements of the trade to make the attachments adjustable within certain limits, so that by making two or three standard sizes of top any size of seats within the range of the largest to within the
30 range of the smallest top may be accommodated by the adjustability of the parts of the attachments. From the above, therefore, will be understood that I do not mean that after the top is fitted to the seat it is necessary to
35 have a means of adjusting from time to time.

In the drawings hereunto annexed, similar letters of reference indicate like parts, and Figure 1 is a plan of a construction embodying my invention. Figs. 2 and 3 are front elevations
40 of seat, bracket, and shifting-rail. Fig. 4 is a modification of coupling. Fig. 5 is a plan of the invention. Fig. 6 is a side elevation of Fig. 1, and Figs. 7 and 8 are details.

Letter A is the ordinary shifting-rail, which
45 may be made of elliptical, round, or any desired cross-section of bar.

B is a pin, which may be made in one with a strap of iron, C, or any common connecting device for attaching to the side of the seat, as
50 shown in Fig. 3, and in the right-hand side of

Fig. 1, which said strap C will be bent at any suitable angle to agree with the side of the seat; or the said pin B will, as a partly equivalent device, be riveted to or otherwise connected with the rail A, as shown on the left side
55 of Fig. 1, and in Fig. 2.

E is a socket, in which the pin B is made a free-sliding fit. This socket is provided with an extension, D, to which the strap C is attached. This is done because E may be cast
60 or malleable cast iron or other material, as desired, while the part C, requiring to be bent to suit the incline of the side, must be made of such material as will answer that purpose.

In Figs. 3 and 4, and on the right-hand side
65 of Fig. 1, the socket E is shown as formed in one with a second socket, E', set at right angles to it, arranged with an opening to fit the shifting-bar A, which in these figures is shown as having a cylindrical cross-section; but other
70 configurations may be used, as shown in Fig. 1, where one-half of A is represented as being a round bar and the other as an elliptical one.

F are ordinary pinching-screws, which pinch
75 upon the rails and pins passing through the respective sockets. The double socket shown in Fig. 3 is so shown as an equivalent device to that in Fig. 2, as the desired lateral adjustment of the shifting-rail may be obtained by
80 either.

In Fig. 4 is shown a modification of securing the sockets E and E' upon the rail and pin. This consists of forming each of the sockets with a split, G, lugs H, and bolt and nut
85 I, and by tapping the hole in one of the lugs H the nut will answer as a joint-nut. It will be understood that either of the means shown may be used with all or any of the sockets.

B' is an eye formed on the back end of the
90 shifting-rail for the back rail, C', to pass through, while B² is the ordinary eye for the bows to attach to in the ordinary way. When the modifications of sockets shown in Figs. 3 and 4 are used, the socket must be put upon the
95 shifting-rail before one or other of the eyes B' or B² are formed, because they cannot be got on after they are both made.

As shown in Fig. 5, the back rail, C', is shaded, as if a round bar, and in Figs. 6, 7, 100

and 8 it is shown as elliptical. As before remarked, almost any desired cross-section of bar may be used.

5 In the construction heretofore in use the shifting-rails A have been made with a bent end, to come a sufficient distance across the back of the buggy to hold the back quarters, E², and attach the corner of the curtain G' on each side. By my invention the back rail ex-
10 tends the entire distance across.

After the shifting-rails have been attached to the side of the buggy and adjusted to the desired position by the arrangement of parts hereinbefore described, the back rail, C', is
15 put in place and secured. This may be done either by pinching-screws D', as shown in Fig. 5, or by forming a head or flange, D², (see Fig. 1,) upon C' at one end, and using a pinching-screw, D', at the other end only, the object
20 being either to have C' a plain straight bar, that may, after the parts are fitted, (as aforesaid,) be cut off to any desired length to suit, or, at least, if having a head or flange to one end, the other end may be so cut off.

25 In Fig. 7 is shown the manner of attaching the curtain G' to the back rail, C', which is done by ordinary hooks, H', riveted to a plate in the curtain or secured in any other desired manner.

In Fig. 8 is shown the manner of attaching 30 the back quarters to the back rail, C', which is preferably done by securing a tube or semi-tube, F², of suitable configuration, (to what the cross-section of C' may be,) extending across the bottom of each back quarter, and situated 35 so that C' may pass through them and hold the back quarters tightly stretched down.

M are ordinary pins for receiving the end of what is called the "long points" for sup-
40 porting the top when extended or "up."

What I claim as my invention, and wish to secure by Letters Patent, is as follows:

1. The shifting-rail A, having eyes B', pin B, and socket E, in continuation with the back rail, C', all constructed, arranged, and operat- 45 ing as and for the purposes set forth.

2. The combination of the adjustable shifting-rails A, having eyes, back rail, C', and back quarters, E², having tubes F², substan- 50 tially as set forth.

3. The combination of the shifting-rail A, pin B, socket E, and back rail, C', substantially as described.

E. NASSAU HENEY.

Witnesses:

CHARLES G. C. SIMPSON,
THOS. D. VAILLANCOURT.