

(No Model.)

D. CONBOY.

Shifting Rail for Vehicle Tops.

No. 238,652.

Patented March 8, 1881.

Fig. 1.

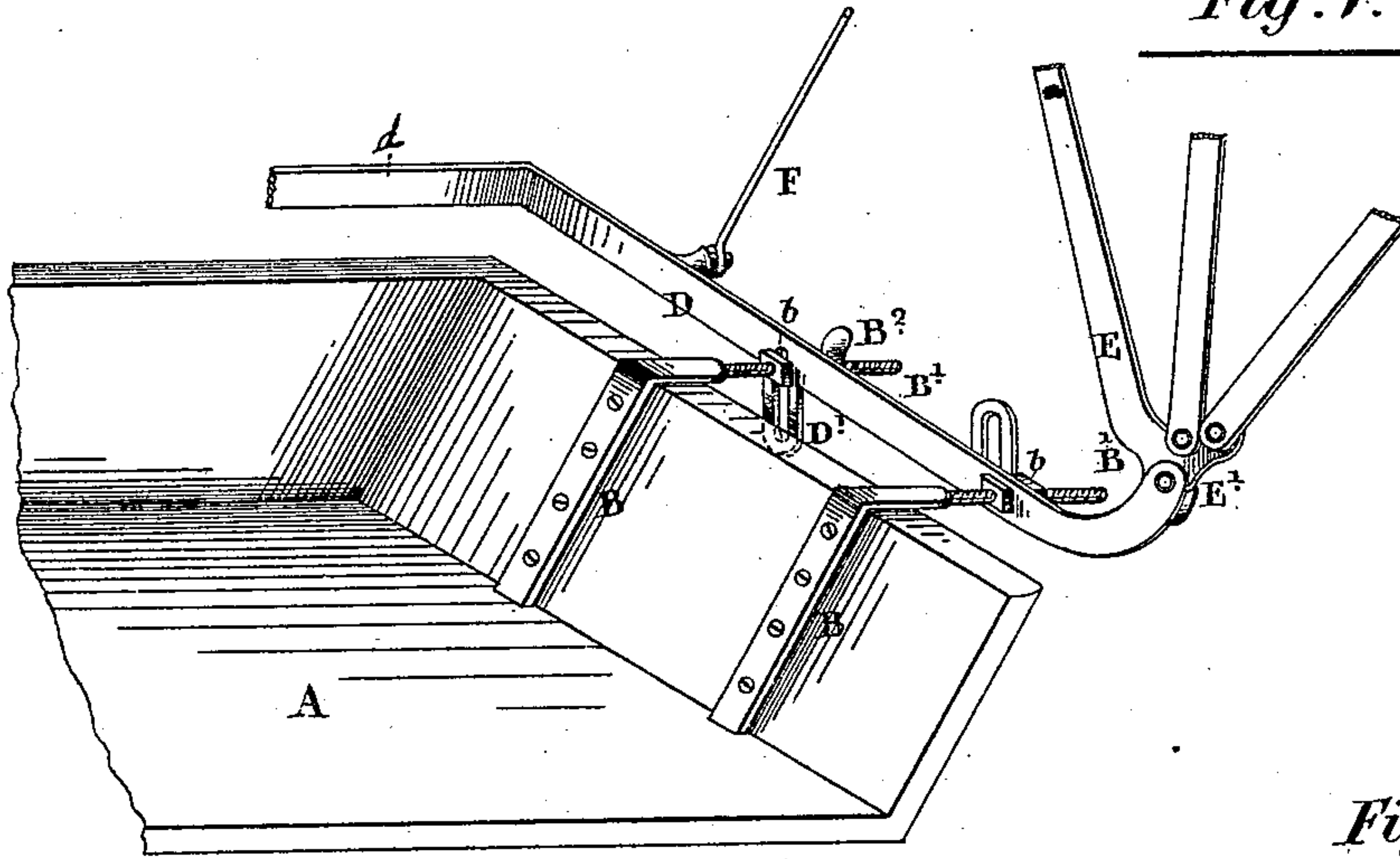


Fig. 3.

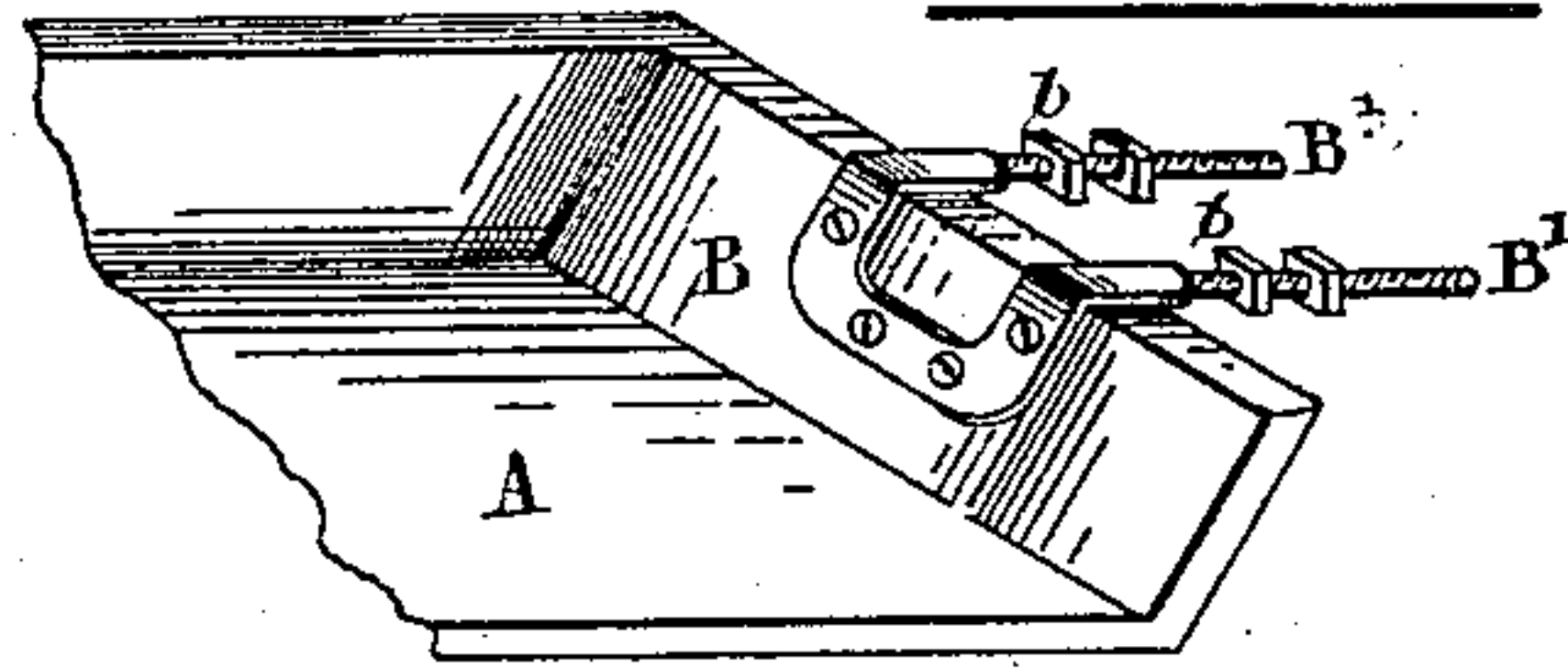


Fig. 2.

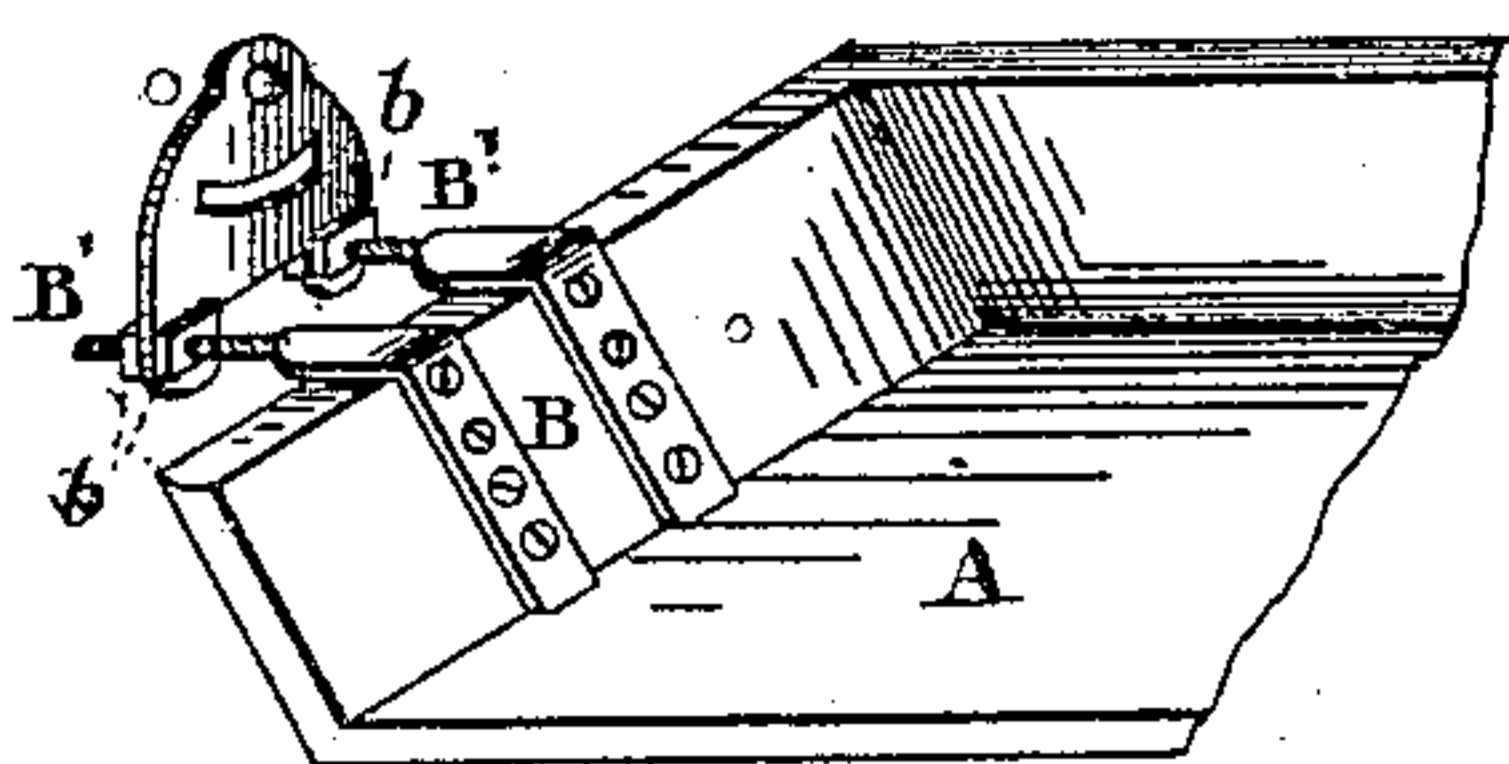
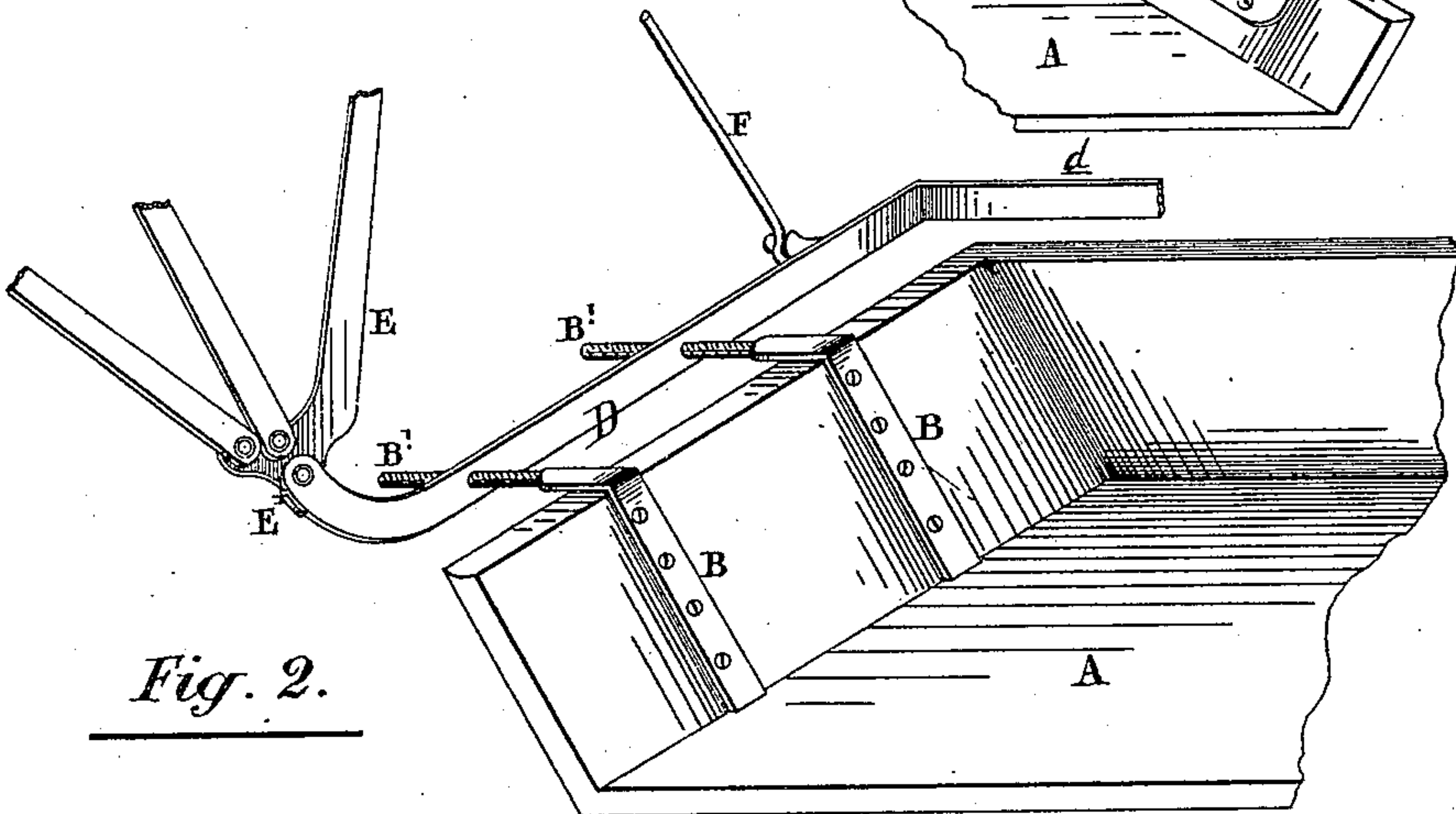


Fig. 4.

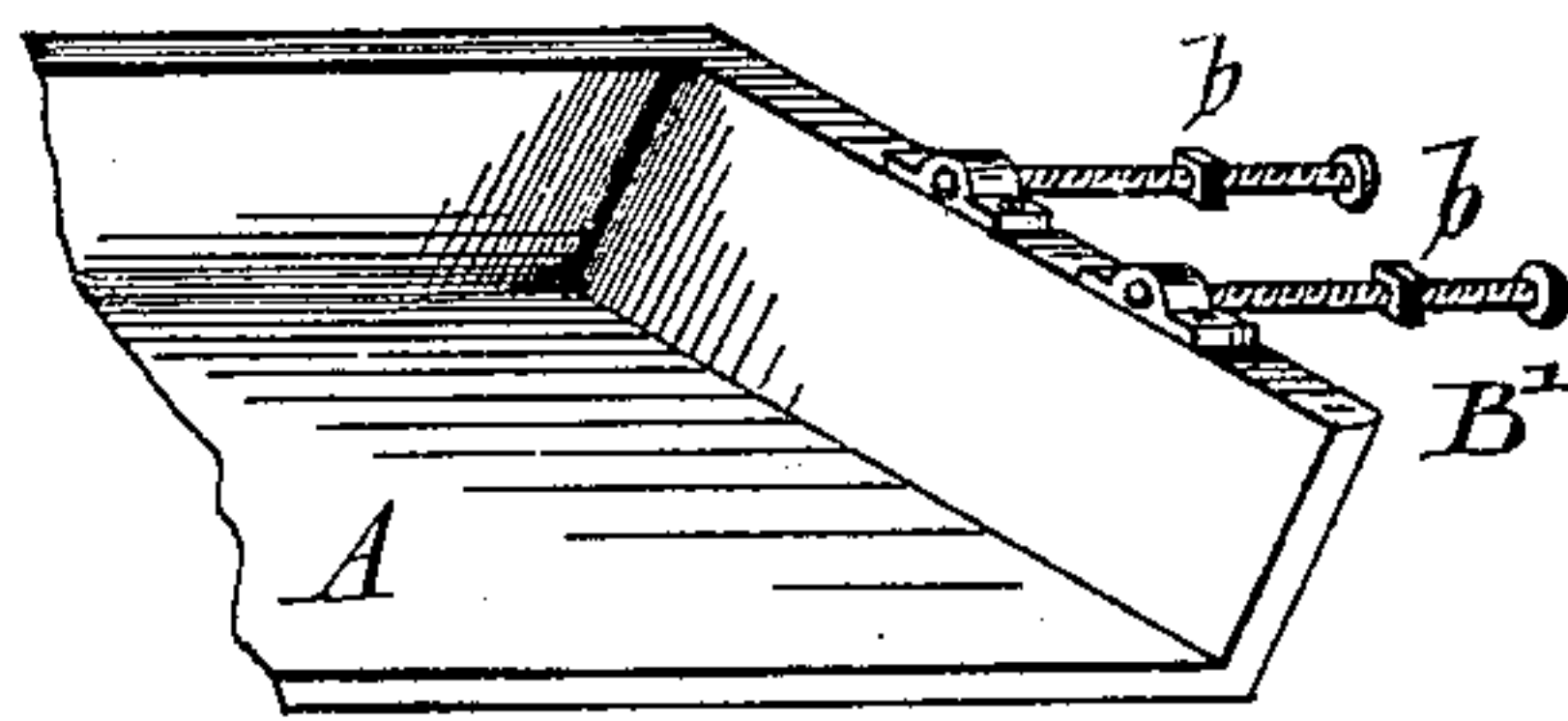


Fig. 5.

Witnesses.

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UNITED STATES PATENT OFFICE.

DANIEL CONBOY, OF UXBRIDGE, ONTARIO, CANADA.

SHIFTING-RAIL FOR VEHICLE-TOPS.

SPECIFICATION forming part of Letters Patent No. 238,652, dated March 8, 1881.

Application filed July 14, 1880. (No model.) Patented in Canada October 23, 1879.

To all whom it may concern:

Be it known that I, DANIEL CONBOY, of the village of Uxbridge, in the county of Ontario, in the Province of Ontario, Canada, have invented new and useful Improvements in Shifting-Rail Irons for Carriage-Tops, of which the following is a specification.

This invention consists of an adjustable sectional seat-rail for carriages, which is arranged to allow the top or cover to be tilted bodily forward, and which rail is further provided with adjusting devices to enable tops of different manufacture to be readily fitted to the different sizes and descriptions of seats.

In the accompanying drawings, Figure 1 is a side view, in perspective, of an adjustable seat-rail and irons embodying my improvements. Figs. 2, 3, 4, and 5 are modifications of construction.

A is the seat, to which is attached, by the seat-irons B, the sectional seat-rails D. The seat-irons are fastened to each side of the seat, and may be constructed as shown in Figs. 1, 2, 4, or 5, or in any other suitable form, so far as the connection with or manner of fastening to the seat is concerned. The seat-irons are placed at a proper distance apart to suit the form of top which they are designed to support, and their upper ends, B', are bent to a horizontal line and extended beyond the edge of the seat sufficiently far to receive the seat-rails or shifting-irons, which are perforated and slipped over the ends of the seat-irons. The projecting ends of the seat-irons are threaded and extended sufficiently far out to allow the seat-rails or shifting-irons, as the case may be, to be moved in or out to suit the sizes of different covers and to allow covers to be fitted to the varying sizes of seats. The seat-rails or shifting-irons are secured, when adjusted, by nuts *b b*, one of which is placed inside and the other outside; or they may be secured as shown in Fig. 2, in which the holes through which the ends of the seat-irons pass are threaded to correspond with the threads on the ends of the said seat-irons, or as shown in Fig. 5.

As illustrated in Fig. 1, the seat-rails work on the forward seat-iron as a pivotal point, in order that the whole top (which is attached to the front end of the seat-rails) may be canted forward. Under this construction the top is

secured at any desired angle by the thumb-screw B², placed on the rear seat-iron, the end of which works in a slot, D', provided on the rails. The position of the pivotal point of the seat-rails and the slot D' may be changed, if desired, by placing the pivotal point at the position shown as occupied by the slot and moving the slot forward, as shown by dotted lines; or the seat-rails could be pivoted to the seat, at or near the back thereof, and the slot placed at any convenient point.

When seat-rails are used they extend along the sides of the seat at an adjustable distance therefrom, and are returned at the back of the seat, as shown at *d*, for a sufficient distance only, to enable the back quarter or stay of the cover to be properly connected to them. Each side section is made independent of the other, in order that the sections may be moved in or out to suit the position that the sides of the cover may require.

E is the back slat-iron, to which the front bows are pivoted, and which, in turn, is pivoted to the end of the seat-rails, or which may be pivoted to an ordinary shifting-iron, when such are employed, instead of a seat-rail to support the cover. This rear slat-iron is provided with a stop, E', which is arranged to bear against the end of the seat-rail when the cover is up. Instead of this stop-block being placed on the slat it could be formed on the seat-rail or shifting-iron, and the slat be arranged to stop against it. In either case the stop would limit the forward movement of the bows, and, in connection with the jointed brace F attached to the shifting-rail, retain the cover-bows and cover in proper position.

The seat-irons B can be used to adjust the position of any of the ordinary shifting-irons for tops, of which that shown in Fig. 4 is an illustration. I do not, therefore, limit my claim to the use of the seat-irons B to any particular construction of seat-rail or shifting-iron.

I am aware that a carriage-bow provided with pivotal braces has heretofore been laterally adjusted on seat-irons provided with slots and set-screws, and I therefore lay no claim to such construction, broadly.

I claim as new and desire to secure by Letters Patent—

1. The combination, with the bent seat-irons B B', screw-threaded at their outer ends, of the

independent perforated adjustable seat-rails D *d* and nuts *b b* B², substantially as described, and for the purpose set forth.

2. The combination, with the bent seat-irons B B', screw-threaded at their outward ends, of the independent adjustable seat-rails D *d*, provided with the slot D' and nuts *b b* B², substantially as described, and for the purpose set forth.

3. The combination, with the seat and cover of a vehicle, of the sectional and laterally-adjustable seat-rails D D, provided with a back extension, *d*, to receive the back quarter or stay

of the top or cover, substantially as shown and described.

4. The combination, with the seat-cover of a vehicle, of the bent irons B B', screw-threaded at their outer ends, independent adjustable seat-rails D *d*, nuts *b b* B², slat-iron E, provided with the stop E', and jointed brace F, substantially as described, and for the purpose set forth.

DANIEL CONBOY.

Witnesses:

JOHN MORRE,
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