

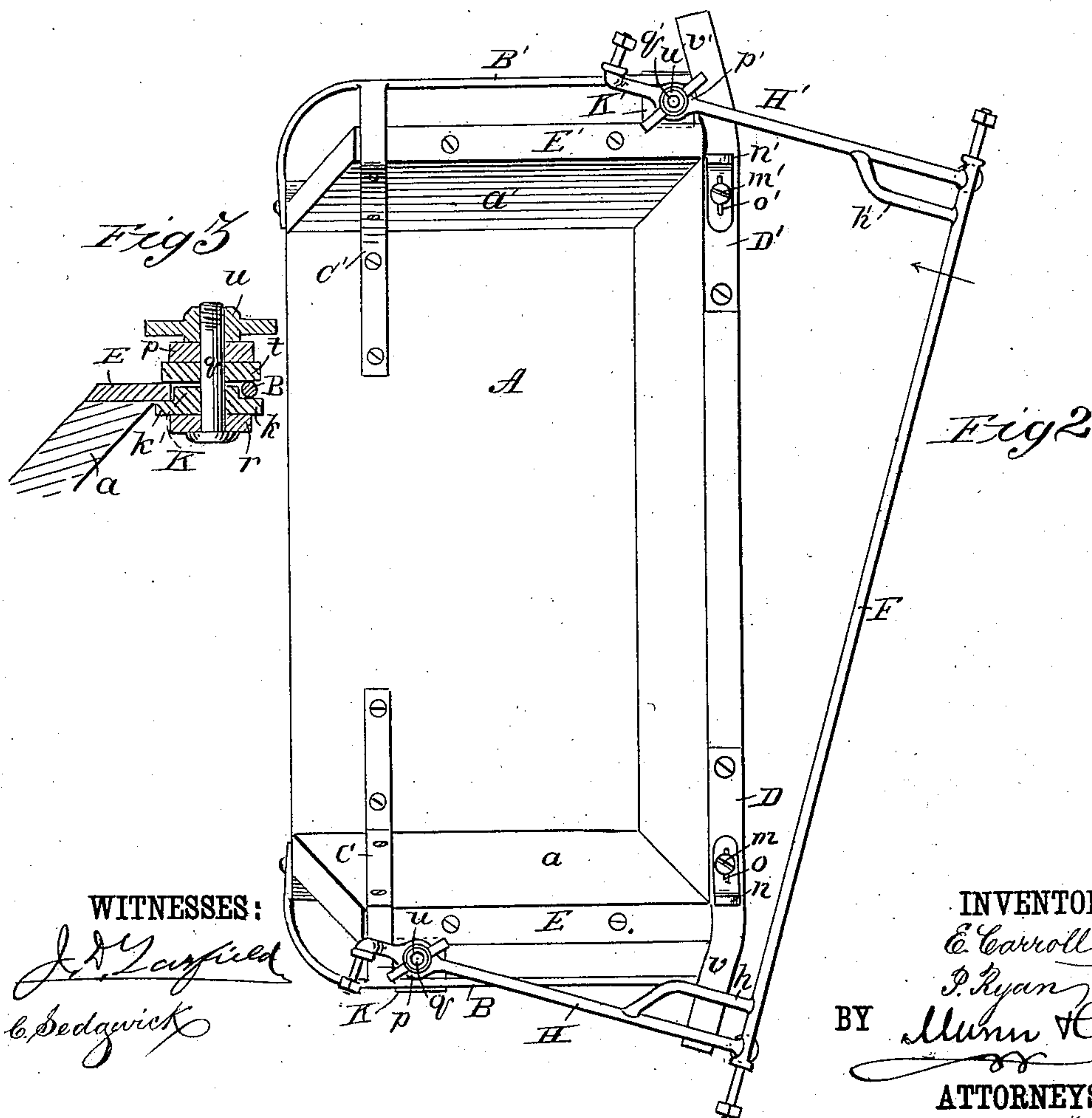
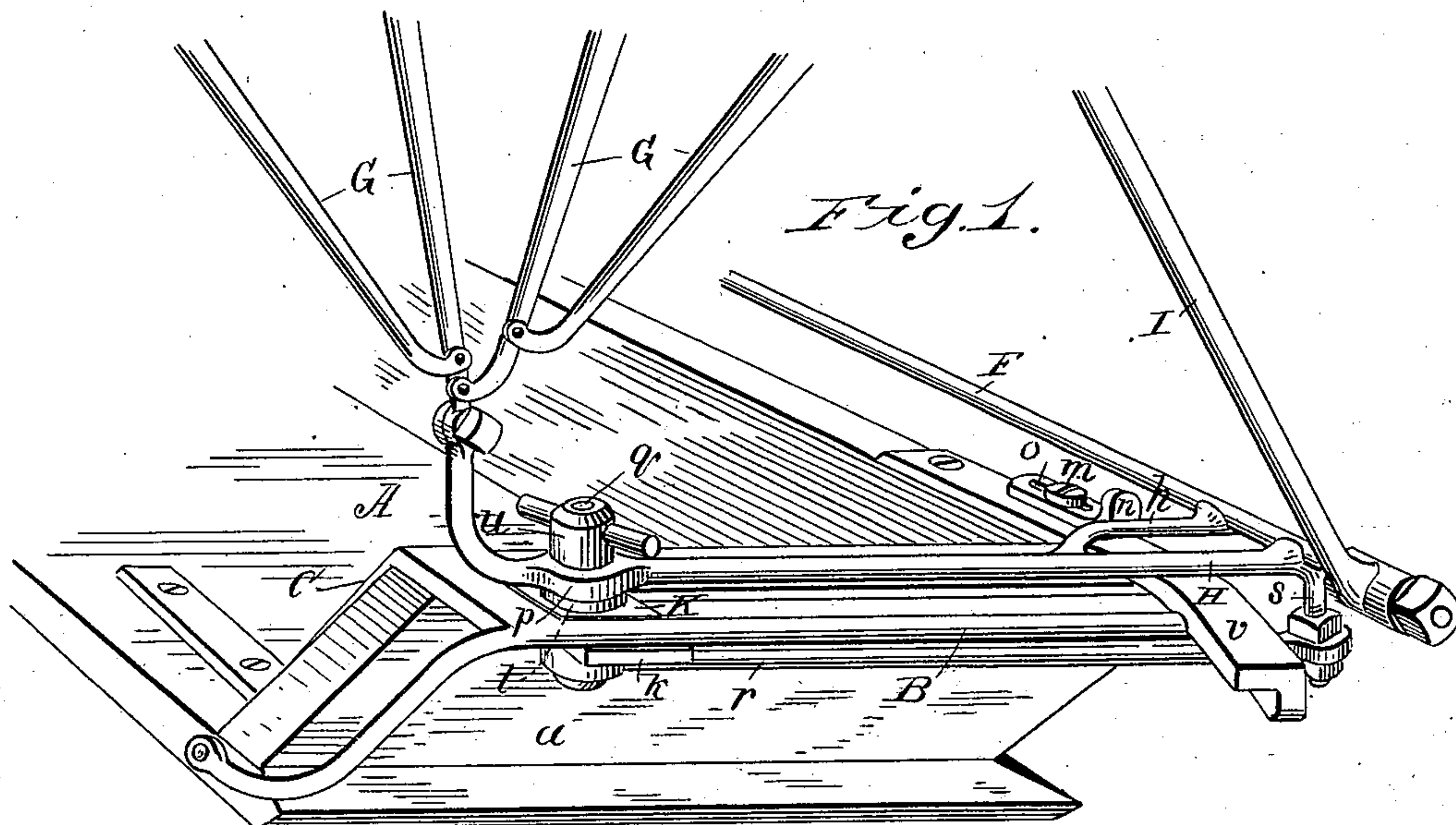
(No Model.)

E. CARROLL & P. RYAN.

BUGGY TOP.

No. 332,878.

Patented Dec. 22, 1885.



WITNESSES:

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EDWARD CARROLL AND PATRICK RYAN, OF GUELPH, ONTARIO, CANADA.

BUGGY-TOP.

SPECIFICATION forming part of Letters Patent No. 332,878, dated December 22, 1885.

Application filed September 25, 1885. Serial No. 178,158. (No model.)

To all whom it may concern:

Be it known that we, EDWARD CARROLL and PATRICK RYAN, both of Guelph, in the Province of Ontario and Dominion of Canada, have invented a new and Improved Buggy-Top, of which the following is a full, clear, and exact description.

Our invention relates to an improved adjustable buggy-top; and its object is to provide a top that may be swung to one side to enable people to enter or leave the vehicle without being obstructed by the bows or top-supporting frame; and to this end the invention consists in the peculiar construction and arrangement of parts, as hereinafter fully described, and pointed out in the claims.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a perspective view of a portion of a buggy-seat with our invention applied thereto. Fig. 2 is a plan view of the seat, the top-supporting attachment being swung to the rear; and Fig. 3 is a detail view in vertical section of one of the sliding blocks and the adjacent parts.

Referring now to the general construction illustrated in the drawings, A is the box, within which the seat or cushion is placed, and B B' the side arms of the seat, which are supported in front by irons C C' and at the rear by arms D D', as shown. Wear-plates E E' are fixed to the tops of the flaring sides a a', between the irons C C' and D D', the outer edges of the plates projecting beyond the sides a a', as best shown in Fig. 3. The top-supporting frame consists of a spring-bar, F, having two forward-projecting arms, H H', which are curved upward at their extending end to afford a pivotal support for the bows G G, the arms H H' being braced at their rear by the curved brace-rods h h', as shown. The lock-stays I are mounted on the projecting ends of the spring-bar F. The top-supporting frame is placed on the seat-box A in the position indicated in Fig. 1, so that the curved braces h h' will bear against the

outer faces of adjustable stops n n', which are secured to the arms D D' by set-screws m m', that pass through slots o o', formed in the shanks of the stops. The forward ends of the arms H H' are enlarged at p p', and in this enlarged portion an opening is formed through which a pivot-bolt, q, is inserted, having first been passed through the parts now to be named: first, through the apertured end of a connecting-rod, r, which reaches and is secured to a downwardly-projecting post, s, welded to the bar F beneath the point from which the arm H branches out; second, through a sliding block, as K, formed to fit between the wear-plate E and the arm B, but having side flanges, k, that project out beneath the parts named; third, a washer, t, upon which the arms H H' rest. A thumb-screw, u, holds the parts in place.

In operation one of the thumb-screws u is loosened and the frame pushed back, swinging on the pivot-bolt on the opposite side of the vehicle. As the frame swings back, the arm H or H', on the pivotal side of the vehicle, is supported by the projecting end v or v' of the iron D, as best shown in Fig. 2.

By making the stops n n' adjustable all rattling of the parts may be avoided.

With a buggy-top mounted as described it is but a moment's work to throw the top back so that the vehicle can be readily entered or left, and as the parts are extremely simple the cost would be a very small item in the construction of a buggy, and but a few slight changes would be required to adapt the top for use in vehicles already built.

Having thus described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. In a vehicle, the combination, with the seat-box provided with side arms, of a top-supporting frame pivoted to each side of the seat-box, between the sides of the box and the said arms, substantially as described.

2. In a vehicle, the combination, with the seat-box A, provided with the side arms, B, and the wearing-plates E, of the top-supporting frame consisting of the bar F, the arms

H, and connecting-rods *r*, the sliding blocks K, the pivot-bolts *q*, and nuts *u*, substantially as described.

3. In a vehicle, the combination, with the
5 seat-box A, provided with the side arms, B,
the wear-plates E, and the projecting supports
v, of the top-supporting frame consisting of
the bar F, provided with the arms *s*, the arms
H, having braces *h*, and the connecting-rods
10 *r*, the sliding blocks K, the pivot-bolts *q*, and

the stop *n*, substantially as herein shown and described.

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