

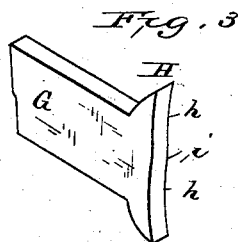
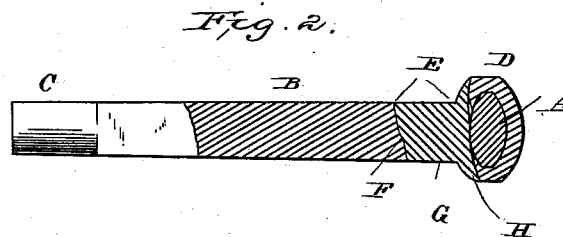
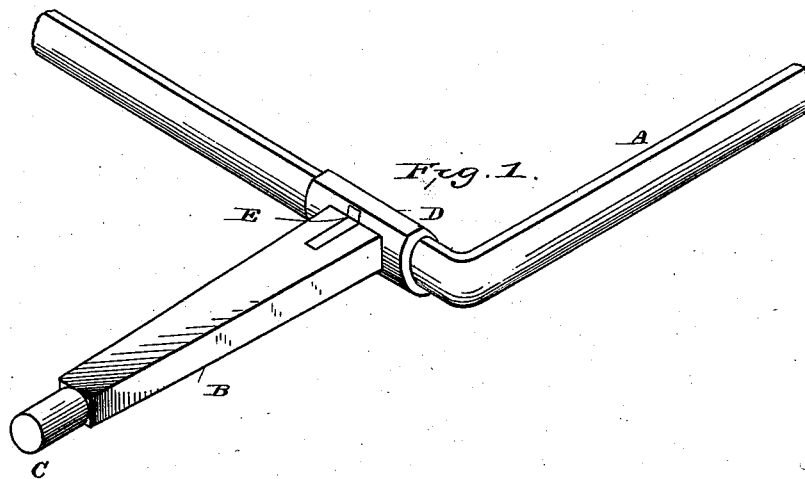
(Model.)

A. & F. GOULD & T. HARRIS.

SHIFTING RAIL FOR VEHICLES.

No. 261,443.

Patented July 18, 1882.



Witnesses,
Edwin L. Jewell
H. A. Souleman

Inventor,
A. Gould, F. Gould and
Thomas Harris.,
By C. M. Alexander
their Attorney.

UNITED STATES PATENT OFFICE.

ALEXANDER GOULD, FRANK GOULD, AND THOMAS HARRIS, OF ALEXANDRIA, OHIO.

SHIFTING-RAIL FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 261,443, dated July 18, 1882.

Application filed May 20, 1882. (Model.)

To all whom it may concern:

Be it known that we, ALEXANDER GOULD, FRANK GOULD, and THOMAS HARRIS, of Alexandria, in the county of Licking, and in the State of Ohio, have invented certain new and useful Improvements in Shifting-Rails for Vehicles; and we do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification.

This invention is designed to furnish a shifting-bracket or corner-iron for a buggy-rail, to which the bows of the buggy cover or top may be attached, which may be secured at any convenient point on the rail by means of an improved fastening device or wedge, as more fully hereinafter specified. These objects we attain by means of the devices illustrated in the accompanying drawings, in which—

Figure 1 represents a perspective view of a portion of a buggy-rail and the shifting-bracket or corner-iron secured thereto. Fig. 2 represents a partial side elevation and longitudinal sectional view of the bracket or corner-iron, the wedge, and a cross-section of the rail; and Fig. 3 represents a detached perspective view of the wedge.

The letter A denotes the buggy-rail, which is elliptical in cross section, and B the bracket or corner-iron. The latter at its outer end is formed with an extension, C, at one end, for the reception of the eyes at the ends of the bows constituting the frame of the buggy-top, and at the other end with a sleeve, D, having an elliptical opening through it, and adapted to fit and slide upon the rail.

The letter E indicates a slot extending through the bracket or corner-iron, and through one side of the sleeve, as indicated in Figs. 1 and 2, the front and rear walls of the slot being inclined downward and forward, the rear wall shouldered at F, as indicated in Fig. 2 of the drawings.

The letter G indicates a wedge provided with a head, H, at its forward end, the front edge of which is formed with a double curve, *h h*, forming an abutment, *i*, which is adapted to bear against the outer side of the rail when the wedge is driven from above into the slot E, the rear end of the wedge being made to correspond in shape to the shape of the rear wall of the slot, so that when driven into the slot its front edge will be forced against the rail, binding the bracket or corner-iron thereon.

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

The combination, with the buggy-rail, of the shifting-bracket or corner-iron provided with a sleeve fitting over the rail, and having a slot and fastening device constructed and adapted to operate substantially as specified.

In testimony whereof we affix our signatures, in presence of two witnesses, this 13th day of April, 1882.

A. GOULD.
FRANK GOULD.
THOMAS HARRIS.

Witnesses:

JAMES R. LADD,
MARY E. LADD.