

T. LODGE.
Buggy Top.

No. 83,183.

Patented Oct. 20, 1868.

Fig. 1.

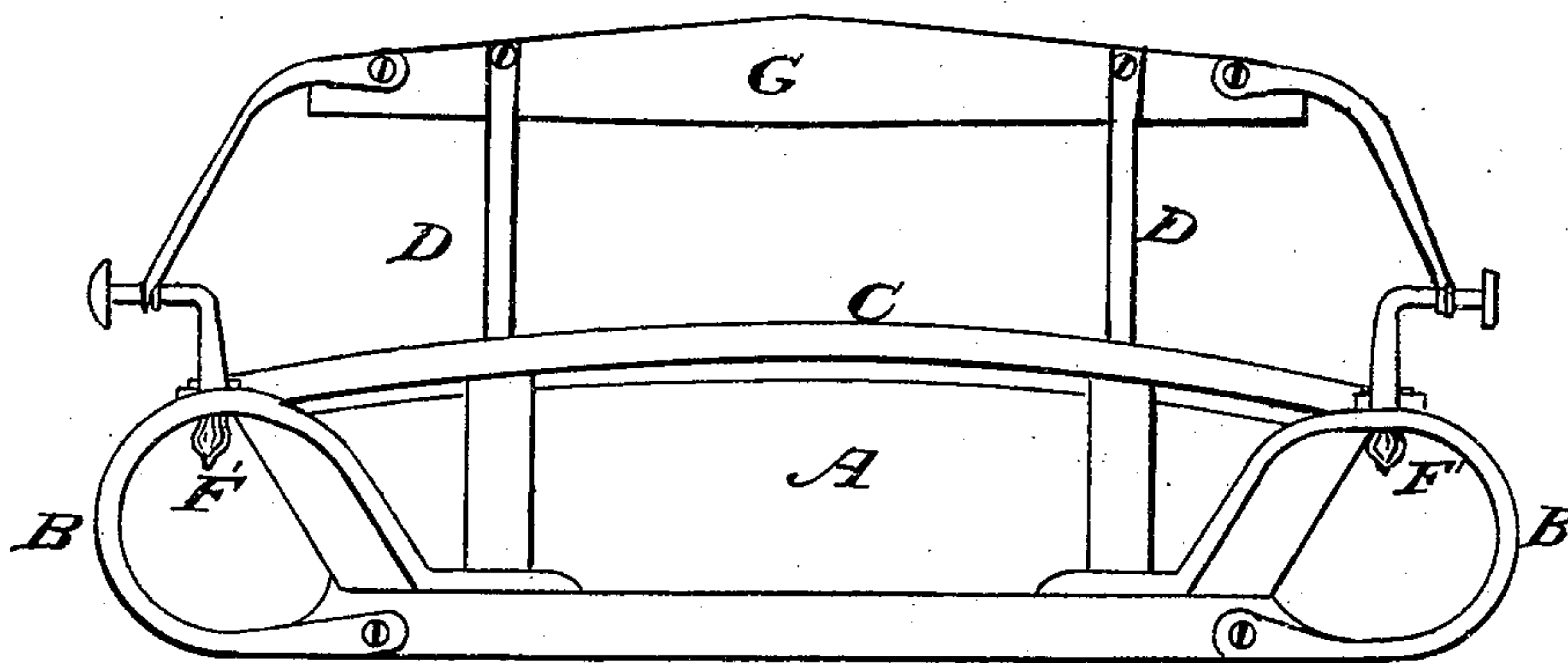


Fig. 2.

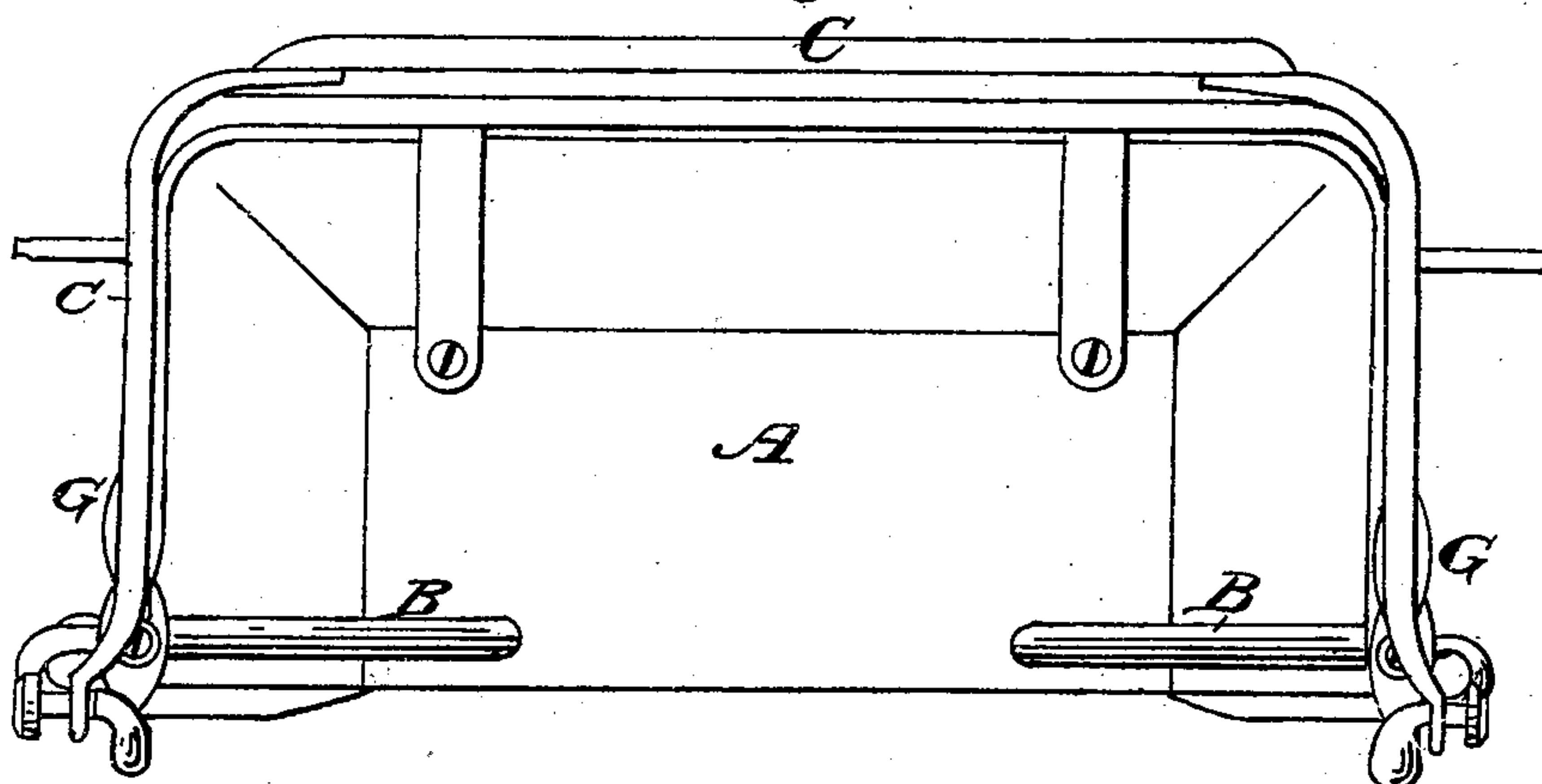


Fig. 3.

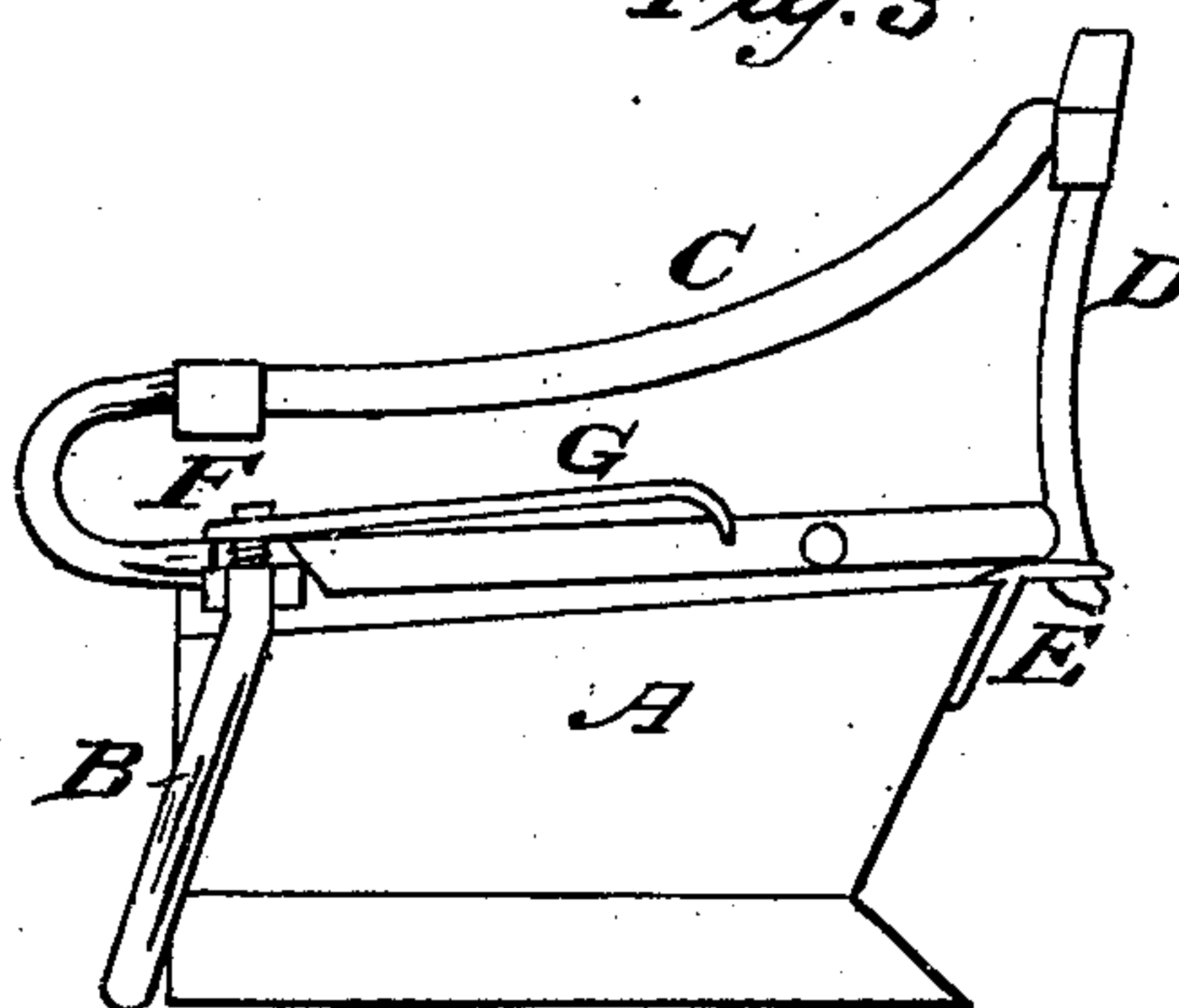
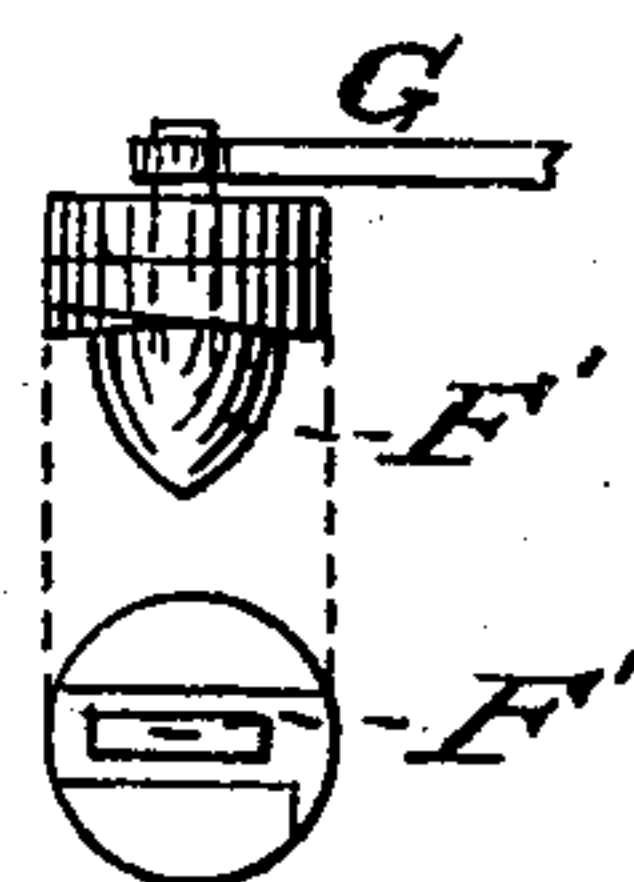


Fig. 4.



WITNESSES:
W. Burnell
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United States Patent Office.

THOMAS LODGE, OF NEW LISBON, OHIO.

Letters Patent No. 83,183, dated October 20, 1868.

IMPROVEMENT IN SHIFTING 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, THOMAS LODGE, of New Lisbon, in the county of Columbiana, and State of Ohio, have invented a certain new and useful Improvement in Shifting Buggy-Top; and I do hereby declare that the following is a full and complete description of the same, reference being had to the accompanying drawing, making a part of this specification, in which—

Figure 1 is a front view of the seat.

Figure 2, a view of the top.

Figure 3, a side view.

Figure 4, a detached section.

Like letters of reference refer to like parts in the several views.

This invention relates to an arrangement of devices whereby the top of carriages or buggies may be easily and readily removed, so that the said buggy can be used as an open one or covered, as may be desired.

In fig. 1, A represents the seat of the buggy, which is or may be constructed in the ordinary form.

B are the handles, secured to the front edge and side of the seat, and which also serve as braces or angle-irons for strengthening the seat.

C is an iron frame, secured to the top edge of the seat by means of the standards D, the lower ends of which are hook-shaped, and are inserted in eyes of the projecting ends of the stays or angle-irons E, fig. 3.

The front ends or arms of the frame are fastened to the upper side of the handle B by means of the screw-hook F. The hook part, F', of the screw is made flat, so that it will pass into a slot cut in the upper side of the handle for its admission, the handle being wider at that particular point for that purpose.

G is a spring-lever, attached to the screw, and by which it is turned, for fastening or unfastening it, for removing or fitting on of the top. Thus—

The hook ends of the standards D, above referred to, are first inserted in the eyes of the stays E. It will be observed that the ends of said standards are

slightly hooked, so that when they are inserted in the holes or eyes, they cannot pull out without first lifting the front side of the frame for that purpose.

The head or hook, F', of the screw is so turned, by means of the lever, that it will pass down through the slot, which, being done, it is then turned so as to bring the head or hook transversely across the slot, as shown in fig. 4, thereby bringing the lever parallel with the lower rail of the frame, and on which it lies, as shown in fig. 3. A notch cut in the free end of the lever embraces the rail, and thereby prevents it from becoming displaced. The whole, by this means, is firmly held together, as shown in fig. 1.

It will be seen, on referring to fig. 4, that the under side of the slot is slightly convex transversely, so that when the shoulder of the hook or head F' is turned in the proper direction, it will draw hard upon the shoulders, and thereby clamp the rail more tightly to the handle.

This manner of attaching the top is not only simple in its arrangement and operation, but is also strong and durable, neat in appearance, and easily manipulated.

I am aware that there are many devices in use, by which the tops of buggies are released from attachment to the seat, and I do not claim the principle or the result, and only claim for the special devices, and their manner of operation to effect the result that others have obtained by different devices and construction.

What I claim as my invention, and desire to secure by Letters Patent, is—

The spring-levers G G, in combination with screw-hook F, button or head F', handle B, frame C, standards D, and angle-irons E, on seat A, all constructed to operate in the manner substantially as described.

THOMAS LODGE.

Witnesses:

W. H. BURRIDGE,

J. H. BURRIDGE.