

(No Model.)

D. J. SHULTZ.  
LOCK FOR BUGGY TOPS.

No. 474,193.

Patented May 3, 1892.

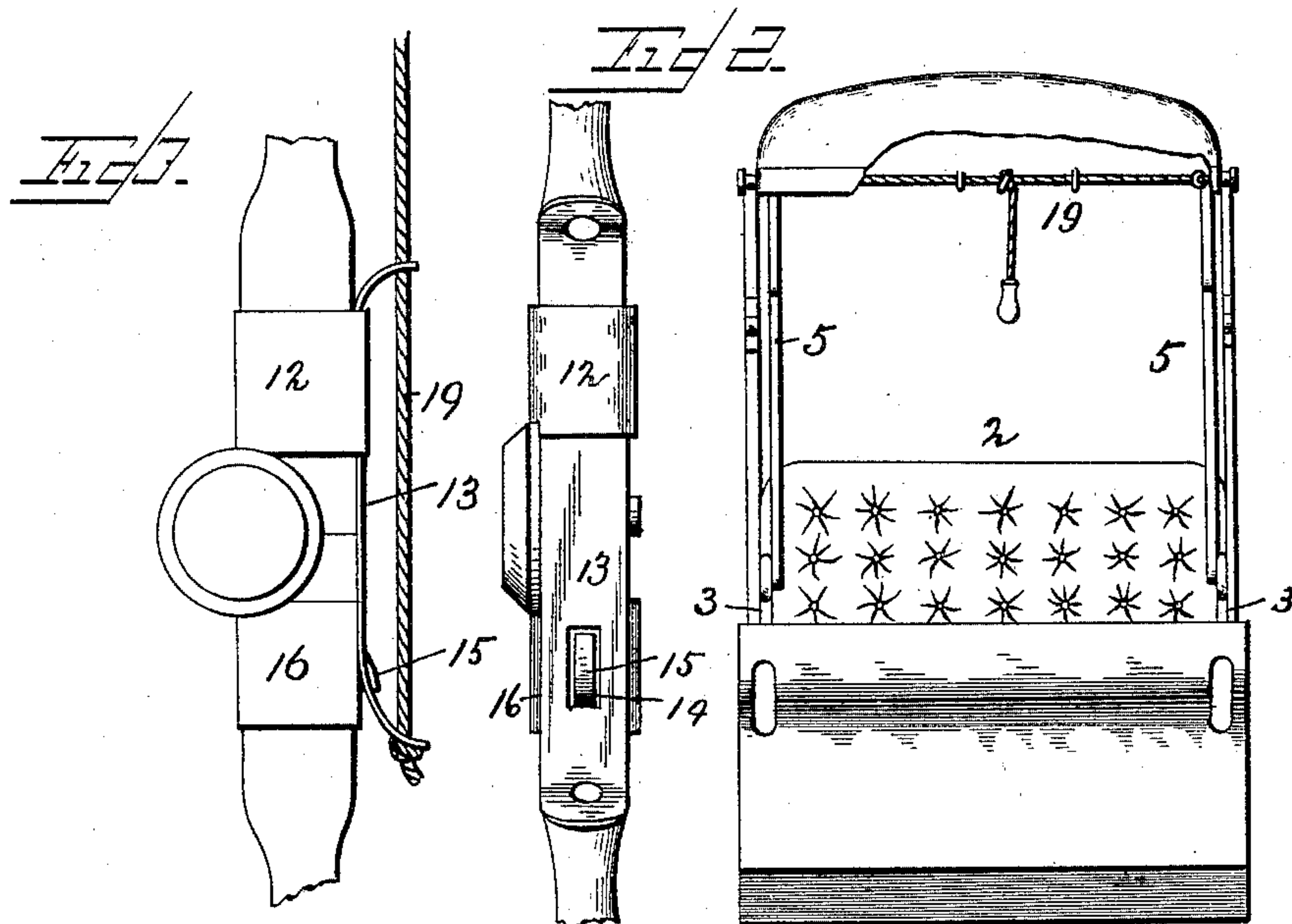
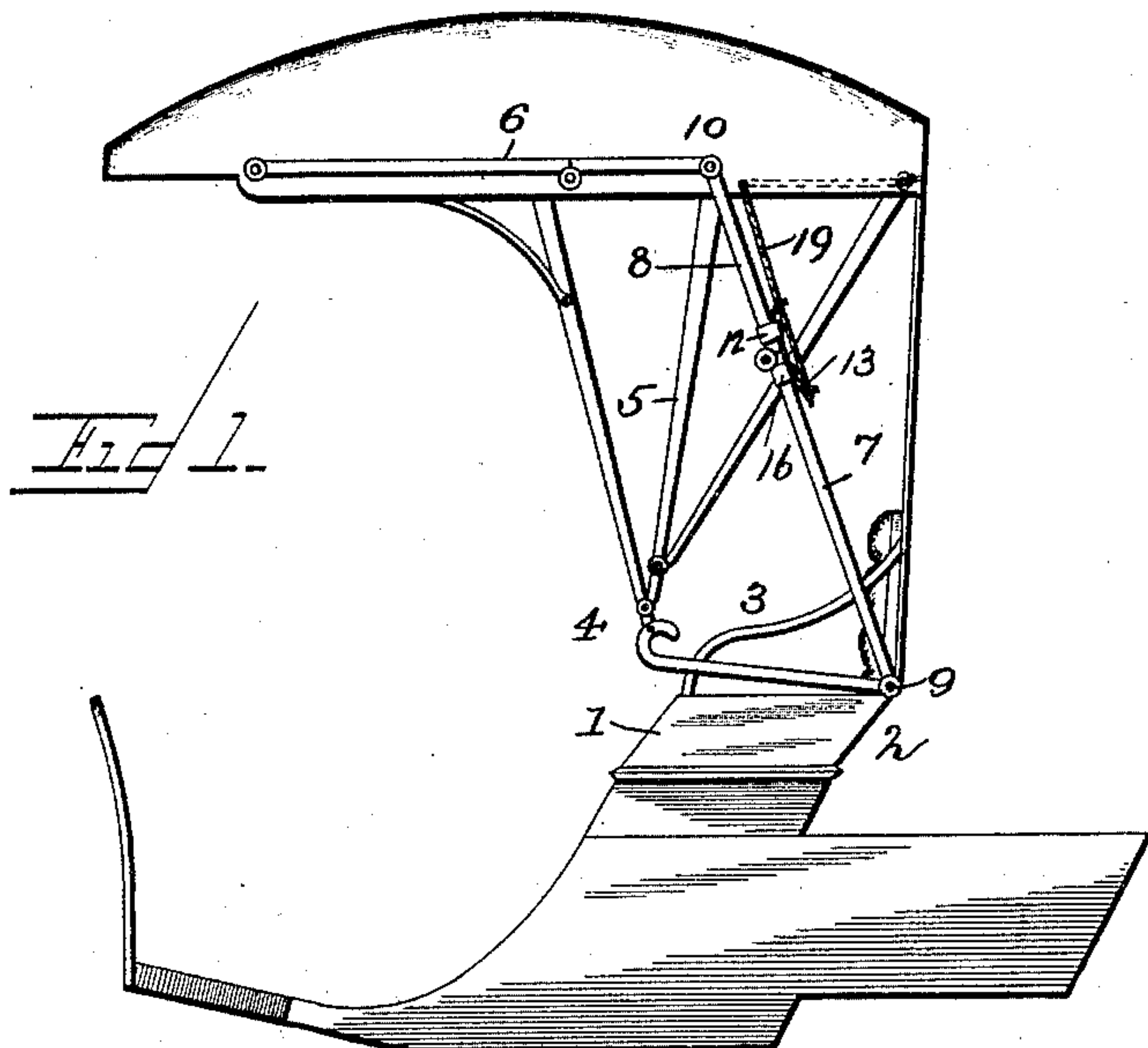


Fig 4

WITNESSES:  
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# UNITED STATES PATENT OFFICE.

DANIEL JAY SHULTZ, OF SPRUCE CREEK, PENNSYLVANIA.

## LOCK FOR BUGGY-TOPS.

SPECIFICATION forming part of Letters Patent No. 474,193, dated May 3, 1892.

Application filed January 30, 1892. Serial No. 419,750. (No model.)

*To all whom it may concern:*

Be it known that I, DANIEL JAY SHULTZ, a citizen of the United States, and a resident of Spruce Creek, in the county of Huntingdon and State of Pennsylvania, have invented certain new and useful Improvements in Locks and Drops for Buggy-Tops; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

My invention relates to improvements in means for fastening the joints of the stay-rod of buggy tops or canopies and for breaking the same when desired for the purpose of lowering the top.

Stay-rods for buggy-tops as now ordinarily constructed consist of two bars jointed together, the lower bar being pivoted to the back of the seat, while the upper one is pivoted to a stud or pin secured to the frame of the top or canopy. In practice when the top is raised the bars comprising the stay-rod are forced into line with each other, and thus hold the top in place. To lower the top, the joint of the stay-rod is broken, so that the bars will fold upon or toward each other. To accomplish these results, it is necessary for the occupant to lean out of the vehicle first on one side and then on the other in order to grasp the stay-rod to break the joint. This is a very difficult and dangerous operation, especially if driving a vicious or timid horse, and frequently results in serious accidents.

The object of my invention is to provide improved means whereby the stay-rod is securely locked at the joint when in an extended position to hold the top or canopy raised, and also to provide means whereby the joints on both sides of the vehicle may be broken simultaneously to lower the top without the occupant being obliged to reach out of the vehicle.

The invention consists in the novel construction and combination of parts hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 is a side elevation of a buggy top and seat with my improvements applied thereto. Fig. 2 is a front view of the same with the top or canopy broken away to show the operating-

cord. Figs. 3 and 4 are detail views, on an enlarged scale, of the means for locking the stay-bars.

In the said drawings the reference-numeral 1 denotes the seat, and 2 the back.

The numeral 3 denotes the side bars secured to the side of the seat and with the back and provided with studs 4, to which the bows 5 are pivoted. The top or canopy is supported by these bows and is provided with the jointed horizontal rod 6. All of these parts may be of any ordinary or suitable construction, as they form no part of my invention. Each stay-rod consists of two bars 7 and 8, the former of which is pivoted to a stud 9, secured to the side bar 3, while bar 8 is pivoted to a stud 10, secured to the frame of the top or canopy. These bars are jointed together at their meeting ends in the ordinary manner.

Secured to the end of bars 8 by means of a clamp 12 is a flat spring 13, having a slot 14 near its lower end, with which engages a beveled lug 15 on a sliding clamp 16, embracing the upper end of rod 7. The ends of springs 13 are bent outward and provided with apertures 17 and 18. The stay-bars on both sides of the vehicle are identical in construction, and a cord 19 is passed through the apertures in one of the springs 13, and thence carried upward through an eyelet in the curtain, thence through a screw-eye in the canopy-frame across the buggy, and thence through similar eyes and eyelets to the spring on the opposite side and through the aperture therein, the ends of the cord being knotted to prevent them from being drawn through the lower apertures in the springs. The stay-rods are extended or aligned with each other to hold the top or canopy raised in the usual manner, the beveled lugs engaging with the slots in the springs, so as to securely lock the joint, the clamp carrying the lug being movable, so that as the inner end of the slot strikes the beveled portion of the lug it will force the same outward or downward, so as to engage with the front end thereof. To break the joint, it is only necessary for the occupant of the vehicle to reach up and grasp the cord running across the top and pull the same, when the lugs will be disengaged from the springs, when the rods will be depressed and the top lowered.

From the above it will be seen that the stay-rods are securely locked when extended, preventing rattling of the parts and accidental lowering of the top or canopy, while at the same time the top can be readily lowered when desired.

Having thus described my invention, what I claim is—

In a buggy or other vehicle, the combination, with the jointed stay-rods, of the springs secured to one of the bars thereof, the sliding clamp on the other bar, provided with a bev-

eled lug, the slotted springs adapted to engage with said lugs, and the operating-cord connected with said springs and passing transversely across the top or canopy on the inside thereof, substantially as described. 15

In testimony that I claim the foregoing as my own I have hereunto affixed my signature in presence of two witnesses.

DANIEL JAY SHULTZ.

Witnesses:

WILLIAM OLIVER BRINDLE,  
HARRY SYLVESTER JACOBS.