

(No Model.)

J. D. AXLINE & J. L. BAILLIE.
BUGGY TOP ATTACHMENT.

No. 531,493.

Patented Dec. 25, 1894.

Fig. 1.

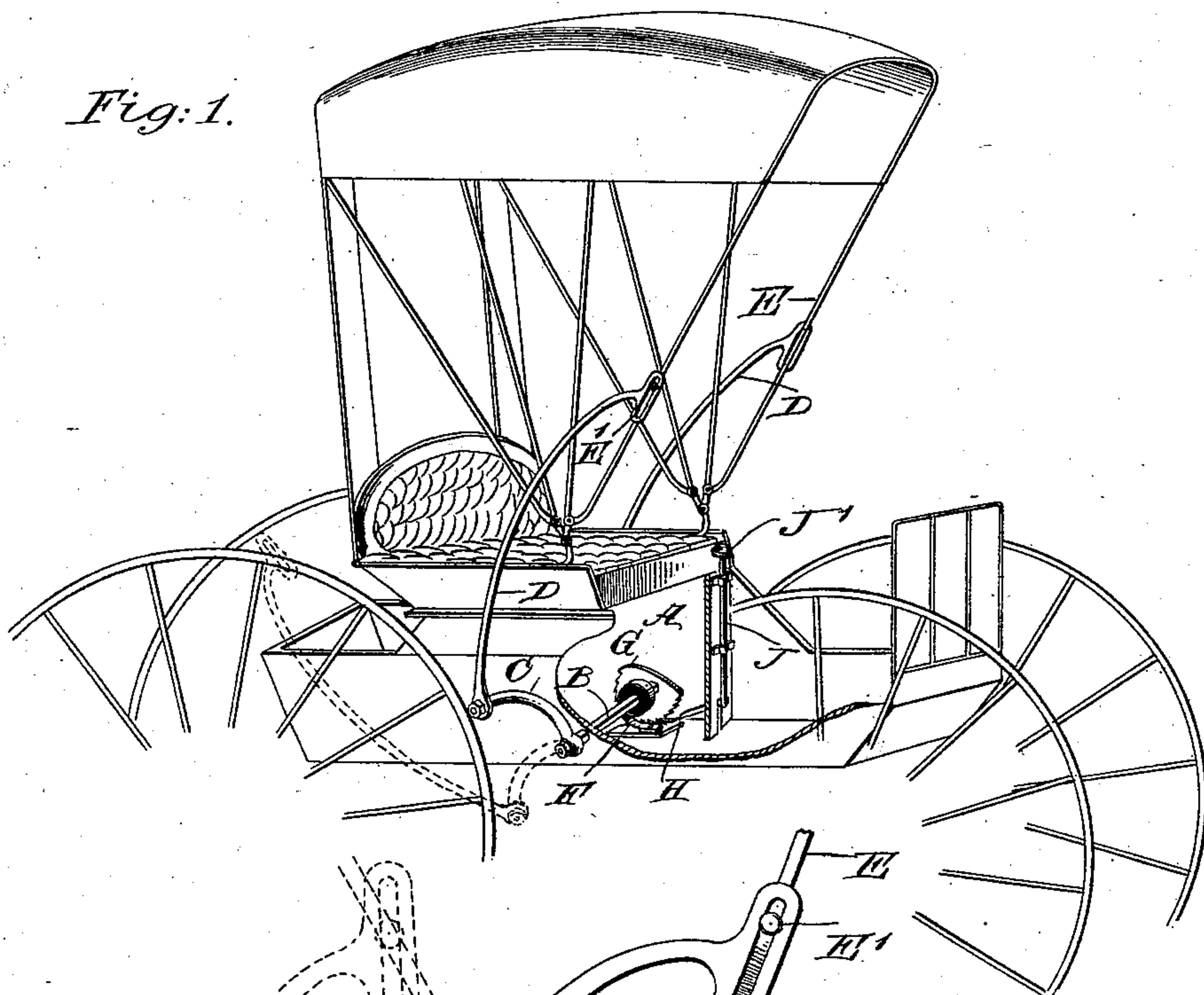
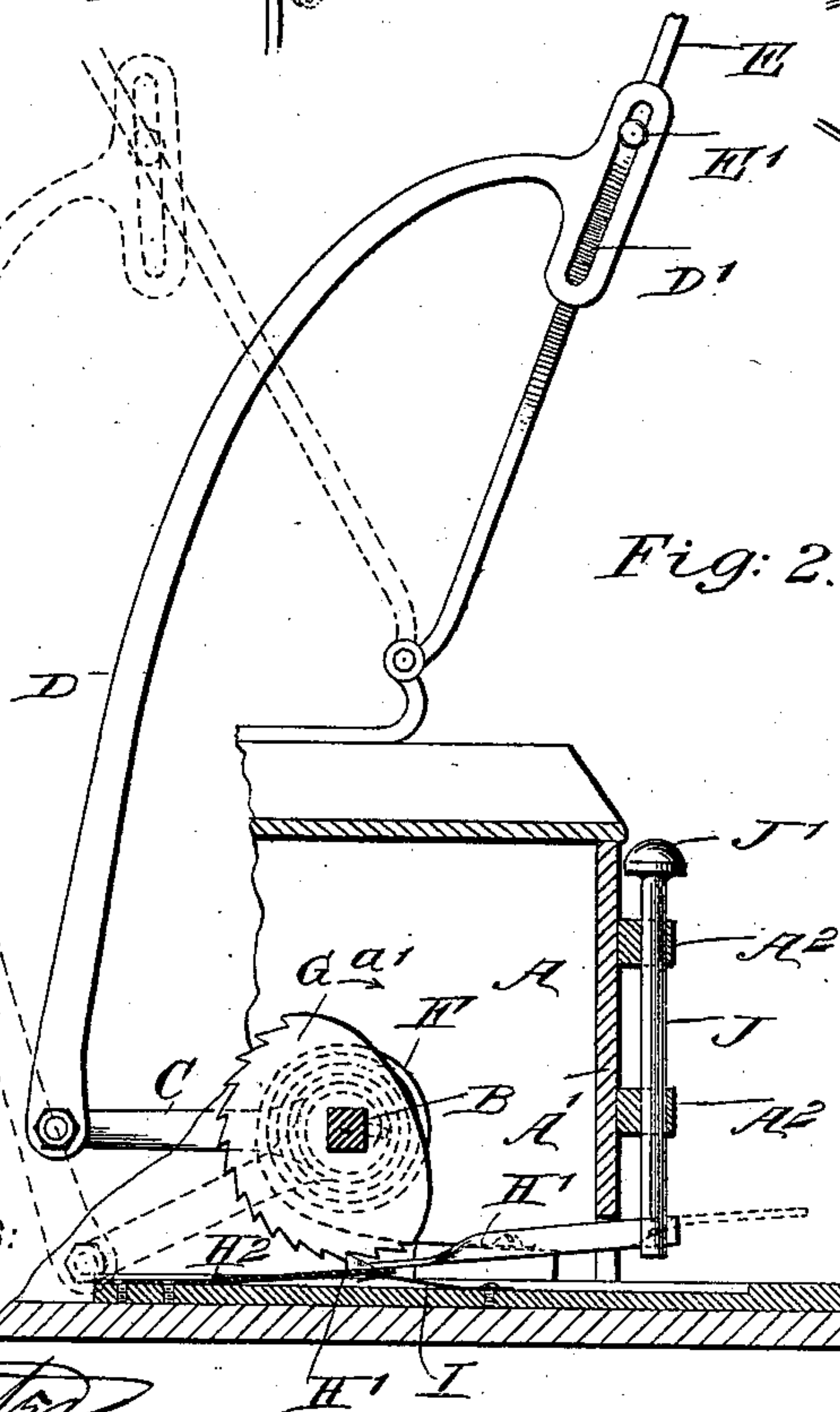


Fig. 2.



WITNESSES:

John A. Rennie

Thos. G. Houston

INVENTORS

J. D. Axline
BY J. L. Baillie

Munn & Co.
ATTORNEYS.

UNITED STATES PATENT OFFICE.

JOHN D. AXLINE AND JAMES L. BAILLIE, OF SHAWNEE, OHIO.

BUGGY-TOP ATTACHMENT.

SPECIFICATION forming part of Letters Patent No. 531,493, dated December 25, 1894.

Application filed March 27, 1894. Serial No. 505,291. (No model.)

To all whom it may concern:

Be it known that we, JOHN D. AXLINE and JAMES L. BAILLIE, of Shawnee, in the county of Perry and State of Ohio, have invented a new and Improved Buggy-Top Attachment, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved buggy top attachment, which is comparatively simple and durable in construction, and arranged to permit of conveniently raising or lowering the buggy top without the operator leaving the seat and without much exertion on the part of the operator.

The invention consists of certain parts and details and combinations of the same, as will be hereinafter described, and then pointed out in the claims.

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

Figure 1 is a perspective view of the improvement as applied and with parts in section; and Fig. 2 is an enlarged sectional side elevation of the same.

In the body A, of the buggy and directly under the seat, is arranged a transversely-extending shaft B, journaled in suitable bearings attached to the body A. The outer ends of the shaft B carry the arms C, pivotally-connected with links D, extending upwardly at the sides of the buggy top, each link being formed at its upper end with a slot D' through which extends a pin head or button E', secured to the forward side stay E of the buggy top. The latter is of the usual construction and hinged in the regular way to the body A, the stay E being pivoted below the pin E', so that the upper ends of the links D extend beyond the pivots for the buggy top, as plainly shown in Fig. 1.

On the shaft B are arranged one or a series of springs F, preferably helical springs, having their inner ends fastened on the shaft and their outer ends to a convenient place on the body A. On the shaft B is also secured a segmental ratchet wheel G, adapted to be engaged by a fixed point H' on a pawl H, pivoted at H² in the bottom of the wagon body and pressed on by a spring I, so as to hold the

said pawl in an uppermost position. The forward end of the said pawl H extends through the front board A' under the seat, to connect at its outer end with a vertically-extending rod J, mounted to slide in suitable bearings A² fastened on the board A'. The upper end of the rod J is formed with a handle J', extending close to the top of the seat and within convenient reach of the occupant of the buggy.

The operation is as follows: When the top is in a closed position and the operator opens the top, then the pins E' pull on the links D so as to cause an upward swinging of the arm C and a consequent turning of the shaft B in the direction of the arrow a', whereby the spring or springs F are wound up and at the same time the segmental ratchet wheel G is turned to the position shown in Figs. 1 and 2 and locked in place by the point H' of the spring-pressed pawl H. Now, when it is desired to quickly and conveniently lower the buggy top, then the operator simply presses on the handle or knob J' of the rod J, to swing the spring-pressed pawl H downward, so as to disengage the point H' from the ratchet wheel G, thereby releasing the spring-pressed shaft B, which latter now, by the action of the springs F, rotates in the inverse direction of the arrow a'. The movement of the shaft causes a downward swinging of the arm C, so that the links D pull on the side stays E, thereby closing the buggy top without the operator touching the same. Thus, in case of danger, say on a railroad crossing, the occupants of the buggy can instantly close the buggy top so as to be in a position to escape from the buggy, either at the sides or rear.

It will further be seen that by the arrangement described, the occupant of the buggy need not leave his seat to raise or to close the buggy top.

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

1. The combination with a buggy, of a spring pressed shaft journaled in the body of the buggy and provided with arms on its ends, and links pivoted to the said arms and having their upper ends pivotally and slidably connected with the forward stays of the top, substantially as described.

2. A buggy top attachment, comprising a
spring pressed shaft adapted to be journaled
in the buggy body and provided with arms at
its ends, links pivoted to the arms and having
5 their upper ends slotted to receive pins on the
stays of the buggy top, and a releasing mech-
anism, substantially as described.

3. A buggy top attachment, comprising a
spring pressed shaft adapted to be journaled
10 in the buggy body, arms on the ends of the
shaft, links pivoted to the ends of the arms

and provided with slots in their upper ends
to receive pins on the stays of the top, a seg-
mental ratchet wheel on the shaft, a spring
pawl engaging the ratchet wheel, and a slid- 15
ing rod having its lower end connected with
the pawl, substantially as described.

JOHN D. AXLINE.
JAMES L. BAILLIE.

Witnesses:

S. W. PASCOE,
W. A. HANN.