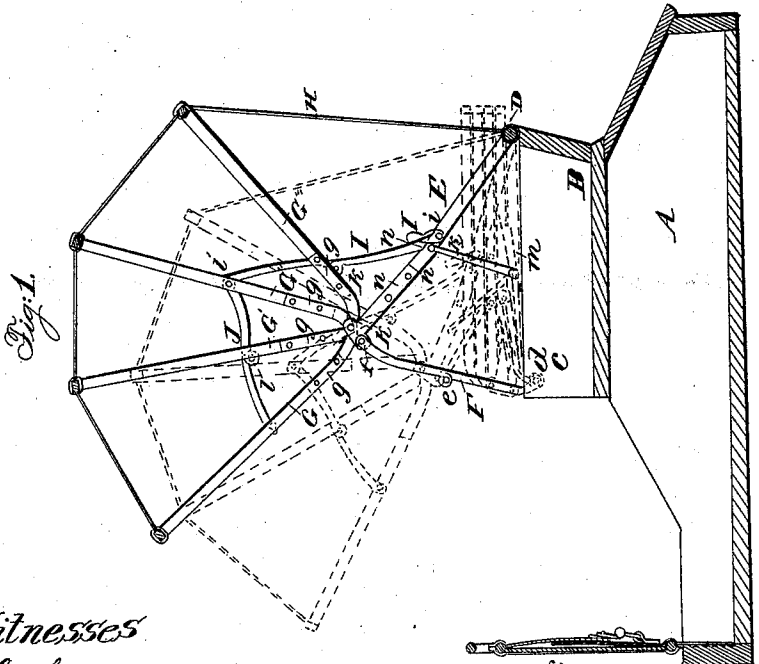
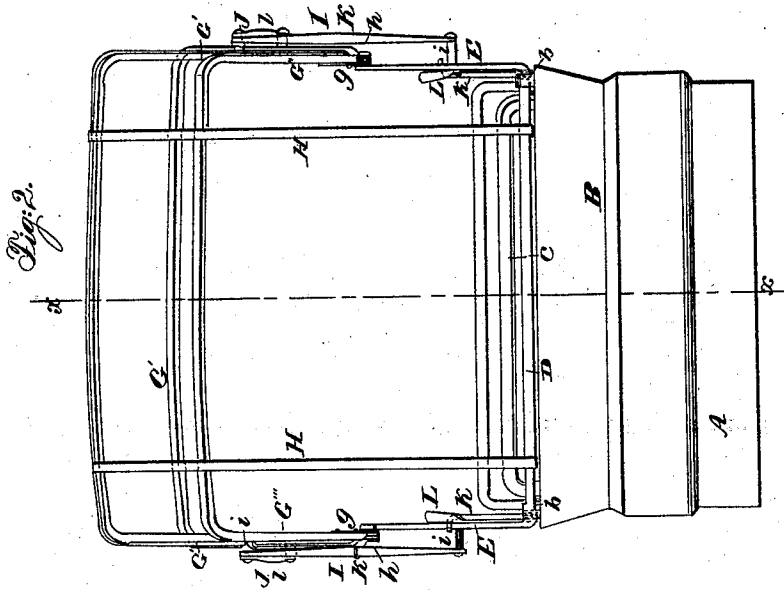


I. COGSWELL, Jr.

Carriage-Top.

No. 37,734.

Patented Feb. 24, 1863.



Witnesses  
 J. W. Coombs  
 H. H. Sprompton

Inventor.  
 I. Cogswell Jr.  
 per [Signature]  
 Attorney

# UNITED STATES PATENT OFFICE.

IRA COGSWELL, JR., OF EARLVILLE, ILLINOIS.

IMPROVEMENT IN CALASH OR FOLDING TOPS FOR CARRIAGES, &c.

Specification forming part of Letters Patent No. 37,734, dated February 24, 1863.

*To all whom it may concern:*

Be it known that I, IRA COGSWELL, Jr., of Earlville, in the county of La Salle and State of Illinois, have invented a new and useful Improvement in Calash or Folding Tops for Wheel-Vehicles and Sleighs; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a side sectional view of my invention, taken in the line *x x*, Fig. 2; Fig. 2, a back view of the same.

Similar letters of reference indicate corresponding parts in the two figures.

To enable those skilled in the art to fully understand and construct my invention, I will proceed to describe it.

A represents the body of a light wagon, B the seat, and C the dash-board. These parts may be constructed in the usual way, and therefore do not require a minute description.

On the upper part of the back *a* of the seat there is placed a rod or shaft, D, which is fitted in suitable bearings, *b b*, and allowed to turn freely therein. The ends of the shaft D are bent so as to form arms E E, which are at right angles to the shaft D and parallel with the sides of the body A. The front ends of these arms E E are connected by jointed bars F F with the front parts of the sides *c* of the seat B, the lower ends of the bars F being connected to the sides of the seat by pivot-bolts *d*. The bars F are jointed at about their centers, the joints *e* being so formed as to admit of said bars folding backward. The upper ends of the bars F are attached to the front ends of the arms E by pivot-bolts *f*.

G G' G'' G''' represent four bows, which may be constructed of wood and in the same manner as the bows of an ordinary calash or folding carriage or wagon top. The lower ends of these bows are provided with irons *g*, all of which, at each side of the top, are fitted on a common pivot or bolt, *h*, and these bolts pass through the front end of the arm E. The bows form the frame of the top, and they have straps H attached to them, to prevent them spreading beyond a certain distance from each other. These straps, at their back ends, are attached to the shaft D.

I I represent two jointed bars, the lower ends of which are connected by pivot-bolts *i i* with the arms E E, the upper ends of said bars being connected by pivot-bolts *j j* with

the bow G''. The joints *k* of the bars I are so formed that said bars may fold backward. The bows G'' and G are connected at each side by jointed bars J J, the joints *l* of said bars being so formed as to admit of the bars J folding upward.

From the above description it will be seen that by folding the bars I I backward and folding the bars J J upward the bows G G' G'' G''' may be brought in contact with each other, and turned down parallel with the arms E E, and that the latter, by folding back the bars F F, may be let down upon the sides of the seat B, as shown in red in Fig. 1. When the top is in this position, it does not form any incumbrance whatever, and the view from the seat is unobstructed all around, equally so as if the seat were not provided with a top. In order to raise the top, the arms E E are first lifted, as shown in blue tint in Fig. 1, the bars F supporting the same, and the bows G G' G'' G''' are then spread out, the jointed bars I I J J retaining them in proper position. If it should be necessary for the occupant of the seat to be better protected in front than the top in this position is capable of doing, the bars F F are folded backward, and hooks K, which are attached to each side of the seat by joints or pivots *m*, are fitted in any of a series of holes, *n*, in the arms E E. By this arrangement the front part of the top may be adjusted more or less forward, as shown in blue outline in Fig. 1.

The bows or frame of the top may be covered in the usual manner, and the lower ends of the jointed bars I I may be provided with levers L, to admit of said bars being manipulated at the inner sides of the top.

By this invention a strong and durable top is obtained, one that will be firm or not liable to rattle, and, on account of the comparatively great scope of its adjustment, far preferable to the ordinary tops in use.

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

The combination of the inclined arms E E, hooks K, and folding bars F F with the bars I J, bows G G' G'' G''', and seat B, all in the manner herein shown and described.

IRA COGSWELL, JR.

Witnesses:

RUSSELL A. CAIN,  
ASA KELSEY.