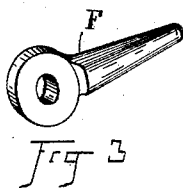
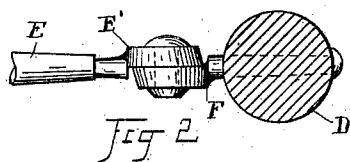
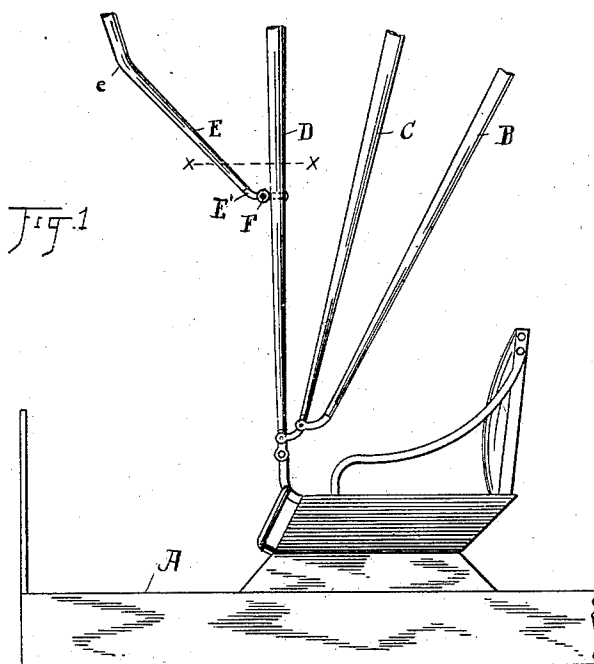


(No Model.)

J. C. COSS.
BUGGY TOP.

No. 468,460.

Patented Feb. 9, 1892.



Witnesses,
R. B. Moser
H. L. McLane

Inventor,
James C. Coss.
by H. T. Fisher
Attorney

UNITED STATES PATENT OFFICE.

JAMES C. COSS, OF MANSFIELD, OHIO, ASSIGNOR TO THE COSS COMPANY,
OF SAME PLACE.

BUGGY-TOP.

SPECIFICATION forming part of Letters Patent No. 468,460, dated February 9, 1892.

Application filed August 31, 1891. Serial No. 404,242. (No model.)

To all whom it may concern:

Be it known that I, JAMES C. COSS, a citizen of the United States, residing at Mansfield, in the county of Richland and State of Ohio, have invented certain new and useful Improvements in Buggy or Carriage 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.

My invention relates to buggy or carriage tops; and the object of the invention is to construct a top in which the usual front bow is shortened and arranged in such manner as to be practically out of the way of persons entering and alighting from the buggy or carriage. As buggy-tops have been constructed heretofore the forward bow extended down on either side to make connection at the side of the next succeeding bow, and from that point run forward in such inclined position as would carry the front of the top forward far enough to shelter the occupants of the buggy; but in making this connection and in extending the bow in the manner thus described the bow was in the way of the person in getting into and out of the buggy and was an obstruction and source of annoyance and inconvenience.

I have conceived of a construction and arrangement of parts which obviates this great objection to buggy-tops and which enables me to construct a top which will allow the same cover to be used as heretofore and which will afford the same shelter and have all the advantages heretofore obtained and at the same time avoid the objectionable front tube or bow, thus making it easy to enter and to leave the buggy so far as the top is concerned. To these ends the invention consists in a buggy-top in which the front bow is attached to the next succeeding bow at a suitable elevation above the extremities of the bow and in such position that the front tube is raised and out of the way of the person entering the buggy, all substantially as shown and described, and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is a side elevation of a set of bows for a carriage-top, broken off at their upper and bent por-

tion, and of part of a buggy-body, so as to show the relation of the bows as constructed to the said body. Fig. 2 is an enlarged edge view of the joint at which the extremity of the front bow is attached to the next bow in the rear; and Fig. 3 is a detailed view of the pin or staple to which the front bow is pivotally connected and which enters the other bow, as seen in Fig. 2.

A represents the buggy-body, and it will be understood that this body may be of any fashion or style that taste may dictate, it being immaterial for the purpose of this invention what form or style of body is used, the body being illustrated in this instance more especially to show the relation of the bows in which my improvement appears to a body of well-known style.

The bows are represented by letters B, C, D, and E, the usual number of bows being employed, and the construction of the cover and its method of attachment and everything connected with the top being the same as it would be in the ordinary top. Usually the front bow is connected to the bow D in substantially the same manner as the bow B is connected to bow C, and the pivot-points of the several bows at either side are closely assembled at their lower extremities at the seat; but in order that a truly convenient buggy-top may be made without radical change in the construction of the top I have found that by shortening the front bow E and bending it at about the point marked *e*, so as to carry the ends back at a more or less angle to the bow portion, and connecting the said ends to the bow D about midway of its elevation, I can keep the same cover and attachments generally as before and yet remove the said bow E from an obstructing position. To the end that this may be done, I employ a suitable rivet or pin F, which is driven through the bow D, and secured therein by riveting, so as to prevent drawing out, and make the attachment of the tube or bow E directly to this rivet or pin. In the construction herein shown I have formed the pin or bolt F with a circular flat head, corresponding to the head of the slat-iron E', and the two heads are united by a common pivot connection. By using the rivet F, as shown, the bow or tube D is not materially weakened

and the pivot-point for the tube E is brought directly at the center of the bow, where it should be. Either the half-joint rivet-head shown or its equivalent in construction may be adopted. It will be seen that the rivet-pin F is tapered from its head to its point, so that when driven into the bow it will be firmly seated therein. Then by reason of the said rivet-pin passing through the bow a sufficient distance to upset its extremity outside of the bow and form a securing-rivet thereon, the rivet-pin is prevented from turning because the engaging portion of the rivet proper conforms to the circular surface of the bow. This could not occur if a nut were used instead of a rivet-head. In this way the said pin is prevented from turning in the bow and the front bow is held firmly in its right position. Again, this construction brings the front bow centrally in front of the center of the next bow and avoids spreading it at the ends to the side of the next bow, as is the case when a side fastening is made. The enlarged flat head of the part F forms a bearing for the slat-iron E' of such width that there can be no play of the front bow from side to side, the rivet-pin being securely held in the bow D.

Having thus described my invention, what I

claim as new, and desire to secure by Letters Patent, is—

1. In a buggy or carriage top, the short front bow having its slat-iron formed with a wide flat bearing-face, in combination with the next succeeding bow formed with a hole centrally from front to rear and a tapered rivet-pin driven into said hole and having a head with a flat face to which the slat-iron of the short front bow is secured and the said pin secured on the back of the second bow by riveting against the rounded surface thereof, substantially as described.

2. In carriage or buggy tops, the bow D, having an opening centrally through the same from front to rear, and a rivet-pin F, driven into said opening and riveted against the back of said bow and having a flat head at its front end, in combination with a short front bow E, having a flat-faced slat-iron secured to the head of rivet-pin F, substantially as described.

Witness my hand to the foregoing specification this 10th day of August, 1891.

JAMES C. COSS.

Witnesses:

WM. A. CASTNER,

W. H. BOWERS.