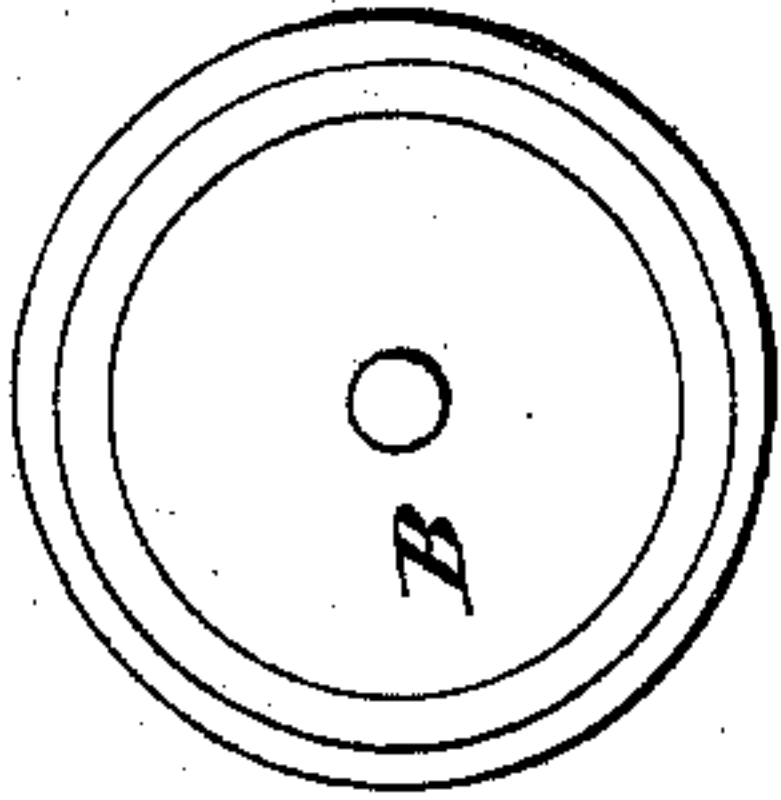


Carriage Top.

Patented June 9, 1868.

*Fig. 2.*



*Fig. 3.*

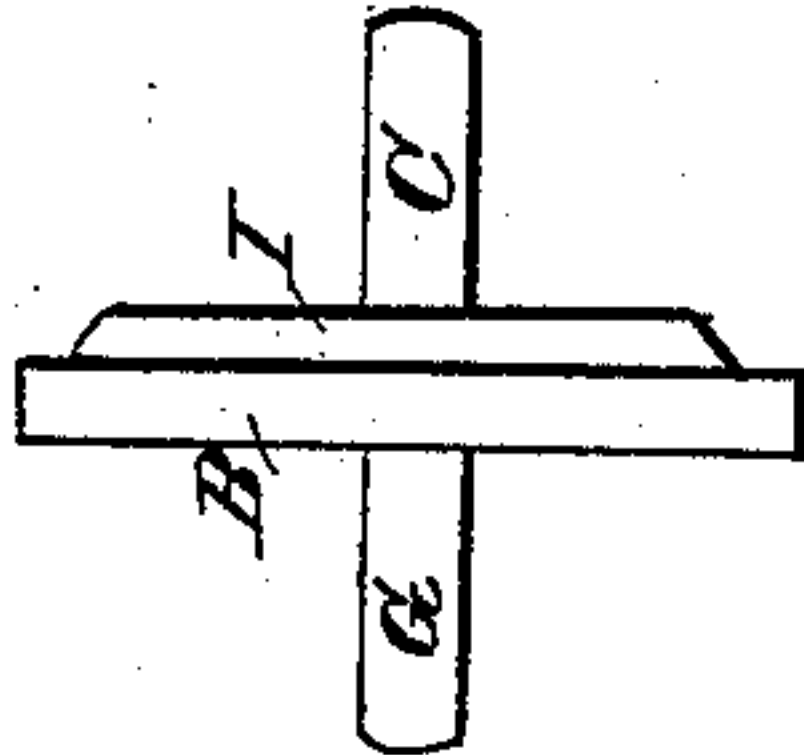
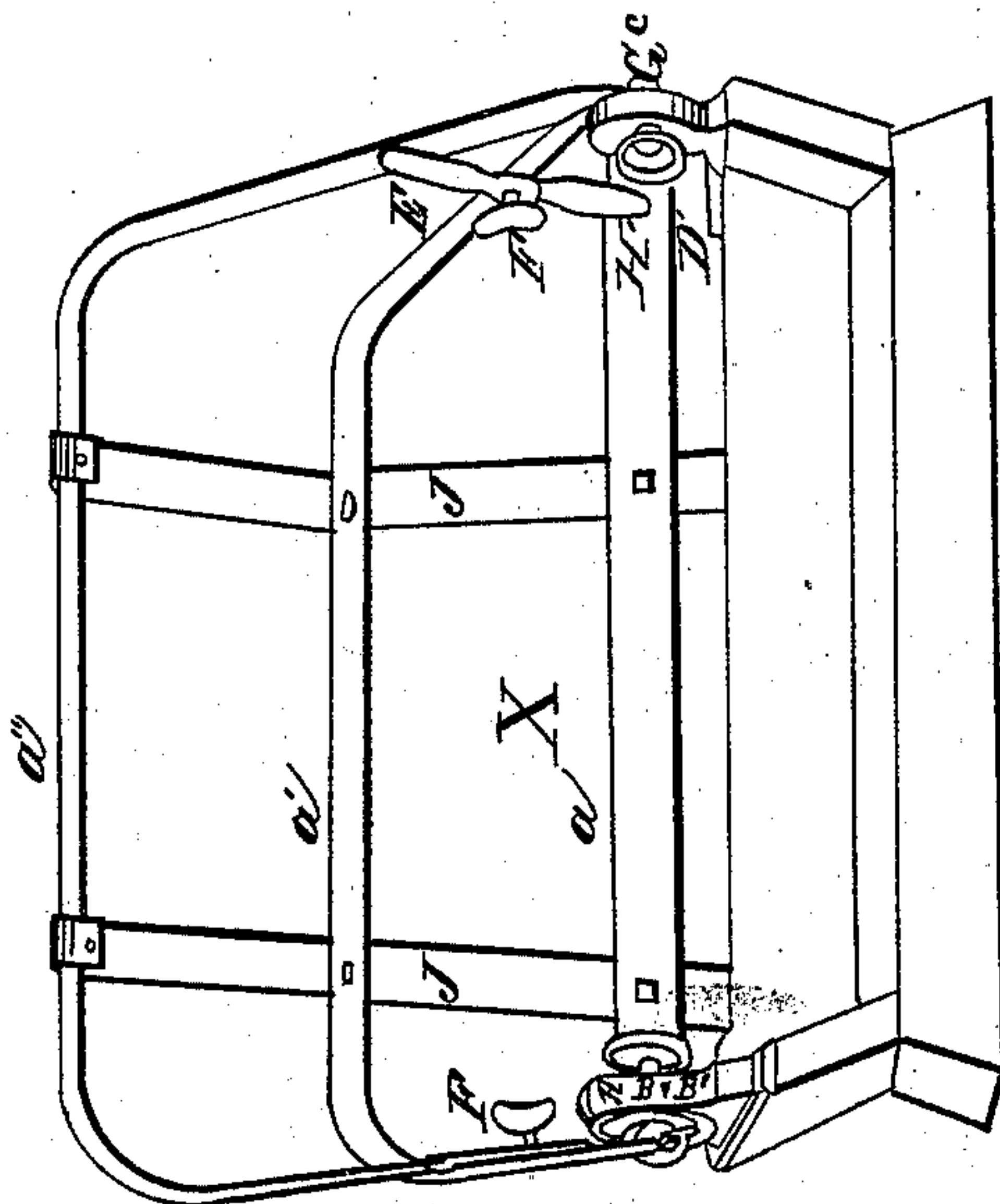
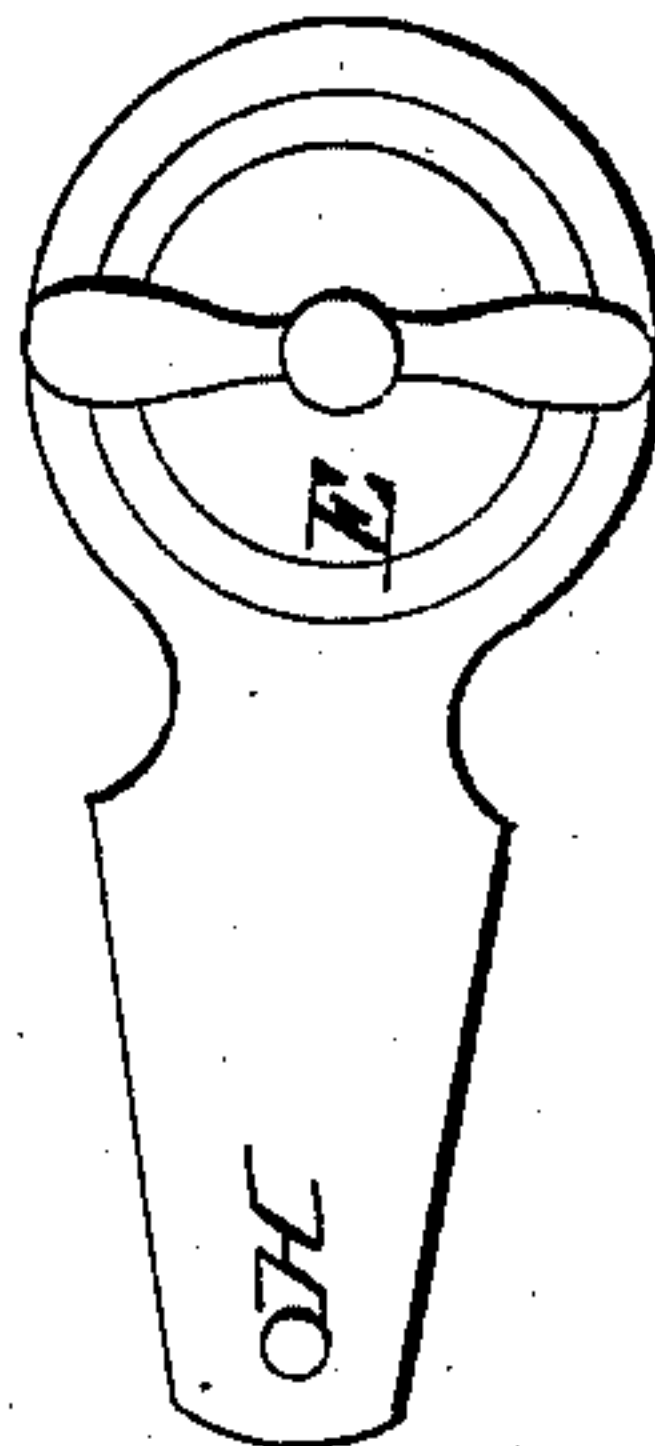
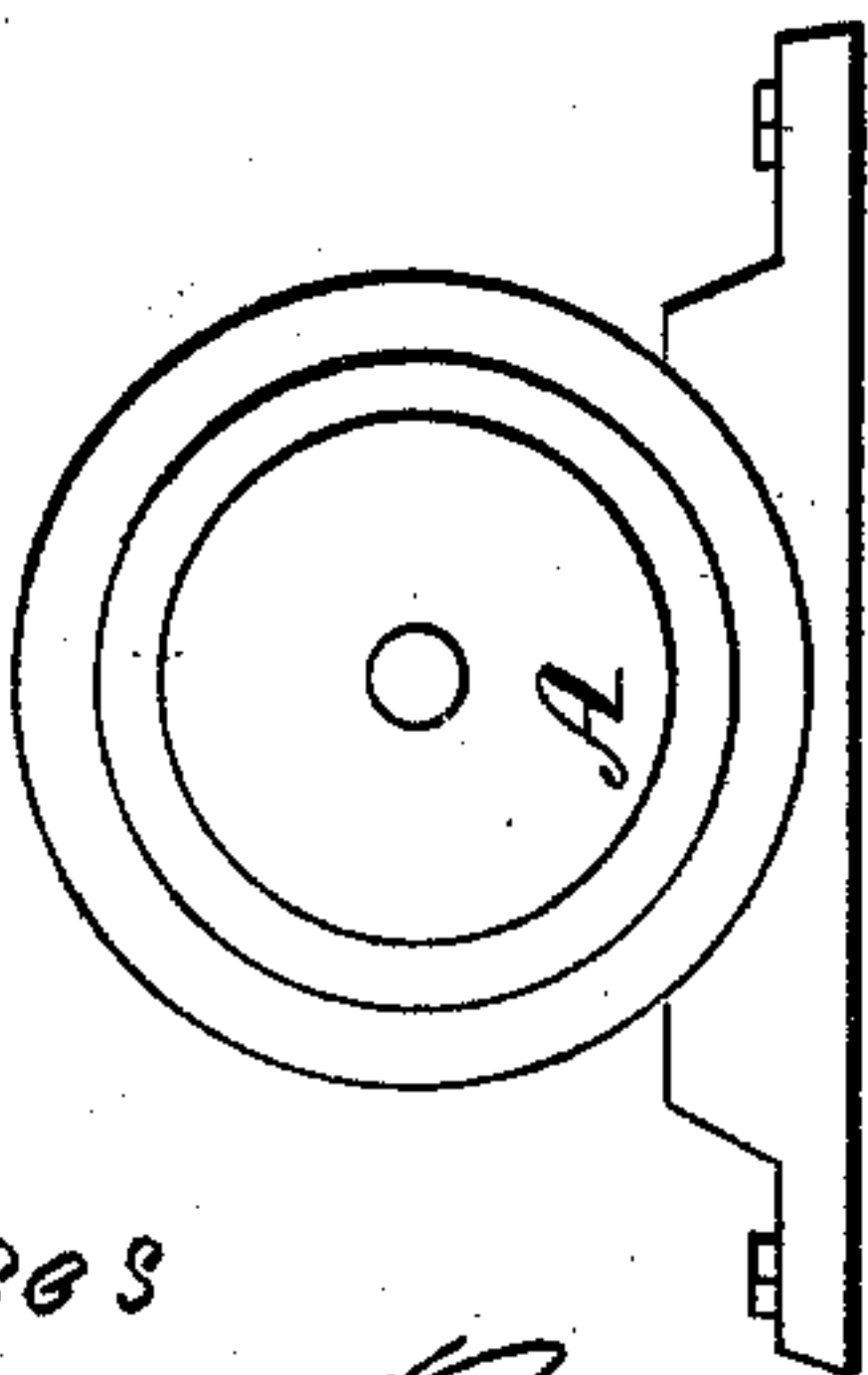


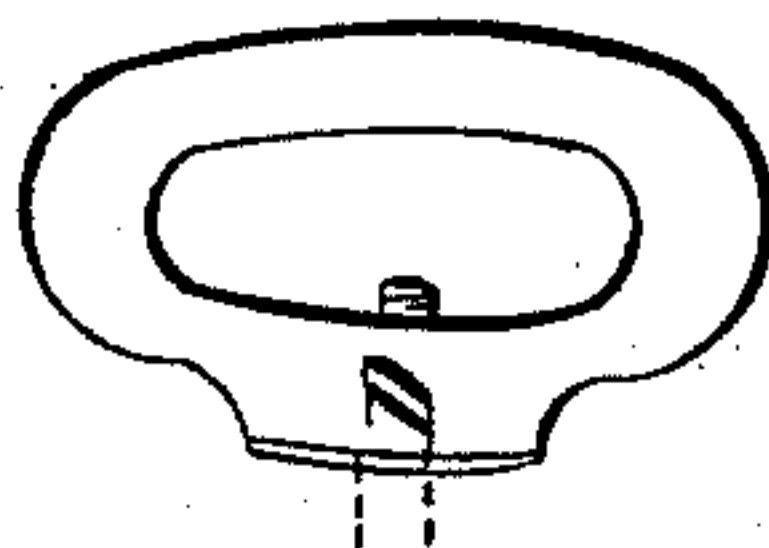
Fig. 4.



**Fig. 1.**



*Fig. 5.*



Chiphallet S. Scripture

Witnesses  
Norman Rude  
Edwin Lewison

# United States Patent Office.

ELIPHALET S. SCRIPTURE, OF BROOKLYN, NEW YORK.

*Letters Patent No. 78,836, dated June 9, 1868.*

## IMPROVEMENT IN CARRIAGE-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, ELIPHALET S. SCRIPTURE, of Brooklyn, Kings county, New York, have invented certain new and useful Improvements in Carriage-Tops, for the convenient mode of constructing, handling, managing, and governing the same; and I do declare the following to be a full, clear, and correct description of my said invention, reference being had to the accompanying drawings, making part of this specification, and to the letters of reference marked thereon, in which—

Letter X shows an oblique elevation of the whole seat and top.

Figure 1 shows a side elevation of the inner disk of the female half of the main or bow-joint, with its standard or base.

Figure 2, the same view of the male half of the same.

Figure 3, an edge view of the male half, with its horizontal bolt or shaft passing through.

Figure 4, a flat view of one-half of an extension-joint.

Figure 5, a side elevation of the handle-nut to the main joint.

In the drawings, like parts of the invention are designated by the same letters of reference.

The nature of my invention consists in the use or employment of circular friction-surfaces, constructed as hereinafter described, for the purpose of raising, lowering, controlling, and securing a carriage-top in the various forms and positions required.

To enable those skilled in the arts to make and use my invention, I will describe it, as follows:

Letter X shows a plain carriage-seat, upon each arm or end of which are secured the main bow-joints, when the parts A B, B i, and G C are combined; letter a, the back or main bow, (as being attached to the outer surface of the male or revolving wedge-circle,) and represented as having been turned back flat down; a i, the middle bow, and a i i, the front bow, the two being elevated and secured in position by means of the joint E and H, having been extended, and thus secured by means of the thumb-screw F.

To drop the bows a i and a i i, turn backward thumb-screw F, when they may be dropped entirely, or partially, and there secured firmly by drawing together the friction-disks A and B by means of thumb-screw F. When the whole top is elevated, the main or back bow is held in position by means of the handle screw-nut, letter D, being screwed upon the shaft G C, as shown at D i, in letter X, where also may be seen the two connecting bow-straps i and j, which connect and secure the three bows together, (or four, if that number is used.)

The main or back bow is firmly sustained and held in place by means of the powerful cohesive attraction of the wedge-surfaces, as a substitute for the outside back braces on an ordinary carriage-top, which bow has also to sustain the other portion of the top in its position, to which main or back bow is attached one end of the joint-brace E and H, while the other end is attached by pivot to the front bow a i i. The said braces E and H may be used by placing one at each side of the top, or a single one at the top, to effect the extension thereof.

The advantages possessed by my present invention are—

First. Simplicity and small cost of construction, in view of the many and important results derived therefrom.

Second. Greater strength, when properly made.

Third. The readiness with which the whole top may be taken off and again replaced, and

Fourth. That the folds may be readily placed and firmly held at any chosen point, while being operated from inside, thereby quickly laying back the front bows while another person gets into the seat, and as readily replaced thereafter.

Fifth. By means of the main bow-joint A and B, the greater portion of the weight of the bows and top may be sustained, without resting wholly upon an arm or horn, thereby preventing all jouncing, rattling, and chafing.

Sixth. That the main bow-joint may be set upon the seat-arms, with the bows either inside or outside, allowing the handle-nut D to do its office on either side, convenient to be got at while sitting inside, while at the same time presenting facilities for ornamentation either inside or outside.

*Claim.*

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is, not the circular corrugated wedge friction-surfaces as when made by themselves, as the same has been made by me, and described in my patent, dated January 7, 1868, for compasses, calipers, &c.; but

I wish to claim their application, as described, when combined with a carriage-seat and top, substantially in the manner and for the purposes set forth.

ELIPHALET S. SCRIPTURE.

Witnesses:

NORMAN RUDE,  
EDWIN LAMSON.