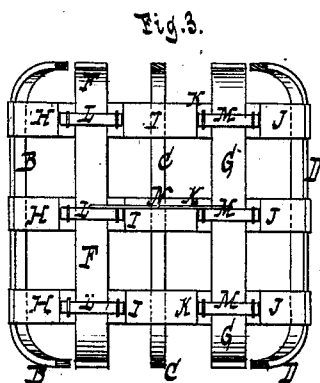
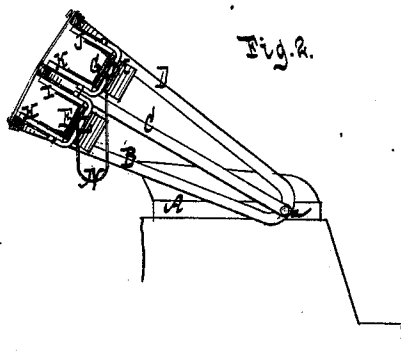
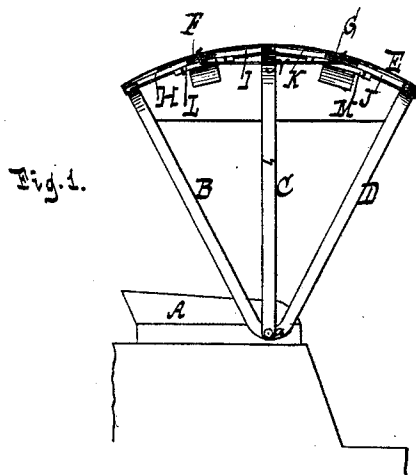


F. A. PRESKO.
Carriage-Top.

No. 213,933.

Patented April 1, 1879.



Witnesses
Otto Shufeland
W. C. Hauff

Inventor
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by
Van Santvoord & Hauff
his attys.

UNITED STATES PATENT OFFICE.

FREDERICK A. PRESKO, OF NEW YORK, N. Y.

IMPROVEMENT IN CARRIAGE-TOPS.

Specification forming part of Letters Patent No. **213,933**, dated April 1, 1879; application filed September 18, 1878.

To all whom it may concern:

Be it known that I, FREDERICK A. PRESKO, of the city, county, and State of New York, have invented a new and useful Improvement in Carriage-Tops, which improvement is fully set forth in the following specification, reference being had to the accompanying drawings, in which—

Figure 1 represents a vertical section when the top is turned up. Fig. 2 is a similar view when the top is turned down. Fig. 3 is an inverted plan.

Similar letters indicate corresponding parts.

This invention consists in the combination, in a carriage-top, with its flexible covering and its swinging bows, of strengthening-strips running parallel to the bows, and connected to the covering, link-bars hinged to the strengthening-strips and to the bows, and elastic straps secured to the link-bars and extending across one or more of the strengthening-strips, so that by pulling down the strengthening-strips, one on each side of the center bow, the top can be readily folded and turned down, and by releasing said strengthening-strips the top expands automatically by the action of the elastic straps, and at the same time a carriage-top is obtained which is superior in strength and durability.

In the drawings, the letter A designates the seat of a carriage, and the letters B C D designate the bows, which swing on pivots a, and form the support for the covering E. Between these bows are situated the strengthening-strips F G, (one or more,) on each side of the central bow, C, and these strengthening-strips are connected to the bows by link-bars, which are hinged to the bows and strengthening-strips—that is to say, the strengthening-strip F connects to the bow B by link-bars H, and to the center bow, C, by link-bars I, and the strengthening-strip G connects to bow D by link-bars J, and to the center bow, C, by link-bars K.

In the example shown in the drawings, I have shown three pairs of link-bars on each side of the center bow, but this number will

be increased according to the size of the carriage-top.

Each pair of link-bars H I is connected by elastic straps L, and each pair of link-bars J K by elastic straps M. (Best seen in Fig. 3.) A suitable lining conceals the bows, the strengthening-strips, the link-bars, and the elastic straps.

To the strengthening-strips F and G is connected a strap, N, and if this strap is pulled down the carriage-top folds up, and it can then be readily turned down to the position shown in Fig. 2. A suitable fastening serves to retain it in this position. When this fastening is released the top unfolds automatically by the action of the elastic straps.

It will be readily understood from this description that by the action of the strengthening-strips and of the link-bars the durability and strength of the covering are materially increased, and a carriage-top is obtained which can be easily folded and unfolded, and which is not liable to be torn by strong winds or other forces to which it may be exposed.

Another great advantage of my invention is, that by its application the proper shape of the carriage-top is preserved.

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

The combination, in a carriage-top, with its flexible covering and its swinging bows, of strengthening-strips running parallel to the bows and connected to the covering, link-bars hinged to the strengthening-strips and to the bows, and elastic straps secured to the link-bars and extending across one or more of the strengthening-strips, all constructed and operating substantially as and for the purpose herein shown and described.

In testimony that I claim the foregoing I hereunto set my hand and seal this 17th day of September, 1878.

FREDERICK A. PRESKO. [L. S.]

Witnesses:

W. HAUFF,
E. F. KASTENHUBER.