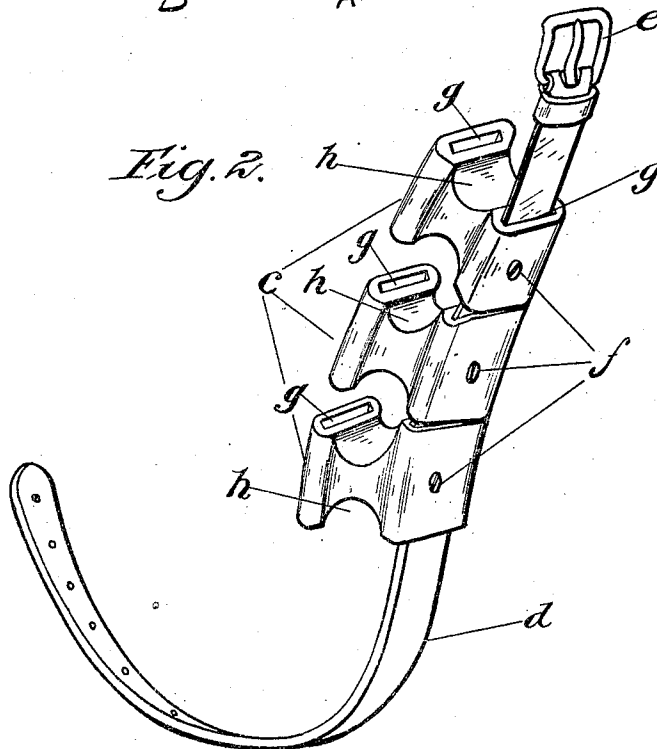
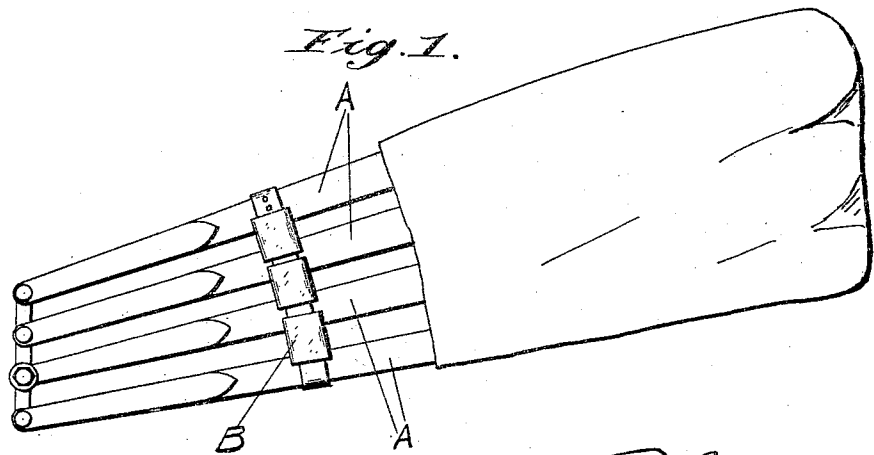


A. W. SMITH.  
CARRIAGE FITTING.  
APPLICATION FILED DEC. 2, 1907.

1,005,484.

Patented Oct. 10, 1911.



WITNESSES  
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his Attorney

# UNITED STATES PATENT OFFICE.

ALBERT W. SMITH, OF PROVIDENCE, RHODE ISLAND, ASSIGNOR, BY MESNE ASSIGNMENTS, TO THE COLUMBIA MOTOR CAR COMPANY, OF HARTFORD, CONNECTICUT, A CORPORATION OF CONNECTICUT.

## CARRIAGE-FITTING.

1,005,484.

Specification of Letters Patent.

Patented Oct. 10, 1911.

Application filed December 2, 1907. Serial No. 404,871.

*To all whom it may concern:*

Be it known that I, ALBERT W. SMITH, a citizen of the United States, resident of Providence, in the county of Providence, State of Rhode Island, have made certain new and useful Improvements in Carriage-Fittings, of which the following is a specification, reference being had to the accompanying drawing, forming a part hereof.

My invention relates to a class of carriage fittings which are more generally used in connection with the bows of a canopy or collapsible top for vehicles, such as the canopy tops of automobiles, though the invention may be equally applicable in other particular cases.

A specific embodiment of my invention is shown in the accompanying drawings, wherein it takes the form of a spacer to be affixed to several bows of a collapsible top, as for an automobile, so that the several parts of my buffer act as spacers between the several individual bow limbs, suitably separating them and forming a yielding buffer to resist the clamping action of a strap or other suitable means.

Figure 1, is a side view of a number of bows, such as would constitute one side of a vehicle top when shut down and not in use. Fig. 2, illustrates the buffer open and in condition adapted to be affixed to the bows.

In Figures A A A are bows, while B is the buffer comprising spacers *c* and a strap *d* with a buckle at *e*. The spacers *c* have at each side a slot or flat hole slightly larger than the section of the strap; the strap is inserted through these holes on one side of the spacers and screws *f* are screwed through the sides of the spacers *c*, through the strap *d* and into the bodies of the spacers. The spacers *c* have concavities *h*. While my invention is described and shown as containing three spacers it will be understood that one spacer of similar construction, combined with a strap in the same manner as shown, can be used in places where only two bows are to be held together.

It will be seen that the embodiment of my invention as illustrated and now described in detail, affords a unit with flexible interconnected parts suitable to be removed from and adjusted to the bows of a canopy

top, while the individual elements being fastened to the strap cannot be lost but are held flexibly together in a manner ready for application to the bows of a canopy top. Even when it is desired to secure each element to the strap, in the manner described, the flexibility of the latter and yielding of the rubber is sufficient to permit yielding to any extent necessary to accommodate slight variation in dimension or form of bows, so that the spacer will at all times perform its proper function.

The spacers *c* are preferably made of rubber, vulcanized to the proper shape as shown, but the material may vary, though it is preferably one that will absorb the vibration received by the bows, owing to the jolting of the vehicle and effectively prevent the rattling of the bows or the abrasion which scratches or mars their finish. By using rubber, and with the construction as indicated, the bows may be very securely strapped together, so as to make them for all intent and purposes a unit to resist the jarring and tendency to rattle when the canopy top is collapsed.

It would be obvious that my invention may be embodied in various modified forms, without departing from the spirit of my invention, but

What I claim and desire to secure by Letters Patent is:—

1. In combination, a plurality of bows or ribs for carriages, of spacers, interconnecting means for flexibly holding said spacers and for clamping them together with said bows.

2. A vehicle top bow clamp comprising a plurality of spacers, each including soft surfaces, a connecting strap adapted to hold them together.

3. A canopy top bow holder including rubber spacers, a strap engaging one side thereof and adapted to clamp said spacers and bows securely together.

4. A canopy top clamp including rubber buffers with holes on each side adapted to receive a strap, concavities on the adjacent sides of said rubber spacers to accommodate the bow legs.

5. A spacer for the bows or ribs for carriage tops consisting of a rubber body having concavities on top and bottom forming

seats for the adjacent sides of the carriage bows and having a guide on the side to receive a strap.

- 5 6. A clamp for canopy bows, comprising  
a spacer with soft pliable surface adapted  
to engage the adjacent sides of two bows, a  
strap to encircle said bows and spacer, a  
guide on one side of said spacer adapted to  
coöperate with said strap and permit the  
10 ready application of said spacer to the strap  
for the purpose described.

7. A vehicle top bow-holder comprising  
a support carrying a plurality of spacers,  
flexible means in said support whereby said  
15 spacers are capable of separation to permit  
the insertion of bows between them, means  
for securing the spacers to prevent the expansion  
of the holder when inserted on the  
bows.

- 20 8. A spacing clamp for vehicle top bows  
comprising a flexible back piece, one or more  
studs projecting therefrom, and means for  
holding the stud or studs between the bows  
of the top.

9. A spacing clamp for articles in the 25  
class described, comprising a strap, one or  
more spacing blocks each including a suitable  
hole or recess whereby they are slid on  
and held to said strap.

10. A vehicle top bow-holder comprising 30  
a plurality of spacers, a strap engaging one  
edge of said spacers, a buckle at one end of  
said strap, means for securing the spacer  
farthest from said buckle against movement  
on said strap.

11. A carriage fitting of the class de- 35  
scribed comprising a strap, a plurality of  
separator blocks, each having a recess on  
one side through which said strap may be  
passed, means for holding the last block 40  
through which the strap is passed against  
removal from said strap.

Signed this 26 day of November, 1907,  
at Providence, R. I.

ALBERT W. SMITH.

Witnesses:

JOHN HENSHAW,  
JAS. E. FURLONG.