J. NELSON.

BOW REST.

APPLICATION FILED SEPT. 12, 1912.

1,068,808.

Patented July 29, 1913.

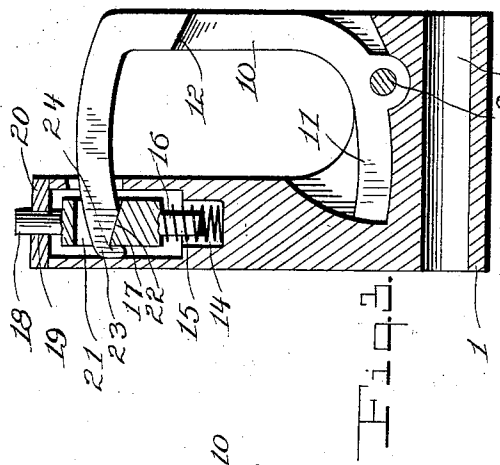


Fig. 3.

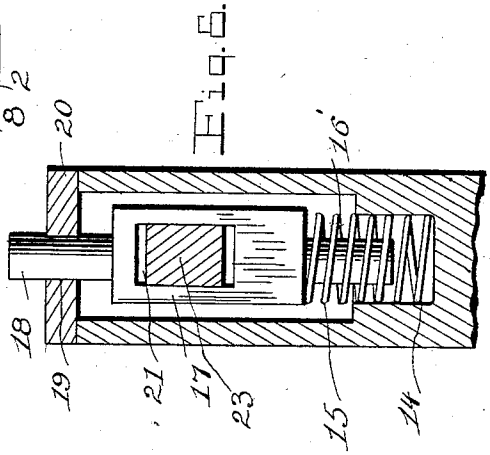


Fig. 6.

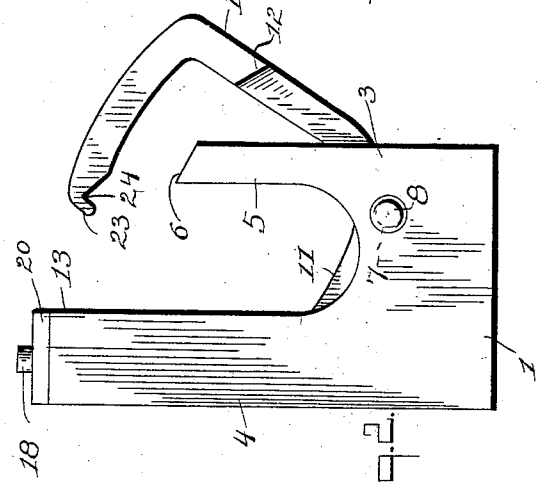


Fig. 2.

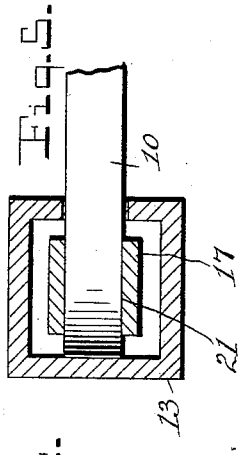


Fig. 5.

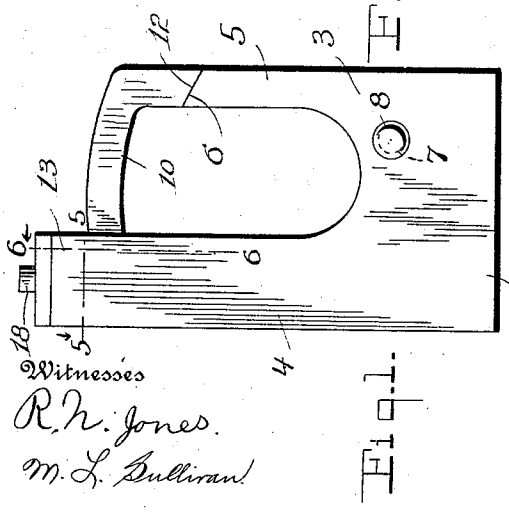


Fig. 1.

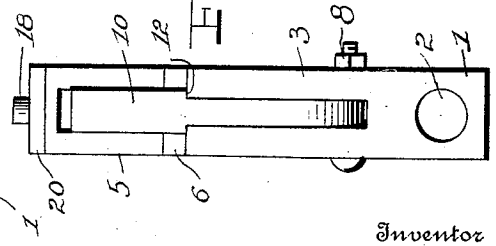


Fig. 4.

Witnesses

R. N. Jones.

M. L. Sullivan

Inventor

J. Nelson

By Chandlee & Chandlee

Attorneys

COLUMBIA PLANOGRAPH CO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

JOSEPH NELSON, OF ARLINGTON, WASHINGTON.

BOW-REST.

1,068,808. Specification of Letters Patent. **Patented July 29, 1913.**

Application filed September 12, 1912. Serial No. 720,059.

To all whom it may concern:

Be it known that I, JOSEPH NELSON, a citizen of the United States, residing at Arlington, in the county of Snohomish, State of Washington, have invented certain new and useful Improvements in Bow-Rests; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention is directed to new and useful improvements in bow rests for automobile tops, and has for its object to so construct a device of this character that it may be conveniently attached to any well known form of automobile and will effectually support the top thereof.

A further object of the invention is to so construct a device of this character that the same will automatically lock when the bows of the tops are engaged thereby.

With these and other objects in view, this invention resides in the novel features of construction, formations, combinations and arrangements of parts to be hereinafter more fully described, claimed and illustrated in the accompanying drawing, in which:—

Figure 1 is a side elevation of the same showing it in its locked position. Fig. 2 is a similar view showing the device in its unlocked position. Fig. 3 is a longitudinal section view through the device. Fig. 4 is an end view. Fig. 5 is a sectional view on line 5—5 of Fig. 1. Fig. 6 is a similar view on line 6—6 of Fig. 1.

Referring to the drawing, the numeral 1 designates a base, the same being provided with a longitudinal passageway 2 for engaging one of the lugs secured to the automobile body for supporting the device in place thereon. Rising from the base 1, and arranged in spaced relation are plates 3 which terminate at their upper edges in wings 4 and 5, the upper ends of the wings 5 being beveled as indicated at 6, the purpose of which will appear later. The plates 3 are provided with registered perforations 7 near their lower edges and through which pass a bolt 8, said bolt being adapted to engage a perforation 9 formed in the lower end of the shackle 10. The shackle 10 has its lower portion provided with a curved seat 11, and is further provided near its upper end with inclined shoulders 12 which engage the bevel 6 formed upon the upper ends of the wings 5 to limit the inward swinging movement of the shackle.

Formed integral with the upper ends of the wings 4 is a casing 13, the bottom of which is provided with a bore 14 and in which is seated a coil spring 15, said coil spring being adapted to surround a pin 16 formed upon the bottom of the bolt 17. Formed integral with the upper end of the bolt 17 is a lug 18 which passes through a perforation 19 formed in the cap plate 20, said plate being adapted to be secured to the upper end of the casing in any suitable manner.

A slot 21 passes transversely through the bolt 17 and has its bottom beveled, as at 22, so that the bill 23 formed upon the upper end of the shackle will force said bolt downwardly against the tension of the spring 15 until the shoulder 24 carried by the bill engages the inner face of said bolt, thus effectually locking the shackle in place.

From this construction it will be seen that when the shackle is swung outwardly and is in its open position the curved seat 11 carried thereby will occupy such a position that when the bow of the vehicle top is placed thereon the weight of said bow will cause the shackle to be swung inwardly until the bill thereof is firmly locked by the bolt 17. To release the top it is only necessary to press upon the lug 18, whereupon the bolt 17 will be forced downwardly and the shackle swung outwardly as the weight of the top is relieved.

What is claimed is:—

A support for vehicle bows comprising a base adapted to be secured to a vehicle body, plates rising from said base and arranged in spaced parallel relation, said plates terminating at their upper ends in wings, a shackle pivotally connected be-

tween the plates and having a curved seat formed near its pivotal point, a casing formed upon the upper ends of the other wings, a spring pressed bolt mounted in said casing and having a slot formed therein, said slot having an inclined bottom, said bottom being engaged by the bill of the shackle to lock the same when a bow rest is resting upon the curved seat, and means carried by said bolt to operate the same to release the shackle.

In testimony whereof, I affix my signature, in presence of two witnesses.

JOSEPH NELSON.

Witnesses:
ALFONS MAES,
C. E. MUNN.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."