

S. T. ALLEN.
 VEHICLE TOP BOW HOLDER.
 APPLICATION FILED AUG. 2, 1909.

962,487.

Patented June 28, 1910.

2 SHEETS—SHEET 1.

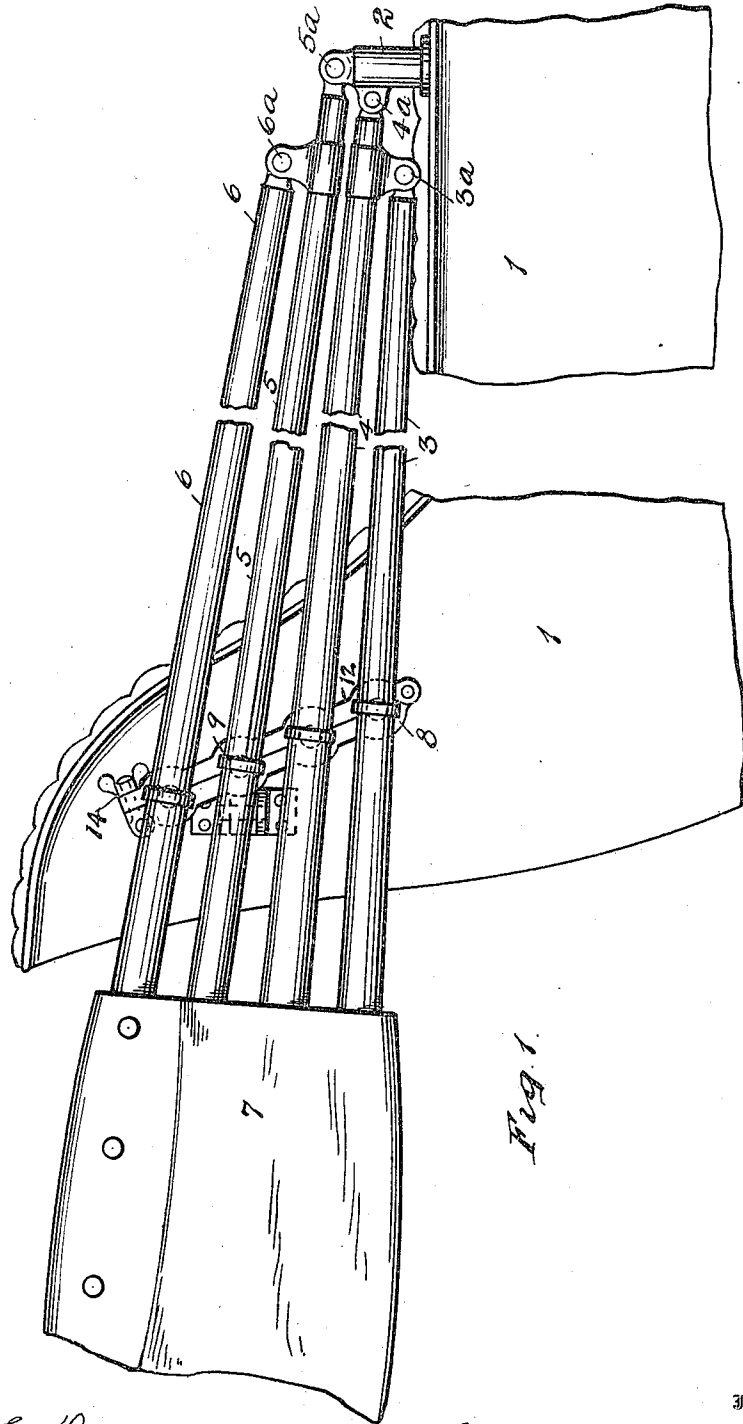


Fig. 1.

Witnesses

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Virginia C. Spratt

Inventor

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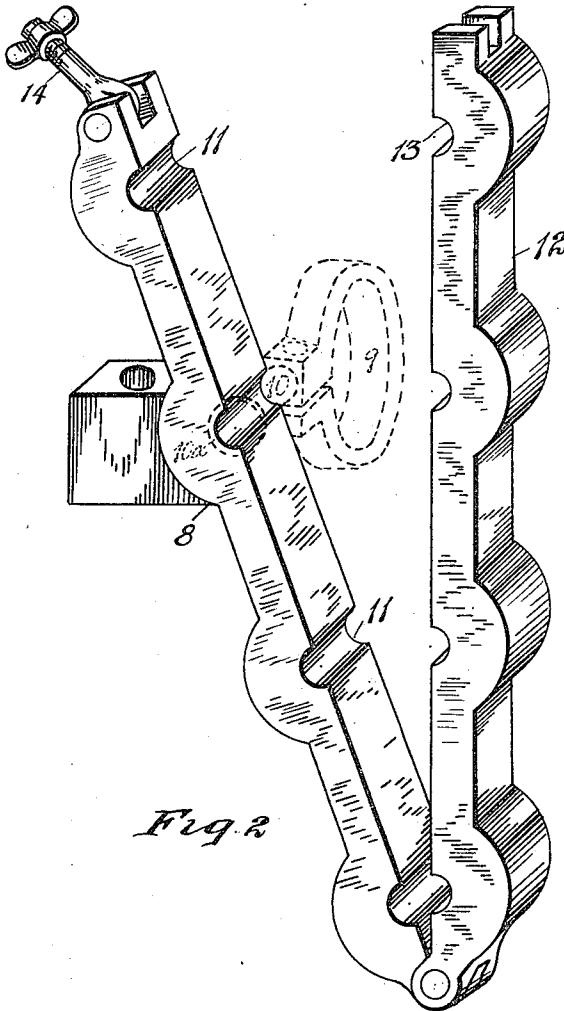


Fig. 2

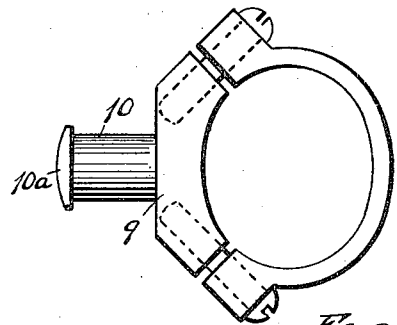


Fig. 3

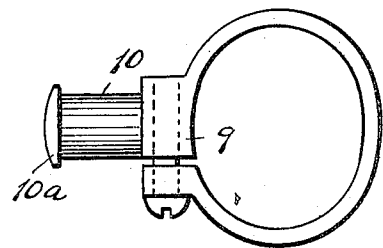


Fig. 4

WITNESSES.

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UNITED STATES PATENT OFFICE.

SHERMAN T. ALLEN, OF DETROIT, MICHIGAN.

VEHICLE-TOP-BOW HOLDER.

962,487.

Specification of Letters Patent. Patented June 28, 1910.

Application filed August 2, 1909. Serial No. 510,716.

To all whom it may concern:

Be it known that I, SHERMAN T. ALLEN, a citizen of the United States, residing at Detroit, county of Wayne, State of Michigan, have invented a certain new and useful Improvement in Vehicle-Top-Bow Holders, and declare the following to be a full, clear, and exact description of the same, such as will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

This invention relates to a vehicle top bow-holder, and has for its object an improved device of this type adapted and intended to hold the individual bows of the vehicle top in fixed relation to one another and to the top of the vehicle, when the top is lowered and the bows are thus removed from the spacing tension which is present when the top is raised and fully extended.

In the drawings:—Figure 1, is a side elevation of the vehicle top, and of a portion of the body showing the relation of the individual bows to the holder. Fig. 2, is a perspective of the holding bracket or support. Figs. 3 and 4, are detail views of slightly differing types of ring members, which are attached to the bows for the purpose of connecting them to the bracket when lowered.

1 represents the vehicle body, from the fixed standard 2 on the side of which are supported individual bows 3, 4, 5 and 6 of the top. As shown the bows 4 and 5 are pivoted at 4^a and 5^a, and the bows 3 and 6 are pivotally attached to these bows at points, slightly removed from these points of pivoting, 3^a and 6^a. When the top 7 is lowered, these bows 3, 4, 5 and 6 are brought so close to one another in nearly parallel relation, that, if left unsecured, they will rattle and pound against one another when the vehicle is jolted by irregularities in the road. To prevent this the bracket 8 is secured to the side of the vehicle top in such position as to be traversed obliquely by each one of the bows 3, 4, 5 and 6 when they are lowered, although located some three inches more or less closely to the vehicle body than the bows. To bridge this intervening space there is attached to each one of the bows a ring or clamping piece 9 provided with a

projecting neck 10, of such length, and so locked along the bow as to fit within one of the cut-away or recessed portions 11 in the top of the bracket piece 8. When the neck pieces are thus locked in position along the bracket piece 8 the clamping piece 12, which is hinged to the lower end of the bracket 8, is swung over, so as to inclose these neck portions between the cut-away portions 11 of the bracket 8 and its correspondingly cut-away portions 13 of the clamping piece 12. The headed ends 10^a of these necks, which project beyond the bracket on the side close to the vehicle top, prevent the slipping of the necks one way or the other through these cut-away portions, and the individual bow members are thus held rigidly and prevented from undesired rattling and injurious contact the one against the other.

What I claim is:—

1. In combination with the bows of a vehicle top, laterally projecting members fixed thereto, a receiving bracket into receiving portions of which each of said members is adapted to reach when said bows are lowered, and a holding member adapted to be locked in position over said bracket and said members, substantially as described.

2. In combination with a plurality of vehicle bows, each provided with lateral projections intermediate its ends, a supporting bracket member within correspondingly shaped parts of which said projections are adapted to fit when the bows are lowered, and a securing member hinged to said bracket and adapted to be locked in holding position thereover; substantially as described.

3. A vehicle top bowholder, comprising a supporting bracket having a fixed portion and a hinged portion adapted to engage thereover, means for locking the same in such position, and a plurality of members adapted to be fixed to the bows of the vehicle top, and serving by engagement of a portion of each between the fixed and the hinged portions of the bracket, to hold said bows from unintended movement when lowered, substantially as described.

4. In a vehicle top bow holder, in combination with a plurality of vehicle bows, each having a laterally projecting part intermediate its ends, a holding bracket piece lo-

cated to one side of the plane of possible
travel of said bows, within recessed portions
of which said projecting parts engage when
the bows are lowered, a cooperating clamp-
5 ing member having a pivotal connection
therewith, adapted to engage thereover and
to thereby hold said projecting parts of the
vehicle bows from movement, and a catch

member for holding said members in such
position, substantially as described. 10

In testimony whereof, I sign this specifi-
cation in the presence of two witnesses.

SHERMAN T. ALLEN.

Witnesses:

VIRGINIA C. SPRATT,
WILLIAM M. SWAN.