No. 841,072. PATENTED JAN. 8, 1907.

M. M. TROUT.

BOW SPACING CLAMP FOR VEHICLE TOPS.

APPLICATION FILED FEB. 15, 1906

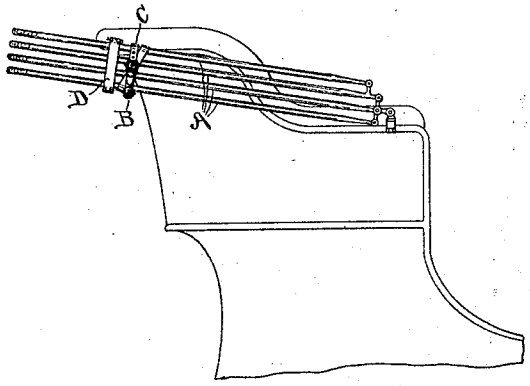



Fig. 1.

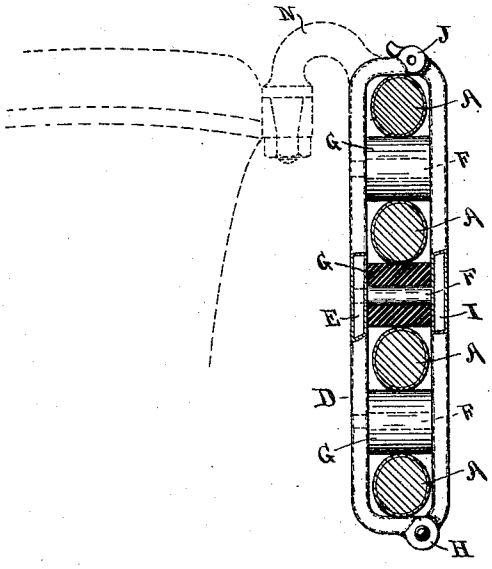



Fig. 2.

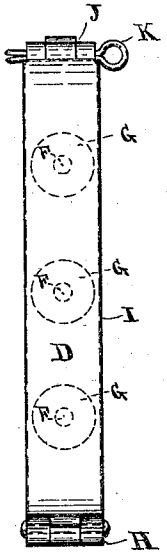



Fig. 3.

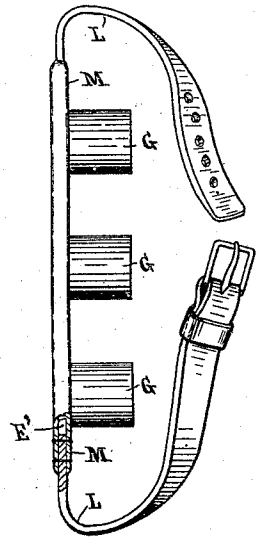



Fig. 5.

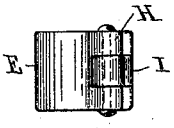



Fig. 4.

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# UNITED STATES PATENT OFFICE.

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## BOW-SPACING CLAMP FOR VEHICLE-TOPS.

No. 841,072. Specification of Letters Patent. Patented Jan. 8, 1907.

Application filed February 15, 1906. Serial No. 301,170.

*To all whom it may concern:*

Be it known that I, MILES M. TROUT, a citizen of the United States, residing at Elmira, in the county of Chemung and State of New York, have invented a new and useful Bow-Spacing Clamp for Vehicle-Tops, of which the following is a specification.

This invention relates to an improvement in devices for holding together the bows of a vehicle-top when the top is carried in lowered position; and the object of my invention is to provide means whereby the bows will be held spaced apart to prevent them from rubbing upon one another or from wearing or cutting the top covering where it folds in between the bows.

Heretofore it has been customary, especially on motor-vehicles, when the top is lowered to drop the bows upon a gooseneck or other rest attached to the back of the vehicle-body and to strap the bows tightly in place thereupon. This mode of fastening, however, clamps the bows tightly one upon another and causes the folds of the top covering to be pinched in between the bows. The constant vibration and jolting of the vehicle while in motion cause the bows to abrade one another and to wear and cut the fabric of the top covering. To avoid this, I provide an attachment which may be carried separately or applied directly to the gooseneck or other top-support, whereby the bows will be spaced a suitable distance apart to prevent all liability of wearing or cutting between the members of the top.

I attain my object by constructing the device as illustrated in the accompanying drawings, in which—

Figure 1 represents a side elevation of the back seat of a motor-vehicle with the bows in lowered position, the top covering, however, being omitted; Fig. 2, an end elevation of my improved clamp with parts shown in section; Fig. 3, a side elevation thereof; Fig. 4, a view of the under side of the clamp, and Fig. 5 a modification showing a cheaper mode of construction.

Like letters of reference designate like parts in the several views.

In Fig. 1, A represents the bows of the top, which when the top is lowered rest upon a gooseneck B or other form of support attached to the back of the vehicle-body upon each side, the strap C being wound around the bows to clamp them tightly upon this rest. As above stated, in so fastening the bows in place they are drawn by the strap tightly together, resulting in the wear and cutting of the several members of the top. To hold the bows apart, I provide at D a clamping device by which the bows are held separated when strapped to the rest. This spacing-clamp will be applied to the bows either at the front or rear of the rest, preferably on the side next the cover, or it may be applied directly over the rest, so as to be strapped in with the bows upon the rest.

The clamp D consists of a back piece E, preferably of metal covered with leather or other non-abrading material, provided with a series of studs F, having a covering G, of rubber or other suitable material, and projecting from the back piece a distance equal to the thickness of the bows, due allowance being made for variations in size of different makes of bows. At one end, at H, is hinged a covering-strap I, preferably of metal covered with leather or other material in like manner with the back piece E, said back piece and strap being provided with means at J for fastening the two together—as, for instance, a split-pin K, passed through eyes formed on the two members E and I. I may, however, use any other suitable means for retaining the parts together in locked position. The cushions G on the studs are spaced apart from one another and from the ends of the clamp to receive between them the bows A, and the spacing apart of the bows by the studs is preferably about one inch. The cushions are preferably of rubber in order that they may hold the bows snugly and also receive between them bows of different dimensions.

When in use, one of these clamps will be slipped into place between the bows on each side of the vehicle when the cover is lowered, after which the bows will be fastened down upon the rests B by means of the straps C. When not in use, the clamps will be carried in the tool-kit or other convenient place on the vehicle. I may, however, apply my clamps directly to goosenecks attached to the vehicle-body, as indicated by the broken lines at N in Fig. 2, thereby dispensing with the strap C. When the clamp is so applied, it

will always be in position for use, and there will be a saving of time in fastening the bows in their lowered position.

The bows will be held by my clamps much more firmly than where straps alone are used. Not only will the bows be spaced apart by the clamps, but they will also be held in true vertical alinement and prevented from side racking.

In Fig. 5 I have shown a cheaper mode of construction for the clamp, wherein the cushioned spacing-studs G are fastened, as before, to a leather-covered back piece E', the ends of the cover at M having stitched in with them straps L, carrying tongue and buckle, which constitute the outside closing member of the clamp.

A spacing-clamp so arranged may be constructed in various ways and carried either attached to the vehicle-body or separate, as may be desired, and the number and size of the studs may be varied to correspond with the number and size of bows in any given top. Moreover, while I have described my device as applicable especially to motor-vehicle tops, it may also be used to advantage with the tops of other road-vehicles.

Without, therefore, confining myself to the construction of the clamp as herein described by way of illustration, what I claim as my invention, and desire to secure by Letters Patent, is—

1. A device of the character described comprising means for spacing apart the bows of a vehicle-top, when in lowered position, in combination with means for fastening the bows together when so spaced apart.

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

3. A spacing-clamp for vehicle-tops comprising a rigid back piece, one or more studs projecting therefrom, a closing-piece hinged to one end of the back piece and adapted to close over the ends of the studs, and means for locking the free ends of said pieces together.

In testimony whereof I have affixed my signature in presence of two witnesses.

MILES M. TROUT.

Witnesses:
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