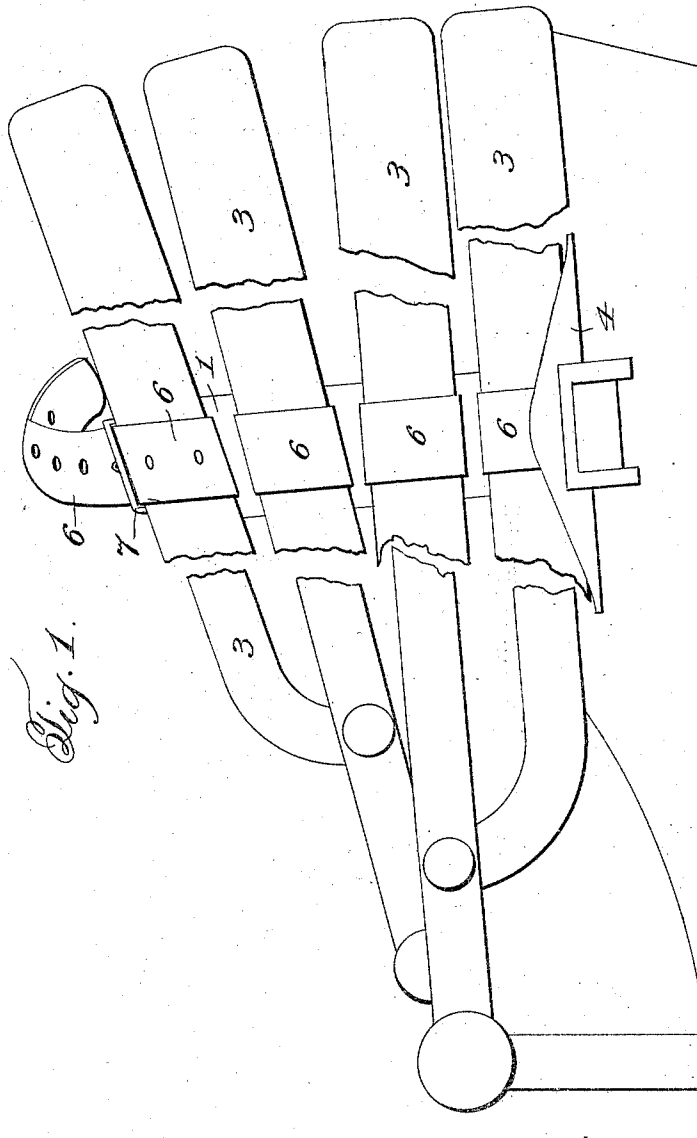


C. L. BAIR.
VEHICLE TOP BOW HOLDER.
APPLICATION FILED JULY 2, 1906.

967,305.

Patented Aug. 16, 1910.

2 SHEETS—SHEET 1.



WITNESS:

Val. Laflanch
R. M. Doimally

INVENTOR

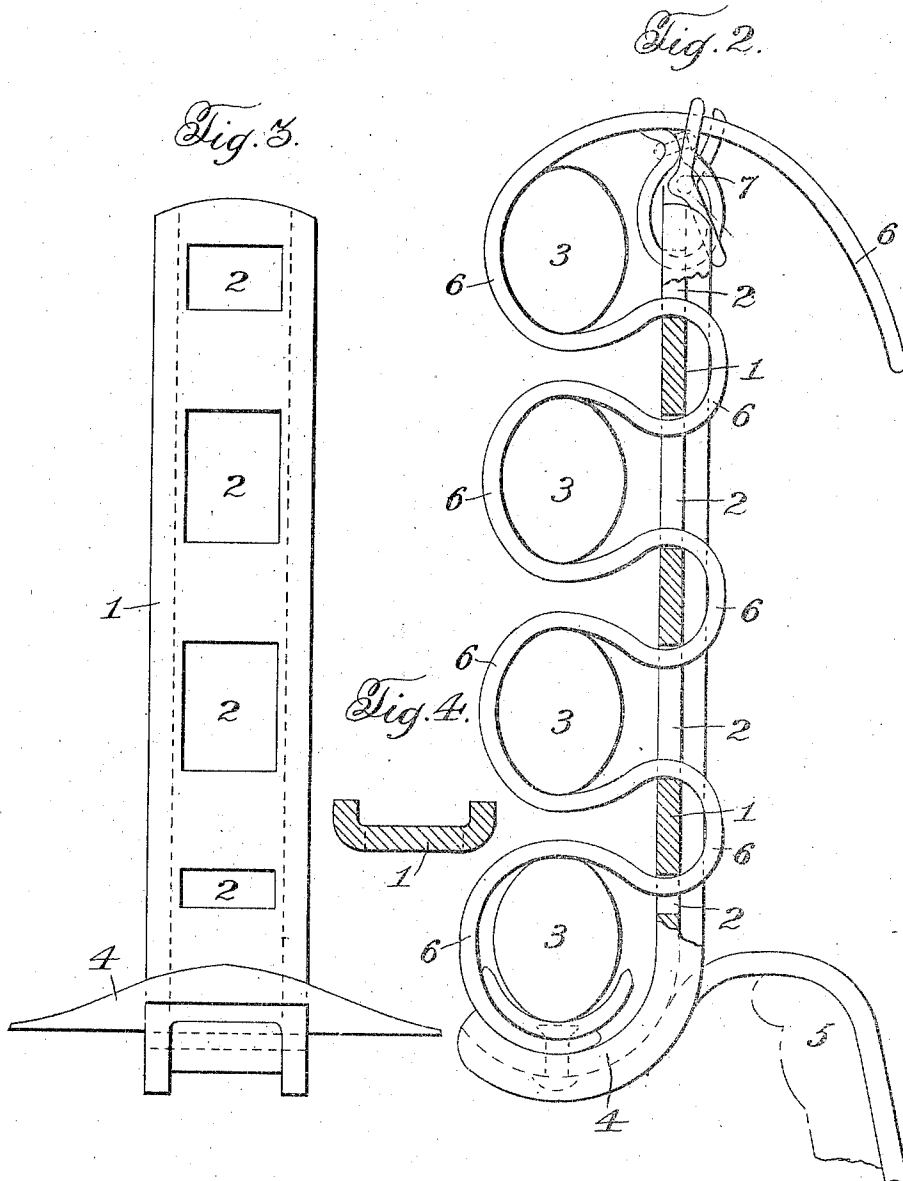
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2 SHEETS—SHEET 2.



WITNESS:
Val. Laplanch
R. M. Donnelly

INVENTOR
C. L. Bair

UNITED STATES PATENT OFFICE.

CLARENCE L. BAIR, OF SAN FRANCISCO, CALIFORNIA, ASSIGNOR, BY MESNE ASSIGNMENTS, TO AUTO SPECIALTIES MANUFACTURING COMPANY, A CORPORATION OF CALIFORNIA.

VEHICLE-TOP BOW-HOLDER.

967,305.

Specification of Letters Patent.

Patented Aug. 16, 1910.

Application filed July 2, 1906. Serial No. 324,494.

To all whom it may concern:

Be it known that I, CLARENCE L. BAIR, a citizen of the United States, residing in the city and county of San Francisco, State of California, have invented a new and useful Vehicle-Top Bow-Holder; and I hereby declare the following to be a full, clear, and exact description of the same.

My invention relates to the class of vehicle-tops, in which, by reason of pivotally mounted side-bows, the top is adapted, when out of use, to be folded back. When thus folded the bows rest upon each other and develop, under the strains of vehicle travel, considerable friction and chafing. This is especially true of automobile tops, which, by reason of their weight and the excessive shaking to which they are exposed, are subject to great bow-friction, often resulting in the breaking of bows and rivets.

The object of my invention is to provide a holder readily applicable to the bows of the vehicle top, which holder will separate the bows, and separately support the weight of each, with the result of preventing chafing between the bows and avoiding breakage of bows or rivets.

To these ends my invention consists in a series of bow-separators and means to hold them in place, as I shall hereinafter fully describe, by reference to the accompanying drawings in which I have represented one form of my holder.

In these drawings, Figure 1 is an elevation of my holder, showing it applied to the bows of a vehicle-top. Fig. 2 is an edge view, partly in section, of the same. Fig. 3 is a front view of the stock of the holder, with the separator strap removed. Fig. 4 is a cross-section of said stock.

1 is the stock of the holder, which in the form shown is a substantially rigid plate, of any suitable material, and, preferably made channeled in cross section, as shown in Fig. 4, for the sake of stiffness. The stock 1 is formed with a series of holes 2, which when the stock is in place lie opposite the several bows 3 of the top, as seen in Fig. 2. The base of the stock is provided with an elongated flanged foot 4, which embraces the under side of the lowermost bow and furnishes an ample and secure bearing. The

foot 4 is secured to the body of the vehicle, in any suitable manner, here shown as being riveted to a bracket arm 5 which is supposed to extend from the vehicle body.

6 is a separator strap. The lower end of this strap is riveted to the foot 4, as seen in Fig. 2. The strap thence passes up around the lowermost bow and through the lowermost stock-hole; thence back through the next stock-hole and around the next bow, and thence forward through the same hole and back again through the next hole and around the next bow, and so on to the top where it engages a buckle 7, carried in the top of the stock, whereby it may be tightened on the bows. The strap 6 thus forms a series of separators for the bows, its loops separately supporting said bows. The bows are thus prevented from chafing contact and are held securely so that neither they nor their rivets are liable to break.

Having thus described my invention, what I claim as new and desire to secure by Letters Patent is—

1. A vehicle-top bow-holder comprising a series of bow-separators and means for holding bow separators in place.

2. A vehicle-top bow-holder comprising a series of bow-separators and means common to all said separators for holding them in place.

3. A vehicle-top bow-holder comprising a series of bow-separators and a stock with which said separators engage for holding them in place.

4. A vehicle-top bow-holder comprising a series of bow-separators and a stock having means at its foot engaging the lowermost bow, said stock engaging also the separators, to hold them in place.

5. A vehicle-top bow-holder comprising a strap looped separately about each bow and means for engaging the strap to hold it on said bows.

6. A vehicle-top bow-holder comprising a strap looped separately about each bow and a stock with holes through which the strap is woven in its course, whereby its loops are held on the bows.

7. A vehicle-top bow-holder comprising a strap looped separately about each bow, a stock with holes through which the strap

is woven in its course, whereby its loops are held on the bows, means at one end of the stock to secure one end of the strap and means at its other end to adjustably connect the other end of the strap.

8. A vehicle-top bow-holder comprising a stock having a foot to engage the lowermost bow, and a fastening device at its top, said stock having a series of holes, and a strap secured to the foot of the stock and thence carried around the bows and through the holes in the stock to form a series of carrying and separating loops for the bows, the top of the strap being adjustably connected with the fastening in the top of the stock.

9. A device of the class described com-

prising a series of spaced bow separators and a support for said bow separators.

10. A vehicle top bow holder comprising a supporting member provided with a series of spaced bow separators.

11. A vehicle top bow holder comprising a rigid supporting plate and a series of bow separators connected to said plate.

In testimony whereof I have signed my name to this specification in the presence of two witnesses.

CLARENCE L. BAIR.

Witnesses:

VALENTINE LAPLANCH,
GEO. N. MURR.