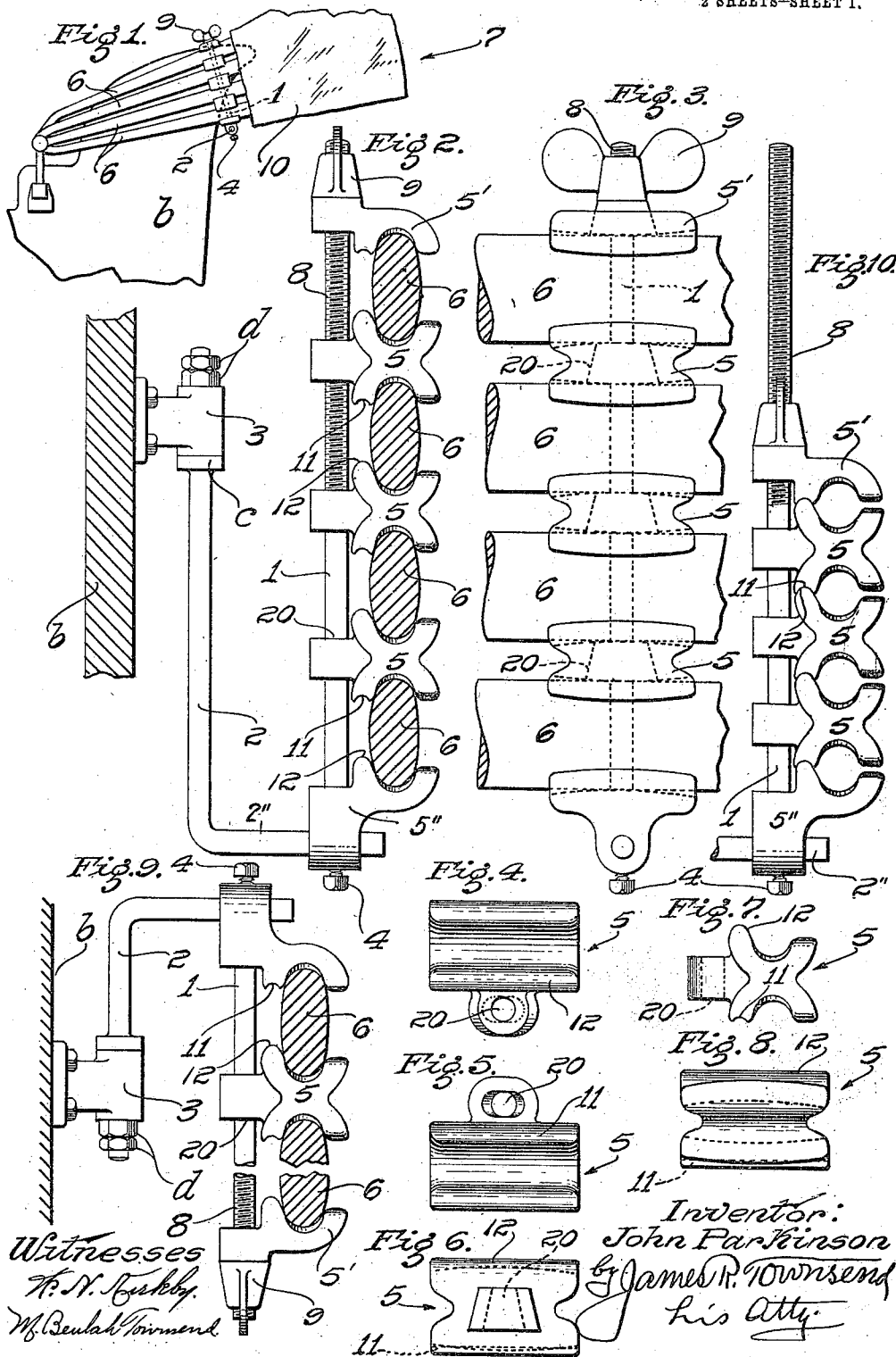


J. PARKINSON.
 AUTOMOBILE TOP HOLDER.
 APPLICATION FILED MAY 12, 1908.

991,167.

Patented May 2, 1911.

2 SHEETS-SHEET 1.



Witnesses
 H. N. Husky
 M. Beulah Townsend

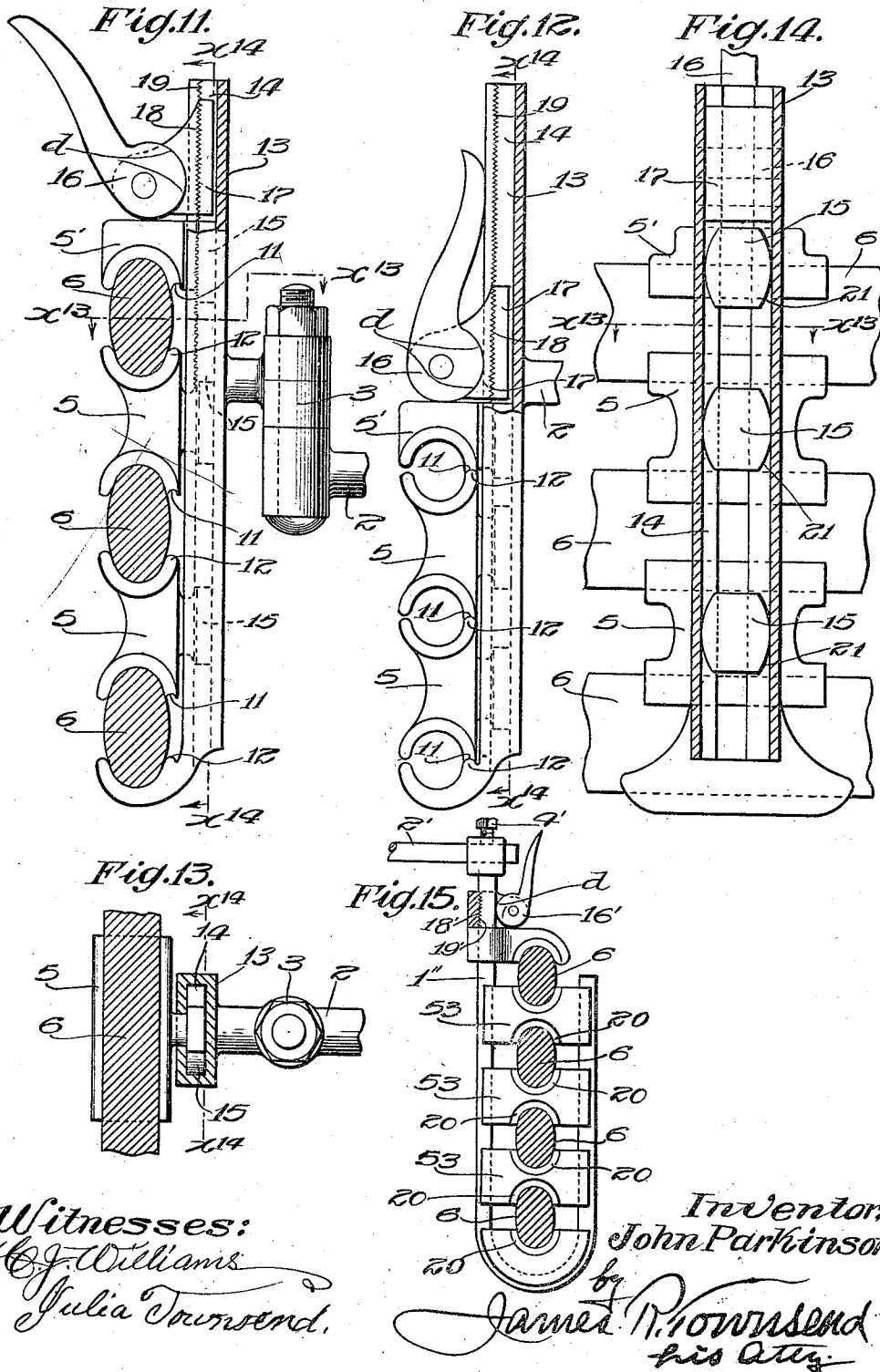
Inventor:
 John Parkinson
 by James R. Townsend
 his Atty.

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2 SHEETS—SHEET 2.



Witnesses:
 G. F. Williams
 Julia Townsend.

Inventor:
 John Parkinson
 by
 James R. Townsend
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UNITED STATES PATENT OFFICE.

JOHN PARKINSON, OF LOS ANGELES, CALIFORNIA.

AUTOMOBILE TOP-HOLDER.

991,167.

Specification of Letters Patent.

Patented May 2, 1911.

Application filed May 12, 1908. Serial No. 432,542.

To all whom it may concern:

Be it known that I, JOHN PARKINSON, a citizen of the United States, residing at Los Angeles, in the county of Los Angeles and State of California, have invented a new and useful Automobile Top-Holder, of which the following is a specification.

The object of this invention is to provide simple and effective means for securely holding the frame work of vehicle tops.

This invention is designed for use on automobiles for the purpose of holding the frame work of the top of such vehicle to prevent the same from rattling, racking or becoming deranged and broken or injured from the jar of the rapidly traveling machine.

The invention may be used for securing the tops of other forms of vehicle.

The invention may be embodied in various forms and I do not limit the same to any specific form of embodiment.

The accompanying drawings illustrate some of the forms in which the invention may be embodied.

Figure 1 is a view of an appliance embodying the invention in use on an automobile, a fragment of which is shown. Fig. 2 is an enlarged view of one form of the invention in use, the ribs of the vehicle top are shown in section. In this form the clamping is accomplished by a nut. Fig. 3 is a detail of the form shown in Figs. 1 and 2, looking rearward in Fig. 1, and to the left in Fig. 2. Fragments of the ribs are shown. Figs. 4, 5, 6, 7 and 8 are top, bottom, rear, side and front views of a detached clip of the form arranged intermediately in Figs. 1, 2 and 3. Fig. 9 is a fragmental view of a construction similar to that shown in the previous views excepting that the guide projects downwardly instead of upwardly from the bracket that connects the clip holder or guide with the vehicle body. Fig. 10 shows the top-holder of the style shown in Fig. 2 as collapsed, when not in use. Fig. 11 is an elevation of another form of top-holder in use. In this form the clamping is accomplished by a cam. Fig. 12 is a collapsed view of the form shown in Fig. 11. Fig. 13 is a plan in section on line x^{13} , Fig. 11. Fig. 14 is a vertical section on line x^{14} , Figs. 11 and 13 looking to the right. Fig. 15 is a view of another form in use.

Like characters designate corresponding parts in the several views, the same being

accompanied by indices in some of the views to distinguish different forms.

1 designates a clip holder or guide rigidly secured to the vehicle body *b*, by suitable means as a bracket arm 2 swiveled in a socket 3 fastened to the vehicle body *b*. The arm 2 is provided with a shoulder *c* and nuts *d* between which the socket is clamped to hold the arm 2 rigidly in place.

4 is a set screw adjustably fixing the clip holder to the bracket 2.

5 designates relatively movable clips carried by the guide or clip holder 1 and adapted to receive between them the ribs 6 of the frame of the vehicle top 7. Means are provided to clamp said clips together and to fix the clips relative to the guide or clip holder 1. In Figs. 2 and 3 the clip holder or guide is a rod provided with a screwthreaded portion 8 on which a nut 9 is screwed to clamp the clips together when the ribs are interposed as shown in Figs. 2 and 3. When the clips are clamped together by the clamping means 9 as shown in said figures, the ribs 6 are held firmly and rigidly relative to each other on the vehicle body *b* thus preventing racking, rattling, or injury to themselves. The intermediate clips 5 being interposed between the ribs 6 hold said ribs spaced apart to accommodate the folds of the top cover 10, thus avoiding the liability of cracking, crushing, creasing, abrading or otherwise marring or injuring the same.

The intermediate clips 5 are reversely concave so as to fit the convex sides of the ribs 6 and the top and bottom clips are concave on the faces that are opposed to each other. The opposed concavities of the clips fit upon the edges of the ribs 6 so as to prevent rattling when the clips are tightened. The bracket arm 2 is provided with a rectangular projection 2' upon which the lower clip 5' is fixed by the set screw 4. The clip holder rod 1 is fixed to the clip 5' and the intermediate clips 5 between the lower clip 5' and the top clip 5' are adapted by reason of their opposed concave faces to fit the edges of the ribs 6 of the vehicle top and prevent them from rattling or wearing.

When it is desired to raise the top, all that is necessary is simply to loosen the nuts 9 sufficiently to allow the uppermost clip 5' to be elevated from and swung out of the way of the uppermost rib 6 which may then in turn be elevated to allow the next intermediate clip 5 to be elevated from the next

below and swung around. Then, in succession, the other ribs may be released in the same manner. When the ribs have thus been released, the clips will slide down into engagement with each other, one resting upon the other and then the nut 9 may be screwed down to securely hold the clips and to prevent rattling. The clips may be arranged to nest together when collapsed and for this purpose may be provided with interlocking portions as shown at 11 and 12; the one being concave and the other convex so as to nest together to prevent the clips from swinging around on each other when in their collapsed position shown in Fig. 10.

In the form shown in Figs 11, 12, 13, 14, the guide 13 is provided with a vertical retaining slot 14 and the clips are provided with a headed stem 15 to slide in said slot. In the form shown in Figs. 11, 12, 13 and 14 a cam 16 is pivoted to a block 17 that is mounted in the slot 14 and is adapted to slide up and down in said slot and is provided with a serrated face 18 to engage a serrated face 19 of the slot 14. The cam 16 is provided with a segmental portion *d*, adapted to hold said face in engagement to prevent the block 17 from sliding along the slot 14 while said cam is forcing and holding the clips into and in said clamped position.

In the form shown in Fig. 15 the guide 1" is a rod bent into U-shape and the clips 53 are adapted to slide up and down on the U-shaped rod and to be removed therefrom in succession to release the ribs and to be replaced in like succession. The cam 16' similar to that shown in Fig. 11 and similarly mounted may be employed to clamp the clips together.

In order that the clips may conform to the various angles of the ribs 6, said clips may be loosely mounted as by making the sockets 20 downwardly flaring, laterally, thus being elongated at the lower end, or

by making the stems rounding as shown at 21 in Fig. 14.

What I claim is:—

1. A top holder for vehicles comprising a socket adapted for attachment to a vehicle body, a bracket arm provided with a rectangular extension and also provided with a shoulder and with nuts and thereby held in the socket, a clip, a clip-holder fixed thereto, said clip being fixed to the arm of the bracket and having a concave face to fit a rib of the vehicle top, intermediate concave faced clips and an end concave faced clip, the concave faces of said clips being opposed to receive the convex edges of the ribs of the vehicle top, one limb of said concave face being adapted to interlock with the corresponding limb of the adjacent clip, and ratchet means to hold the clips in adjustment.

2. A top holder for vehicles comprising a socket adapted for attachment to a vehicle body, a bracket arm provided with a rectangular extension and also provided with a shoulder and with nuts and thereby held in the socket, a clip, a clip-holder fixed thereto, said clip being fixed to the arm of the bracket and having a concave face to fit a rib of the vehicle top, intermediate concave faced clips and an end concave faced clip, the concave faces of said clips being opposed to receive the convex edges of the ribs of the vehicle top; one limb of said concave face being adapted to interlock with the corresponding limb of the adjacent clip, and means to hold the clips in adjustment.

In testimony whereof, I have hereunto set my hand at Los Angeles, California, this 4th day of May, 1908.

JOHN PARKINSON.

In presence of—

JAMES R. TOWNSEND,
M. BEULAH TOWNSEND.