

1,064,969.

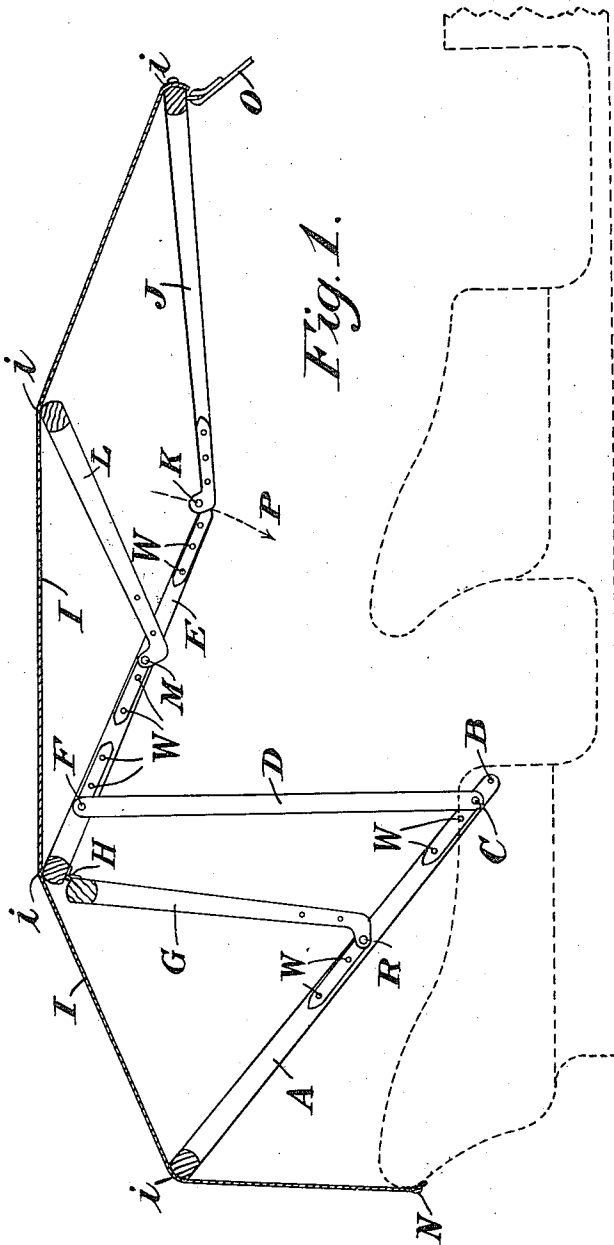
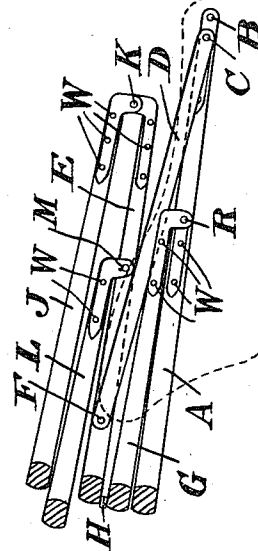


Fig. 1.

Fig. 2.



Witnesses

Albert Popkin  
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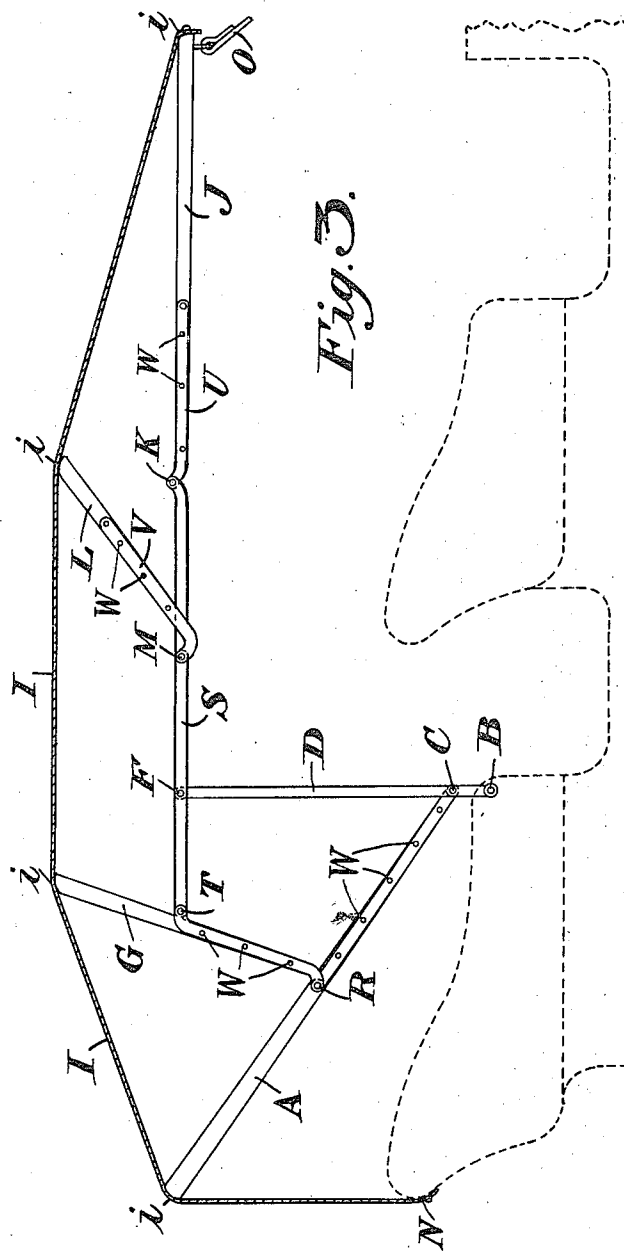
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HOOD FOR VEHICLES.  
APPLICATION FILED APR. 24, 1912.

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Patented June 17, 1913.

2 SHEETS—SHEET 2.



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# UNITED STATES PATENT OFFICE.

AUSTIN HENNESSY, OF LONDON, ENGLAND.

## HOOD FOR VEHICLES.

1,064,969.

Specification of Letters Patent.

Patented June 17, 1913.

Application filed April 24, 1912. Serial No. 692,913.

*To all whom it may concern:*

Be it known that I, AUSTIN HENNESSY, a subject of the King of Great Britain, residing at London, in the county of Middlesex, in the Kingdom of England, have invented certain new and useful Improvements in Hoods for Vehicles, of which the following is a specification.

This invention relates to cape-cart and similar hoods for vehicles, and has for its object to provide a hood which will, when erected, possess great rigidity, and in no way obstruct the entry into or exit from the vehicle, but which can be folded up into a small compass single-handed.

The accompanying drawings show the improved hood applied to a four-seated vehicle in two positions, Figure 1 being a front elevation of a hood frame-work erected, with the covering in section; and Fig. 2 the hood folded up without the covering. Fig. 3 is a front elevation of the hood frame-work with the hinges made of an articulated frame-work.

Referring first to Figs. 1 and 2, the entire hood is supported by a hoop stick A, which is hinged at B to the vehicle body at the rear of the side entrance doors through which the vehicle is entered, and to this hoop stick is hinged at C the straight metallic rods D, (preferably brass,) which, when the hood is erected, stand approximately upright. These rods D carry at their upper ends a second hoop stick E, which is free to turn on the pivot or fulcrum F, while the rear main stick A carries and has pivoted to it, a short hoop stick G. These hoop sticks E and G incline toward each other when the hood is erected at such an angle, that their horizontal or arched parts abut, and these parts are connected by a hinge H, so as to fold upward. It will be apparent that these hoops A, E and G in conjunction with the bars D, support the rear part of the hood covering I, and also serve to support the outrigger hoop J, which is hinged to the ends of the hoop E at K, while in order to raise the hood covering I and give plenty of head room, I provide the auxiliary hoop L, the ends of which are pivoted to the sides of the hoop E at M. These hoops J and L extend some distance in front of the rear part of the hood, so as to cover the driver's seat, and support the front part of the hood covering I, which is connected to the hoop sticks at four places

z, while at the extreme rear, the hood covering is fastened to the vehicle body at N. The hoop J is maintained in the extended position, so that wind pressure exerted upon the hood from the front shall not raise it, by means of straps O secured to some fixed part of the vehicle in front of the driver's seat.

When it is required to fold up the hood from the position shown in Fig. 1 into the position shown in Fig. 2, the front part of the hood is first folded by turning the hoop sticks J and L upward on their pivots K and M, so as to lie against the hoop stick E. Then the hoop stick E is operated by hand leverage in the direction of P, so as to turn it on its pivot F, which acts as a fulcrum, and serves to impart a folding movement to the bars D and hoop G, folding them against the main hoop stick A. The turning of the said hoop stick E on its pivot F by hand leverage, folds the joint H upward and turns the bars D back on their hinges C and the hoop G on its hinges R against the main hoop stick A, and then the folding back of the whole hood is completed by turning the main hoop stick A back on its hinge B. When folded, the bars D lie on the inside of the hoop sticks A and E. The collapse of the hood can thus be effected single-handed by first folding the hoop sticks J and L against the hoop stick E, and then by turning the hoop stick E by hand leverage on its fulcrum F, a folding movement is imparted to the bars D, and hoop stick G, thus folding them against the main hoop stick A. By the reverse operation the hood can again be extended.

In Figs. 1 and 2 the various members composing the framework of the hood are, with the exception of the member D, made of wood, and hinged together by separate metallic hinges fastened to the wooden members by screws passed through holes in the leaves of the hinges. Thus there are in addition to the wooden members of the framework about 10 or 12 separate hinge fittings all separate from each other. When it is desired to reduce the number of these separate fittings, I connect the leaves of the hinges together as shown in Fig. 3 so as to collectively form an articulated framework, the points of articulation corresponding to the points of articulation of the hood shown in Figs. 1 and 2, or approximately so. It is most convenient, however, in this case to

dispense with the hoop E and substitute therefor a pair of metallic side bars S to each of which is hinged at one end T an extension of the leaf of the hinge R, and at the other end each side bar has the leaf U hinged to it at K, this leaf U being secured to the outrigger hoop J. Between the hinges I and K is the hinge M, the leaf V of which is secured to the intermediate hoop L, and the hinge F which couples the bar S to the side bar D. The other leaf of the hinge R is also extended so as to join the leaf of the hinge C. By this arrangement all the metallic hinges of the hood are joined together to form a pair of complete articulated frames, so that the number of separate metallic fittings is reduced to two from the number shown in Figs. 1 and 2, and all that is necessary to construct a hood, is to take a pair of these articulated frames and apply these to the wood hoop members A, G, J and L fastening them thereto by screws passed through the holes W. The action of the hood in collapsing and erecting is similar to the one previously described, and the same letters of reference indicate like parts in all the figures. The side bars S however, which take the place of the hoop E, do not incline toward the hoop G when the hood is erected, as they do in Figs. 1 and 2, but are at an obtuse angle. This in no way affects the action of the hood in collapsing.

I declare that what I claim is:—

1. In a hood for motor vehicles, the combination of a rear hoop-stick, a pair of vertical rods pivoted thereto, members substantially horizontal pivoted to the upper

ends of said vertical rods, members hinged to said horizontal members and pivoted to the rear hoop-stick at points intermediate of its length, and a hoop-stick pivoted at its ends to the ends of said horizontal members.

2. In a hood for motor vehicles the combination of a rear hoop-stick, a pair of vertical rods pivoted thereto, members substantially horizontal pivoted to the upper ends of the rods at points intermediate along their length, a second hoop-stick connected to the rear ends of said horizontal members and pivoted to intermediate points along the rear hoop-stick, and a front hoop-stick having its ends pivoted to the front ends of the horizontal members.

3. In a hood for motor vehicles the combination of a rear hoop-stick, a pair of vertical rods pivoted thereto, a pair of members substantially horizontal pivoted at intermediate points to the upper ends of said vertical rods, a hoop-stick pivoted at its ends to the rear hoop-stick and pivoted also at intermediate points to the horizontal rods, a front hoop-stick pivoted at its ends to the ends of the horizontal rods, and an auxiliary hoop stick pivoted at its ends to points intermediate along the horizontal rods.

In witness whereof, I have hereunto signed my name this 23rd day of March 1912, in the presence of two subscribing witnesses.

AUSTIN HENNESSY.

Witnesses:

H. D. JAMESON,  
C. P. LIDDON.