

Nov. 8, 1927.

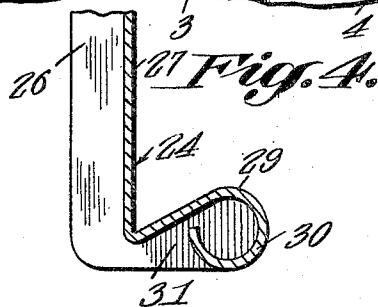
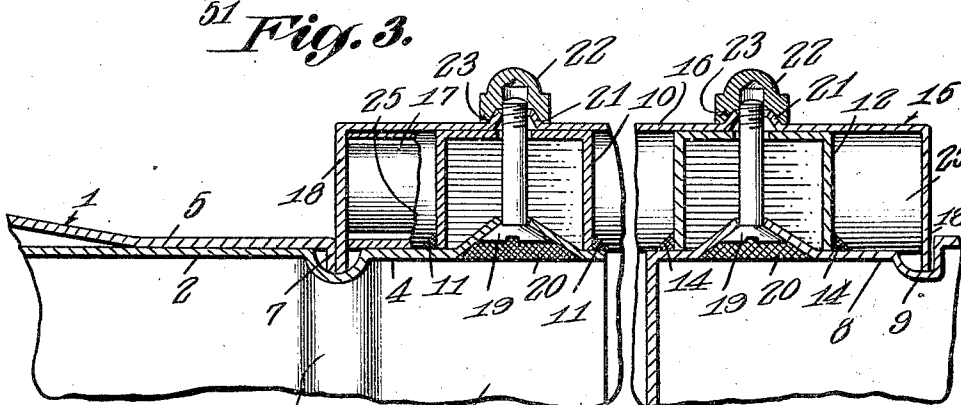
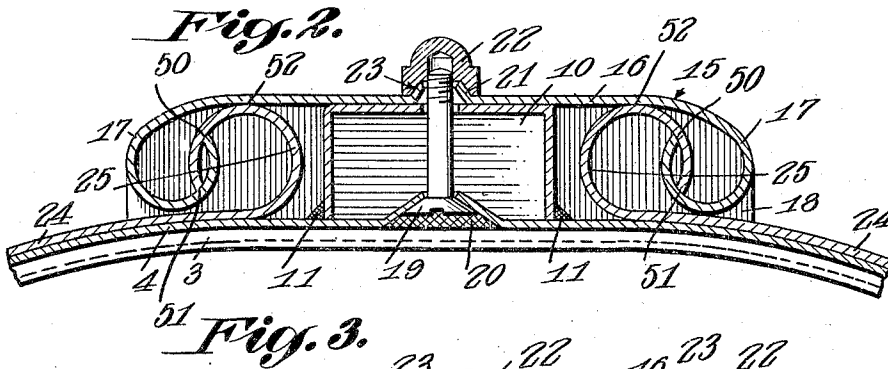
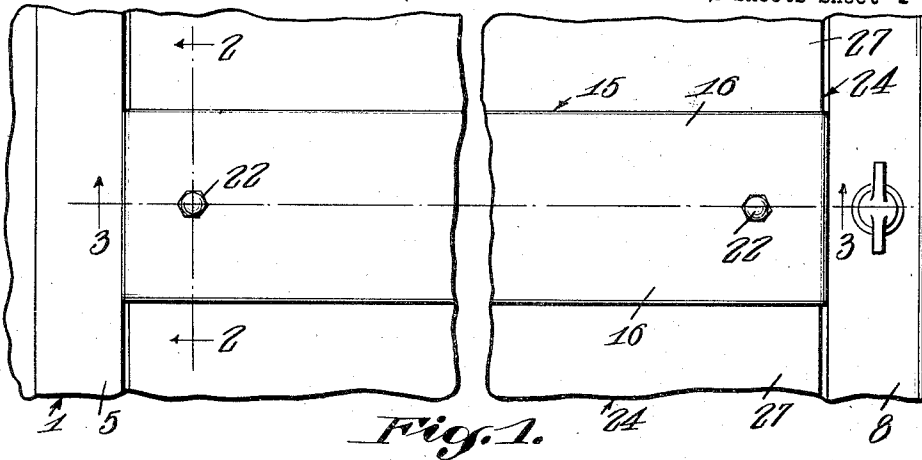
1,648,086

J. WATSON

AUTOMOBILE HOOD

Filed Nov. 19, 1923

2 Sheets-Sheet 1



J. Watson,

Inventor

By *Chas. H. Co.*
Attorney

Nov. 8, 1927.

1,648,086

J. WATSON

AUTOMOBILE HOOD

Filed Nov. 19, 1923

2 Sheets-Sheet 2

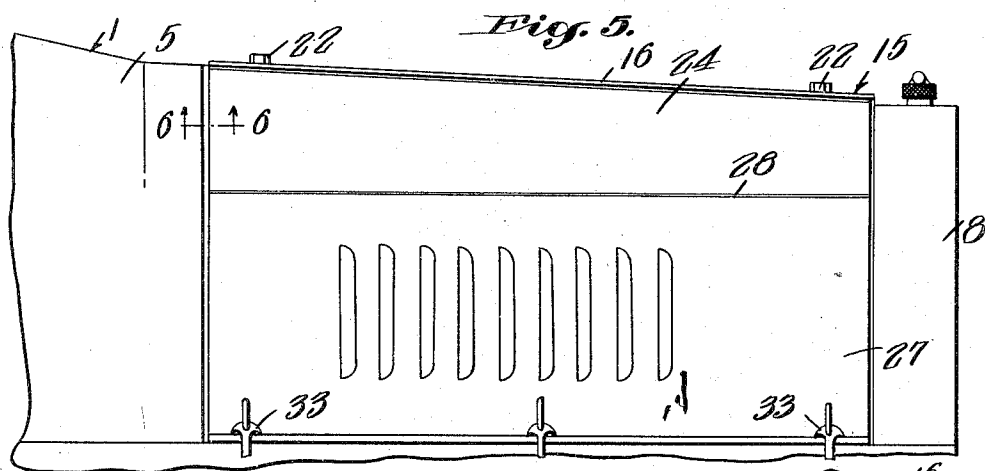


Fig. 7.

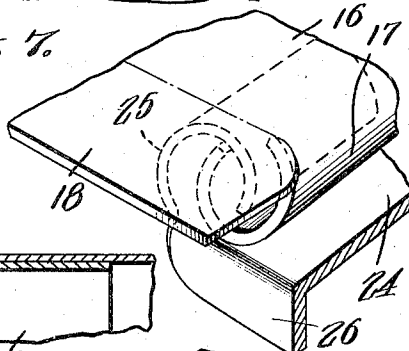


Fig. 8.

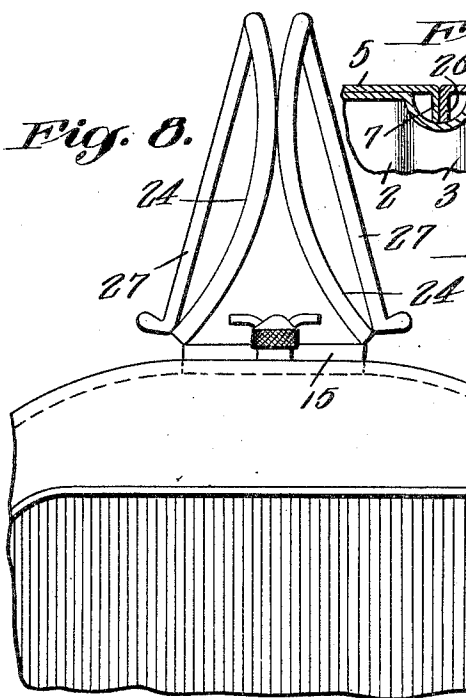


Fig. 6.

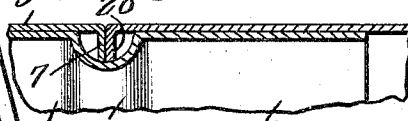
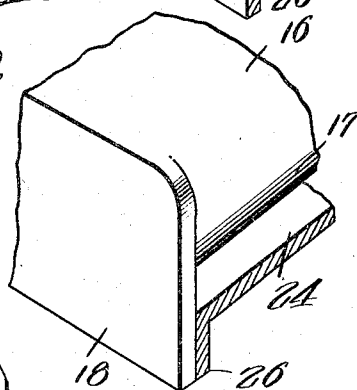


Fig. 9.



Inventor

J. Watson

Chas. H. Co.

By

Attorneys

UNITED STATES PATENT OFFICE.

JAMES WATSON, OF MARINETTE, WISCONSIN.

AUTOMOBILE HOOD.

Application filed November 19, 1923. Serial No. 675,740.

This invention aims to provide a hood for an automobile which will be water tight, novel means being provided for hingedly connecting the sections of the hood so that there will be no leakage at the hinges, the hood being so constructed that it can be opened into a convenient position, on both sides, at once.

It is within the province of the disclosure to improve generally and to enhance the utility of devices of that type to which the invention appertains.

With the above and other objects in view, which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that, within the scope of what is claimed, changes in the precise embodiment of the invention shown can be made without departing from the spirit of the invention.

In the accompanying drawings:

Figure 1 shows in top plan, a device constructed in accordance with the invention, parts being broken away; Figure 2 is a section on the line 2—2 of Figure 1; Figure 3 is a section on the line 3—3 of Figure 1, parts being broken away; Figure 4 is a sectional detail illustrating a portion of the lower section of the hood; Figure 5 is an elevation wherein the device forming the subject matter of this application appears in side elevation; Figure 6 is a sectional detail on the line 6—6 of Figure 5; Figure 7 is a perspective view showing the way in which the beads of certain parts of the hood are interengaged; Figure 8 is an end elevation wherein the hood is shown fully opened; and Figure 9 is a sectional detail illustrating the relation existing between certain parts of the hood.

The numeral 1 marks the cowl of an automobile, the same including an inner member 2 having a transverse groove 3 extended across the top of the said member and downwardly along the sides thereof, a flange 4 projecting forwardly from the grooved portion 3 of the member 2. The numeral 5 designates the outer member of the cowl 1, between the members 2 and 5 of the cowl, the outer member 5 of the cowl having a depending lip 7 extended downwardly into the groove 3 of the inner member of the cowl entirely about the cowl transversely. The numeral 8 designates a radiator casing pro-

vided at its top and along its sides with a groove 9 corresponding to the groove 3 of the cowl.

A hollow support 10 is mounted on the flange 4 of the cowl and is secured thereto in any suitable way, as indicated at 11. A hollow support 12 is secured at 14 to the radiator casing 8. The hood comprises a central section 15 which is fixed, the section 15 embodying a top 16 having underlying hook-shaped beads 17 along its longitudinal edges, the top 16 carrying depending end flanges 18. The supports 10 and 12 are received within the central section 15 and the central section is upheld by the supports, the end flanges 18 of the central section extending downwardly into the groove 3 of the cowl 1, and into the groove 9 of the radiator casing 8. Stud 19 are secured at 20 to the flange 4 of the cowl and to the upper portion of the radiator casing 8, the studs projecting upwardly through the supports 12 and 10, and through up-standing collars 21 which are formed on the top 16 of the central section 15 of the hood. Nuts 22 are threaded on the upper ends of the studs 17 and engage the top 16 of the central section 15 of the hood, the nuts 22 being supplied in their lower surfaces with recesses 23 receiving the collars 21.

The intermediate sections of the hood are denoted by the numeral 24 and are provided at their upper edges with upstanding hook-shaped beads 25, engaged with the underlying hook-shaped beads 17 of the central section 15 of the hood. The flanges 18 at the ends of the central section 15 may be turned downwardly from the position shown in Figure 7 to the position shown in Figure 9 to prevent the beads 25 and 17 from sliding endwise out of engagement with each other. The intermediate sections 24 have end flanges 26 adapted to extend downwardly into the groove 3 of the cowl 5 and into the groove 9 of the radiator casing 8. The lower sections of the hood are marked by the numeral 27 and the joints 28 between the lower sections 27 and the intermediate sections 24 are of the sort delineated in Figure 7 and hereinbefore described. Each section 27 is supplied at its lower end with an outstanding lip 29, merging into a tubular underlying extension 30, the flanges 26 of the lower sections 27 being extended as at 31, to close the ends of the tubular parts 30. As will be understood readily by those skilled in the

art, when Figures 4 and 5 are examined. the parts 29 and 30 are adapted to be engaged by the ordinary shackles 33, to hold the hood in closed condition.

- 5 One of the important features of the hood is that it is practically water-tight. Thus, water running down the outer member 5 of the cowl 1 will be directed by the lip 7 into the groove 3. The hood, further is rendered
10 water-tight owing to the provision of the cooperating parts 18 and 3 and 18 and 9 of Figure 3 together with such elements as the parts 26 and 3 of Figure 6, a detailed enumeration of all of the various flanges which
15 cooperate with the grooves 3 and 9 being unnecessary.

- It will be obvious that water cannot pass any of the joints between the various parts of the hood, because, at the joints, the construction shown at 17—25 in Figure 2 is duplicated. Water cannot find its way about the studs 19, because the nuts 22 are bound tightly against the top 16 of the central section 15 and because the top 16 is provided
25 with the collars 21 which are received in the recesses 23 of the nuts 22. Owing to the provision of the central section 15 (Figure 8), and owing to the shape of the parts 24 and 27, both sides of the hood may be raised at
30 once, the parts 24 abutting against each other, as shown in Figure 8 and the members 27 hanging in depending positions.

- A three-point lock is afforded since the edge 17 is engaged at 50 with the bead 25, the edge of the bead 25 being engaged at 51 with the bead 17, and the curved portion of the bead 25 bearing as at 52 on the top 16. This detail is shown most clearly in Figure 2 of the drawings, but obtains wherever such
40 elements as the parts 17 and 25 are used. Figure 2 is drawn on a considerably large scale in order to make certain parts of the structure clear. It will be understood that the beads 17 and 25 have some resiliency, owing to the nature of the material out of which
45 they are made.

What is claimed is:

1. An automobile hood comprising a fixed central section, intermediate sections, hinges
50 uniting the intermediate sections directly to the outer edges of the central section, and outer sections hinged to the intermediate sections, the central section being of such width that when the intermediate sections are folded upwardly into engagement with each
55 other, and when the outer sections are folded downwardly, the center of mass of both intermediate sections and the corresponding outer sections will be above and between the
60 hinges, thereby causing the intermediate and

outer sections to remain in the positions specified.

2. In a vehicle hood of the class described, the combination with a member having a transverse groove, of a support mounted on
65 said member, a central hood section carried by the support and equipped with a flange extended into the groove, a lateral section hinged to the central section, a stud carried
70 by said member and extended through the support and through the central section, and means carried by the stud for retaining the central section and seating the flange of the central section in the groove of said member.

3. In a vehicle hood, cooperating sections
75 provided with curved eccentrically interengaged hook-shaped beads, forming a hinge, the free edge of each bead bearing upon the other bead in spaced relation to the free edge of said bead, the curved portion of the bead
80 of one section bearing against the other section, in spaced relation to the bead of said section, thereby to form a three-point bearing.

4. An automobile hood comprising hing-
85 edly connected sections having curved interengaged oppositely extended hook-shaped beads forming the sole hinged connections between the sections, and forming a water-shedding joint, one section having bendable
90 integral end flanges disposed approximately at right angles to the axis of the beads, the flanges cooperating with the ends of the beads to prevent the beads from moving
95 endwise out of engagement with each other.

5. The combination with the cowl and the radiator casing of an automobile, of a hollow support mounted on the cowl, a hollow support mounted on the radiator casing, an
100 inverted trough-shaped central section completely housing the supports and mounted on the supports, lateral sections hinged to the central section, and mechanisms for holding the central section and the supports together, one of said mechanisms holding one support
105 on the cowl, and the other of said mechanisms holding the other support on the radiator casing.

6. In a device of the class described, spaced
110 supports, a central section mounted on the supports, a lateral section hinged to the central section, studs extended through the supports, the central section having collars located about the studs, and nuts threaded on the studs and provided with recesses receiving the collars.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature.

JAMES WATSON.