No. 829,498. PATENTED AUG. 28, 1906.

C. WRIGHT.

HOOD FOR AUTOMOBILES.

APPLICATION FILED OCT. 23, 1905.

Fig. 1.

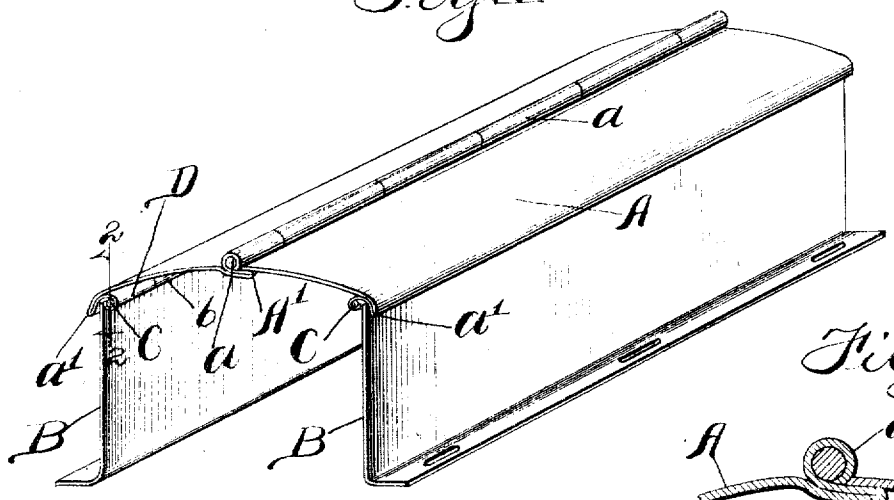


Fig. 4.

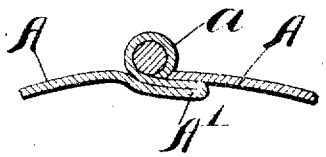


Fig. 2.

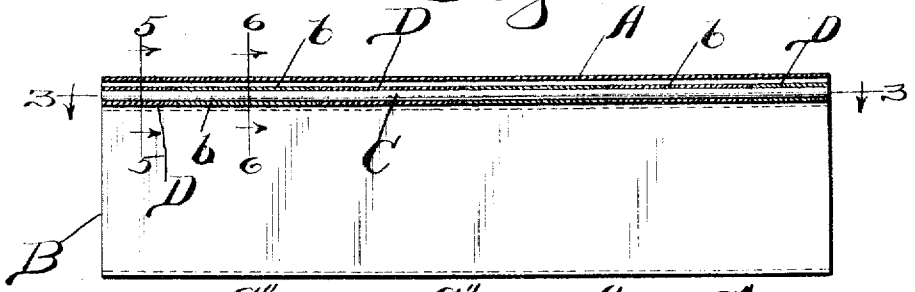


Fig. 3.

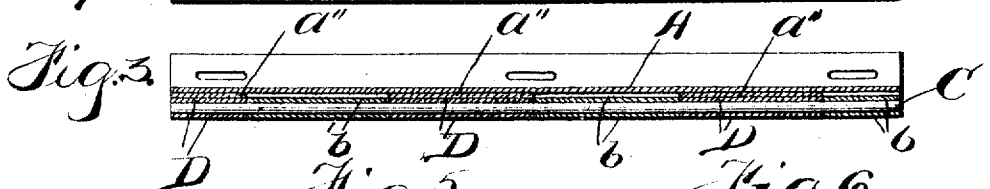


Fig. 5.

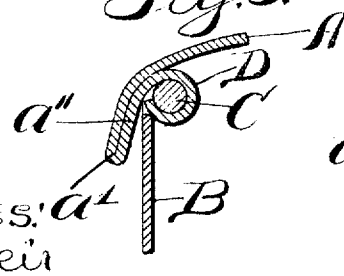
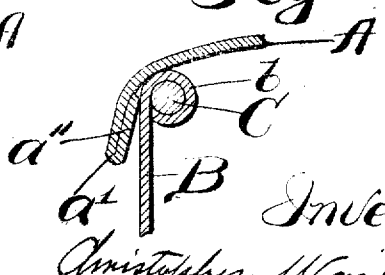


Fig. 6.



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UNITED STATES PATENT OFFICE.

CHRISTOPHER WRIGHT, OF CHICAGO, ILLINOIS.

HOOD FOR AUTOMOBILES.

No. 829,498. Specification of Letters Patent. Patented Aug. 28, 1906.

Application filed October 23, 1905. Serial No. 283,985.

To all whom it may concern:

Be it known that I, CHRISTOPHER WRIGHT, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Hoods for Automobiles, of which the following is a specification.

The hood forming the subject of the present invention is that which conceals the motor or engine and other operative parts of the car when these are arranged at the front. These hoods are made of sheet metal and are preferably and in most cases made in a plurality of sections hinged or jointed together, so that when it becomes necessary to have access to the motor mechanism the sections can be thrown back. In a popular type now in use the hood comprises four sections—a top or roof, which is usually curved and made in two sections hinged or jointed along the longitudinal center, and two vertical side sections, which are jointed to the top or roof. The hinge is of the ordinary door-hinge construction, comprising alined tubular sections on the two adjacent members and a shaft or pintle occupying them and serving as a pivotal supporting connection about which they turn.

The present invention has for its object the provision of a hood which shall have the advantages of this hinged or jointed construction, but which shall be free from objectionable features of this construction as it has heretofore existed. The principal objection to it has been that it admits water at the hinge-joints, and in order to obviate this I provide the top or roof of the hood with eaves and hinge or joint it and the sides behind or beneath these eaves, so that the eaves shed the water beyond and below the hinge-joints and prevent any water from coming in contact with the joints under any circumstances whatsoever. These eaves, as intimated, effectually and absolutely prevent the admission of water at the joints between the roof and sides of the hood. It is impossible within the present invention to as effectually prevent the admission of water at the longitudinal joints between the two sections of the top or roof; but in order to do this to an extent I provide one of the two sections with a flange which spans the joint and prevents the admission of water to any considerable extent.

I believe myself to be the first to locate the hinge-joints between the sides and top of the hood behind eaves of whatever construction; but in the specific embodiment of the preferred form of the invention these eaves are formed by reflexing the margins of the roof or top inward and upward and by providing the reflexed portions with the sectional tubular portions that interengage with corresponding sectional tubular portions on the sides of the hood and together with the shaft or pintle when the latter is in place complete the hinge-joints.

The invention consists in the features of novelty that are herein described, and in order that it may be fully understood I will describe it with reference to the accompanying drawings, which are made a part of this specification, and in which—

Figure 1 is a perspective view, on a small scale, of a hood embodying the invention. Fig. 2 is an approximately vertical section of one side thereof in the plane indicated by the line 2 2, Fig. 1. Fig. 3 is a horizontal section of one side thereof in the axial plane of the hinge-joint looking downward. Fig. 4 is an enlarged vertical section showing the joint between the two longitudinal sections of the top. Figs. 5 and 6 are enlarged vertical sections on the lines 5 5 and 6 6, respectively, Fig. 1, showing the joint between the top and one side.

The hood as a whole comprises a roof or top A, which may be flat, but is preferably arched more or less in order to shed water, and which may be made in one piece, but is preferably made in two pieces hinged together along a central longitudinal line, as shown at *a*, and two vertical or substantially vertical sides B, which are hinged or jointed to the roof or top, where they intersect, as shown at C.

The invention of the present application resides principally in the construction and disposition of the hinge-joints between the sides and the top of the hood. The top is formed with overhanging eaves *a'*, which are the result of downward deflections of the margins of the sheet-metal plate or plates of which the roof or top of the hood is made, and the hinges or joints C, by which the top and sides are connected, are located behind these downwardly-deflected portions, herein called the "eaves," and above the horizontal plane of their lower margins, so that the eaves shed the water and perfectly protect the hinge-joints and prevent any water from reaching them.

Specifically stated, I provide the top of the hood with the depending eaves a', already referred to, and then reflex the margins of the sheet, carrying the reflex portions a'' upward behind the eaves a', and at the upper margins of these reflexed portions I form the tubular sectional hinge members D of the top, the tubular sectional interengaging hinge members b being formed directly on the sides B.

The manner of attaching the hood to the car is immaterial so far as the present invention is concerned, the invention being concerned solely with the means for preventing water from entering the hood through the hinge-joints. I believe myself to be the first to accomplish this by any means whatsoever, and therefore desire to have it understood that the invention is not limited to details, but, on the contrary, includes and comprehends in a device of the class described any overlapping part carried by one of two hinged members and breaking the joint of the hinge, particularly where the overlapping part takes the form of a depending eave, which breaks the joint between the top and side of the hood.

As already intimated, it is not practicable within the invention to absolutely prevent the entrance of water at the hinge-joint between the two sections of the top of the hood; but in order to do this as effectually as possible I provide one of the two sections with a flange A', which is located within the hood and which spans the joint.

Having thus described my invention, the following is what I claim as new therein and desire to secure by Letters Patent:

1. In a hood for automobiles a top or roof formed in two longitudinal sections hinged or jointed together, one of said sections being provided with a flange or extension which overlaps or breaks the hinge-joint substantially as described.

2. In a hood for automobiles the combination of the top and two sides hinged or jointed thereto, the top having eaves covering and protecting the hinge-joints substantially as described.

3. In a hood for automobiles the combination of a top and two sides, the top and sides being hinged or jointed together and the top being provided with eaves which extend downward below the hinge-joints, concealing and protecting them, substantially as described.

4. In a hood for automobiles the combination of a top and two sides hinged or jointed together, the margins of the top being reflexed inward and upward and provided with tubular sections and the sides being provided with tubular sections, and a pintle occupying the tubular sections, substantially as described.

5. In a hood for automobiles, the combination of a top formed in two longitudinal sections hinged together, one of said sections having a flange or projection breaking, or overlapping, the joint, and two sides hinged or jointed to the top, the top being provided with eaves depending on the outside of the hinge-joints, substantially as described.

6. A hood for automobiles having, in combination, a top sloping downward in both directions from the longitudinal center, the margins of said top being reflexed inward and upward and provided above the lowermost plane of the reflexed portion with tubular, sectional hinge members, and sides provided on their upper margins with tubular, sectional hinge members interengaging with the hinge members of the top, and pintles or pivot-pins occupying and connecting the tubular hinge members of the top and sides, substantially as described.

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