Dec. 29, 1925. 1,567,650

A. C. JACKSON

AUTOMOBILE HOOD CATCH

Filed June 16, 1923

Fig. 1.

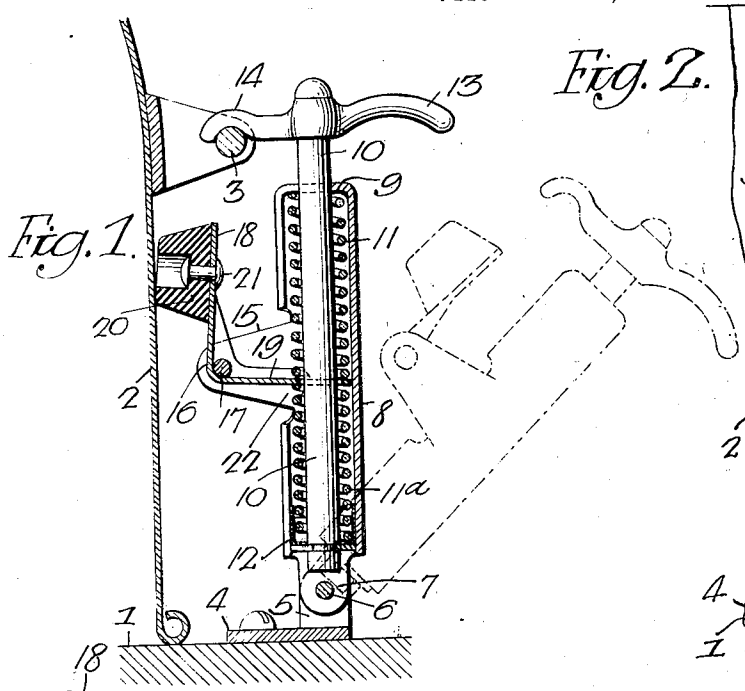


Fig. 2.

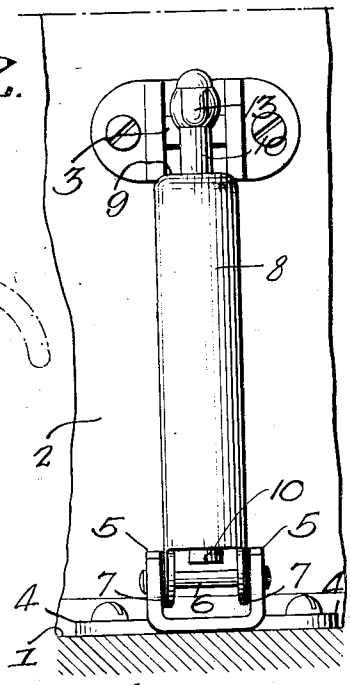


Fig. 5.

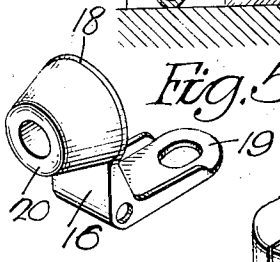


Fig. 3.

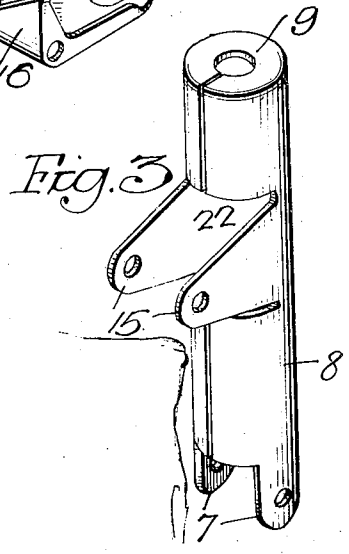


Fig. 4.

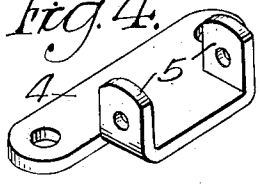
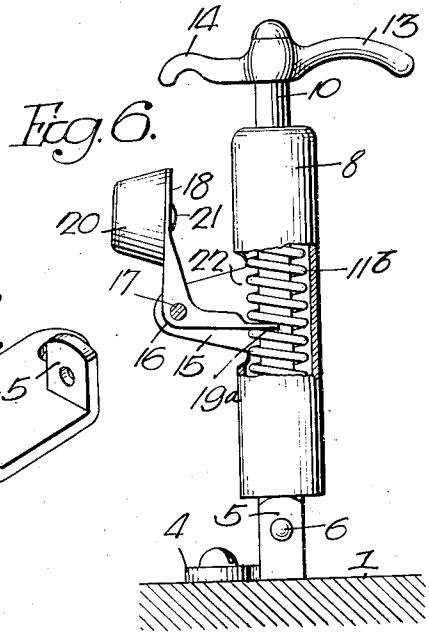


Fig. 6.



Inventor.
Arthur C. Jackson.
by his Attorneys.
Howson & Howson

Patented Dec. 29, 1925. 1,567,650

UNITED STATES PATENT OFFICE.

ARTHUR C. JACKSON, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR, BY MESNE ASSIGNMENTS, TO THE YALE & TOWNE MANUFACTURING COMPANY, OF STAMFORD, CONNECTICUT, A CORPORATION OF CONNECTICUT.

AUTOMOBILE HOOD CATCH.

Application filed June 16, 1923. Serial No. 645,809.

To all whom it may concern:

Be it known that I, ARTHUR C. JACKSON, a citizen of the United States, residing in Philadelphia, Pennsylvania, have invented certain Improvements in Automobile Hood Catches, of which the following is a specification.

My invention relates to certain improvements in catches that hold the hood of an automobile in the closed position.

One object of the invention is to simplify the construction of the catch and to construct it so that it can swing entirely clear of the hood when unhooked to allow the hood to be opened.

A further object of the invention is to provide an anti-rattling device, which is held yieldingly against the hood by the action of the spring of the catch, and which can be located at any point throughout the length of the catch.

In the accompanying drawings:

Fig. 1 is a vertical sectional view of my improved catch;

Fig. 2 is an end view;

Fig. 3 is a detached perspective view of the casing;

Fig. 4 is a detached perspective view of the bearing;

Fig. 5 is a detached perspective view of the anti-rattling device; and

Fig. 6 is a view of a modification of the invention.

Referring to the drawings, 1 is the rail of an automobile. 2 is the hood of the ordinary construction. The hood has a bar 3 mounted on a bracket. The bar is engaged by the catch, as shown in Fig. 1.

4 designates a bearing, which is made of sheet metal pressed, as shown in Fig. 4, and having upturned, perforated ears 5.

6 designates the pivot pin, which passes through the extension 7 on the casing 8. This casing is made of sheet metal, as shown in Fig. 3. The upper end of the casing is turned in, as shown at 9, to form a guide for the rod 10 and a bearing for the upper coiled spring 11, which is located in the casing, and through which the rod extends. On the lower end of the rod is a head 12, which fits the casing and forms a bearing for the lower spring 11^a. Secured to the upper end of the rod 10 is a handle 13 having an arm 14, which is shaped to engage the bar 3 on the hood 2. This handle may be made in any shape desired, depending somewhat on the type of the automobile to which the catch is applied.

Pressed up from the casing are two bearing brackets 15, shown clearly in Fig. 3.

16 designates an anti-rattling device, which is mounted on a pivot pin 17 that is carried by the brackets 15. The device has two arms 18 and 19. The arm 18 has a pad 20, which is hled by a rivet 21. The other arm extends through an opening 22 in the casing and rests between the two springs 11 and 11^a, as shown in Fig. 1. The spring 11^a tends to force the catch in engagement with the hood, preventing the hood rattling. When the catch is released, the two springs retract the rod and the anti-rattling device is also retracted. The catch can be turned clear of the hood, as shown by dotted lines.

The rod 10 is preferably extended at its lower end to rest against the pivot 6 when the catch is released so that the catch is held by friction when turned back. In some instances, a single spring 11^b may be used, as shown in Fig. 6, the arm 19^a of the anti-rattling device extending between the coils of the spring.

I claim:

1. The combination in a hood catch, of a bearing attached to the rail of an automobile; a casing mounted on the bearing; a rod extending through the casing, said rod having a handled arm arranged to engage the hood of an automobile; a spring located within the casing, the head of the rod forming a bearing for the spring; and an anti-rattling device pivoted to the casing and actuated by the spring.

2. The combination in a hood catch, of a bearing; a casing mounted on the bearing; a rod in the casing, said rod having a head at one end, within the casing, and a handled arm; two springs located in the casing, one spring having its bearings on the head of the rod, the other spring bearing against the casing; and an anti-rattling device

pivoted to the casing and having an arm extending between the two springs.

3. The combination in a hood catch, of a bearing; a casing mounted on the bearing, said casing being made of sheet metal pressed into shape and having lateral brackets pressed therefrom; a rod, in the casing, having an arm arranged to engage a hood; a spring in the casing; and an anti-rattling device pivoted to the lateral brackets and having an arm extending into the casing and engaged by the spring.

ARTHUR C. JACKSON.