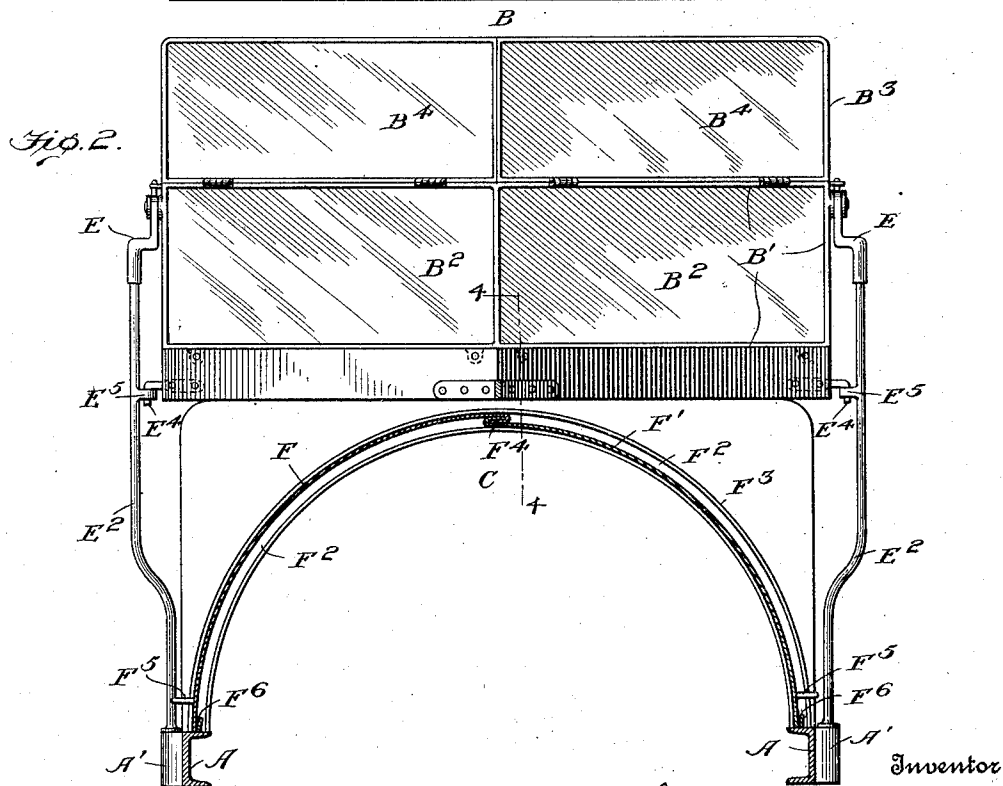
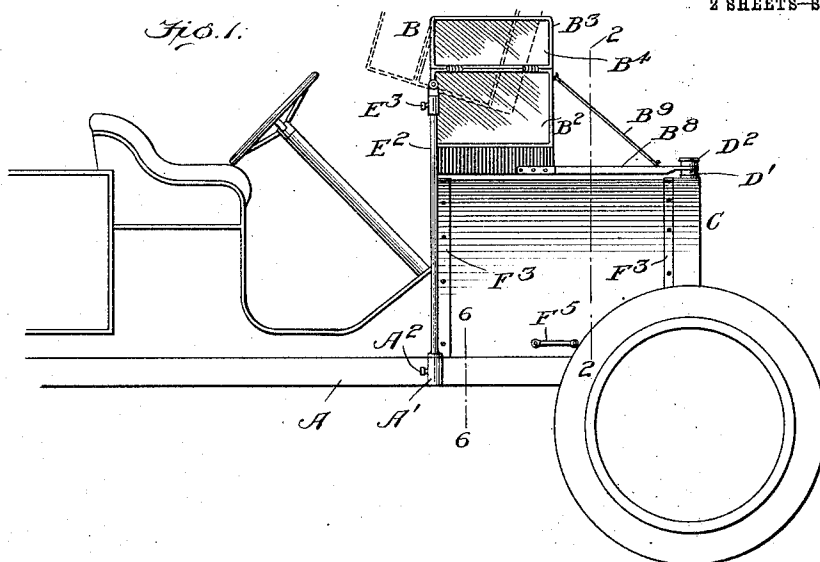


1,042,925.

2 SHEETS--SHEET 1.



Witnesses:  
R. Craig Greene  
Edwin L Bradford

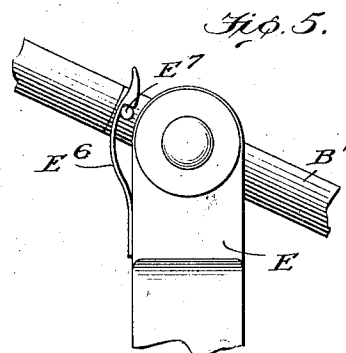
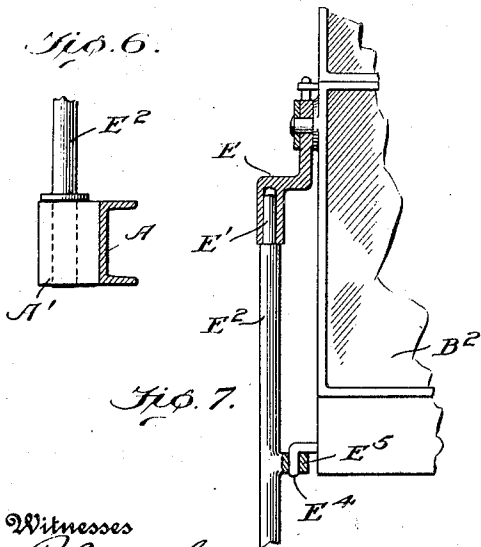
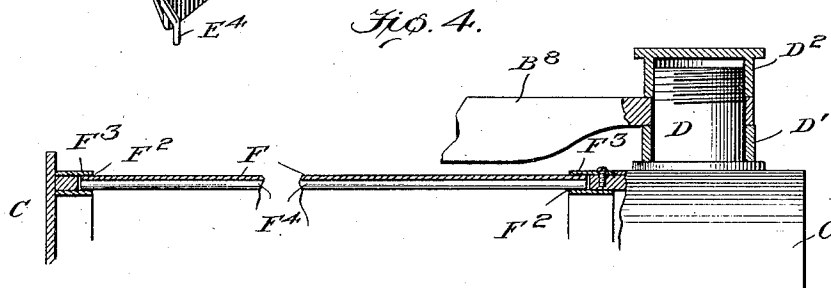
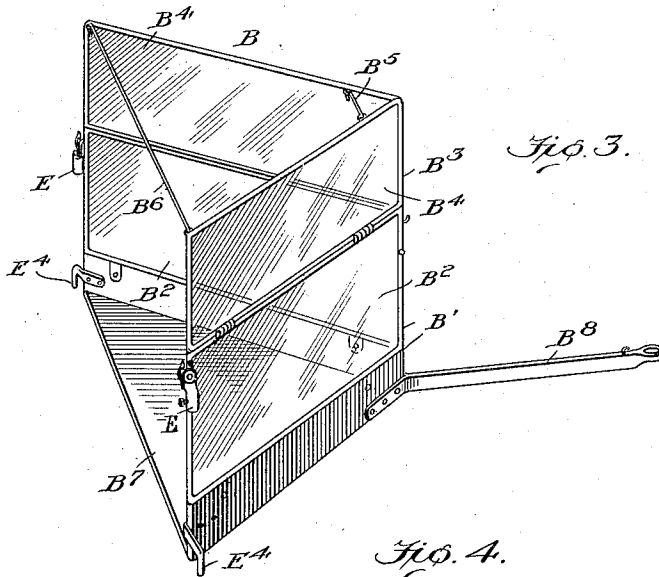
John L. Kennedy  
By Wallace Crane  
Attorney

J. L. KENNEDY.  
WIND SHIELD FOR AUTOMOBILES.  
APPLICATION FILED OCT. 6, 1910.

1,042,925.

Patented Oct. 29, 1912.

2 SHEETS-SHEET 2.



Witnesses  
R. Craig Greene  
Edwin L. Bradford

Inventor  
John L. Kennedy  
By Wallace Greene,  
Attorney.

# UNITED STATES PATENT OFFICE.

JOHN L. KENNEDY, OF WASHINGTON, DISTRICT OF COLUMBIA.

## WIND-SHIELD FOR AUTOMOBILES.

1,042,925.

Specification of Letters Patent.

Patented Oct. 29, 1912.

Application filed October 6, 1910. Serial No. 585,710.

### *To all whom it may concern:*

Be it known that I, JOHN L. KENNEDY, citizen of the United States, residing at Washington, in the District of Columbia, have invented certain new and useful Improvements in Wind-Shields for Automobiles, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to wind shields for automobiles, and its principal object is to lessen the air-resistance to the vehicle's advance while fully protecting the occupants and presenting no material obstruction of view.

Other objects will appear hereinafter.

In the accompanying drawings, Figure 1 is a side elevation of a portion of an automobile with my devices attached thereto. Fig. 2 is a section on the line 2—2, looking rearward. Fig. 3 is a perspective view of the wind shield detached. Fig. 4 is a fragmentary section on the line 4—4, Fig. 2. Fig. 5 is a detail showing a device for holding the structure of Fig. 3 when it is swung upward and rearward upon its pivot. Fig. 6 is a section on the line 6—6, Fig. 1. Fig. 7 is a detail view, partly in section, showing the devices for supporting and securing the rear end of the structure of Fig. 3.

In these views, A represents frame members of the vehicle body, B a V-shaped wind shield supported from the same, and C a hood located, as usual, in front of the driver's seat.

The body of the shield comprises a lower and an upper member, the former consisting of a V-shaped metal frame B' in each wing of which are fixed transparent plates B<sup>2</sup>, preferably of heavy glass. To the upper edge of each wing is hinged a plane frame B<sup>3</sup> in which is set a transparent plate B<sup>4</sup>. These plane frames are held in the planes of the frame wings below, when desired, by means of any suitable tie members B<sup>5</sup>, B<sup>6</sup>, or they may be swung outward and downward until parallel with the plates B<sup>2</sup>, respectively. As this shield is ordinarily directly above the hood C air is prevented from passing upwardly into it from the surface of the hood by a suitable plate or sheet B<sup>7</sup>, and if desired the top also may be covered by an analogous sheet to exclude rain.

From the forward edge of the frame B' a rigid bar B<sup>8</sup> extends forward and is adapted to pass over a filling tube D, usually

found at the front end of the hood, and rest upon a loose collar D', against which it is held by a screw-cap D<sup>2</sup>. Increased rigidity is secured by adding a brace B<sup>9</sup> extending from the bar B<sup>8</sup> to the upper part of the frame B'. The rear end of the shield is pivoted on each side to a member E fitting accurately over the diminished upper portion E' of an upright rod E<sup>2</sup>, and locked by a set screw E<sup>3</sup>. Near its lower margin on each side the frame B' is further secured to the corresponding rod E<sup>2</sup> by a rigidly attached pintle like member E<sup>4</sup> closely fitting in an eye E<sup>5</sup> on the rod. The rods E<sup>2</sup> fit closely in sockets A' rigidly connected with the frame members A and are locked by set-screws A<sup>2</sup>. The shield is pivoted as described since it may sometimes be desirable to raise it without removing it from the machine. When this is desired, the set-screws E<sup>3</sup> are loosened, the cap D<sup>2</sup> is removed, and the rear end is lifted slightly until the members E<sup>4</sup> are withdrawn from the eyes E<sup>5</sup>, these members being shorter than the portions E' of the rods E<sup>2</sup> so that the hood is not freed from the rods. The shield may now be swung on its pivots to the position suggested in dotted lines in Fig. 1 and in Fig. 5, in which position it is temporarily held by a spring hook E<sup>6</sup> engaging a stud E<sup>7</sup> on the frame.

When the shield is not wanted, it may be removed in a few moments by removing the cap D<sup>2</sup>, loosening the set-screws A<sup>2</sup> and lifting the whole bodily; and obviously it may be as quickly replaced.

As this shield extends over the hood, the latter cannot be raised while it is in place, and I therefore preferably make the latter of approximately cylindrical form and form its body in two quadrantal segments F, F' arranged to slide in ways F<sup>2</sup> in the end members, the outer walls F<sup>2</sup> of each way being a curved strip F<sup>3</sup> secured in place by screws, so that the strips and segments may be readily assembled and removed. At their upper margins the segments are provided with hooked portions F<sup>4</sup> which are in wedge-like engagement when the segments are in normal position resting on the frame members A. Either segment may be raised exposing the interior, by sliding the segment in its way, a handle F<sup>5</sup> preferably being provided near the segment's lower edge, and this lower marginal portion is preferably seated in a slightly tapered groove or

seat F<sup>6</sup> when the segment is in closed position; but this method of locking obviously does not exclude other locking devices. While it is preferred to make the hood cylindrical, it is not essential that it have such form, the segments being, from thinness or otherwise, quite flexible. In any case, either segment may be instantly lifted without in any way moving the wind shield.

- 10 Obviously the shield, from its construction, is very rigid and it deflects the air outward to right and left, the currents deflected themselves tending to protect the occupants of the vehicle from the action of the air through which the machine passes. It is also important that the resistance of the air to the machine's advance is greatly lessened, materially lowering the ratio of fuel consumption to distance traveled, and allowing

20 higher speed with a given driving force.

What I claim is:

1. The combination with a V-shaped wind shield, of two wings hinged to the upper margins of the lateral walls of said shield, respectively, to swing downward against said walls and upward into their planes to increase the shield's height, and means for locking the wings in raised position.

2. The combination with an automobile having a hood and a fixed portion in front of the hood, of a V-shaped wind shield independent of the hood, above the same,

hinged to swing about a rear horizontal axis, and provided with a rigid arm extending forward to said portion, and means for detachably locking said arm to said portion.

3. The combination with an automobile having a laterally openable hood, of a V-shaped transparent shield located above the rear portion of the hood, hinged at its rear end to swing upwardly and provided with a rigid arm extending forwardly beyond the movable portion of the hood, means carried by the hood for locking the latter against rotation, and means for detachably fixing the front end of said arm.

4. The combination with an automobile, of two removable, shield supporting rods extending upward from the sides, respectively, of the vehicle, members in sliding engagement with the upper portions of the rods, respectively, a wind shield pivoted to said members to swing about a horizontal axis and itself provided with means for engaging and disengaging said rods at a distance from said axis as said members are lowered and raised, and means for preventing said members from sliding.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN L. KENNEDY.

Witnesses:

ARTHUR L. BRYANT,  
R. CRAIG GREENE.