B. H. BAKER.

HOOD EXTENDING DEVICE.

APPLICATION FILED MAY 20, 1912.

1,049,286.

Patented Dec. 31, 1912.

3 SHEETS—SHEET 1.

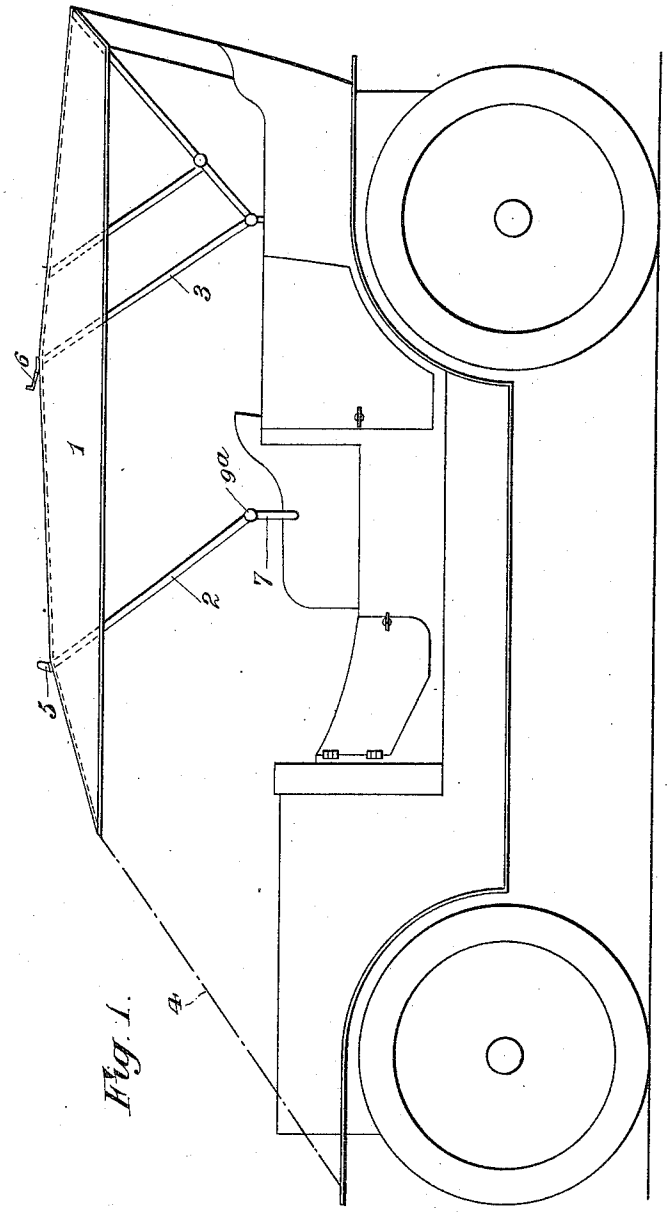

Fig. 1.

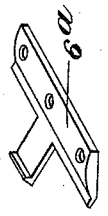

Fig. 4.

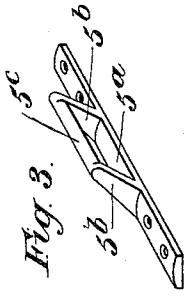

Fig. 3.

WITNESSES

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3 SHEETS—SHEET 2.

Fig. 2.

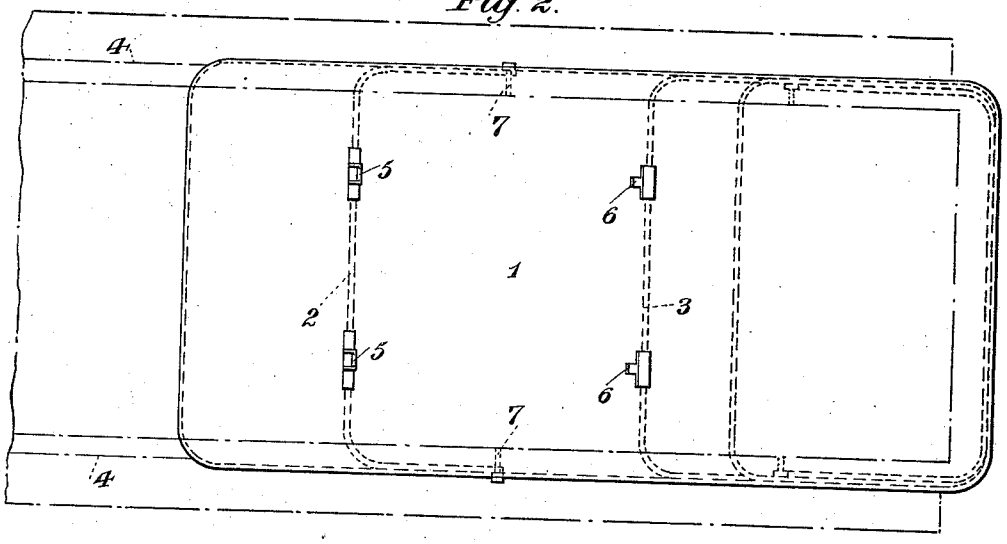
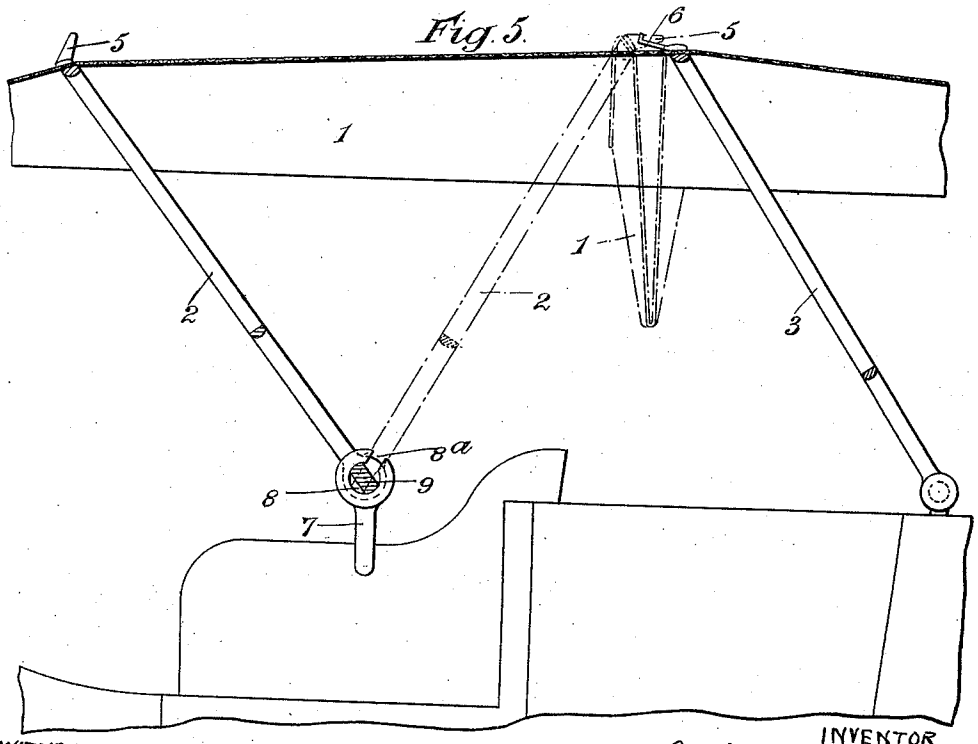


Fig. 5.



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3 SHEETS—SHEET 3.

Fig. 6.

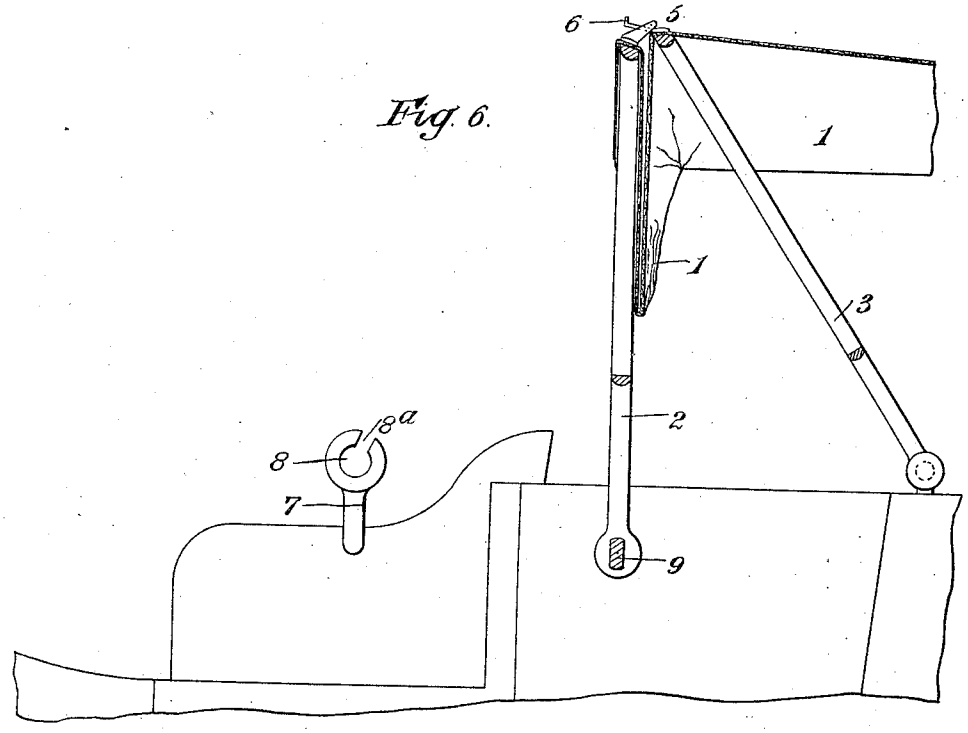


Fig. 7.

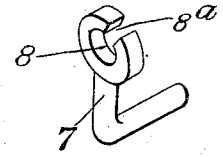
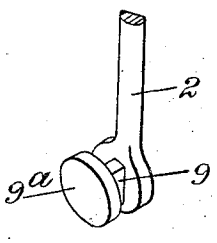


Fig. 8.



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UNITED STATES PATENT OFFICE.

BENJAMIN HAROLD BAKER, OF SOUTHBOURNE, ENGLAND.

HOOD-EXTENDING DEVICE.

1,049,286. Specification of Letters Patent. Patented Dec. 31, 1912.

Application filed May 20, 1912. Serial No. 698,545.

To all whom it may concern:

Be it known that I, BENJAMIN HAROLD BAKER, a subject of the King of Great Britain and Ireland, of Headland House, Southbourne, Hampshire, England, have invented a new and useful Hood-Extending Device, of which the following is a specification.

My invention relates to means for effecting the folding and unfolding of hoods, and is more especially intended for the hoods of motor road vehicles, and consists of the hereinafter described devices provided in connection with the hoops of the hoods for facilitating the folding and unfolding of the hoods, which devices consist principally of fittings applied to the hoops in such manner that, when the hood is folded, the said fittings will automatically engage together, and when the hood is unfolded, the drawing forward of the front hoop in unfolding the hood, will draw forward the next hoop with it, and when the rear part of the hood has been extended, the said fittings automatically disengage and the front part of the hood can then be drawn forward.

The invention also includes improved supports upon which the front hoop of the hood turns.

I will describe my invention with reference to the accompanying drawings.

Figures 1 and 2 are, respectively, a side elevation and a plan illustrating, by way of example, the application of my invention to a motor car provided with front and rear seats. Figs. 3 and 4 are perspective views, on an enlarged scale, of the preferred form of the devices according to my invention. Figs. 5 and 6 are elevations, partly in section, illustrating the action of the devices, and Figs. 7 and 8 are perspective views of the preferred construction of the devices for supporting the lower ends of the front hoop of the hood.

1 is the collapsible hood, 2 is the front hoop of the said hood, 3 is the first of the rear hoops thereof, and 4 are straps by which the hood 1 is retained in its extended position. All of these parts may be of any known, or suitable, kind.

Staples, or loops, 5 are secured at a suitable distance apart to the front hoop 2, and hooks 6, adapted to engage the said staples, or loops, are secured in corresponding positions to the first hoop 3 of the rear hoops of the hood. The staples, or loops, 5 are preferably made as shown in Fig. 3, they each consisting of a base plate 5^a, (provided with holes for the screws used for fixing the device of the hoop 2), and two arms 5^b carrying a cross-bar 5^c of circular cross-section. The hooks 6 are, as shown in Fig. 4, each provided with a base plate 6^a, with holes for the screws for fixing the fitting to the hoop 3. The said staples, or loops, and the said hooks, are so shaped and disposed as to automatically engage together when they meet when the hoop 2 of the forward part of the hood is pushed back, and they remain engaged in unfolding the hood so that the drawing forward of the front hoop 2 draws forward the rear part of the hood and, on the further forward movement of the front hoop 2, after the rear part of the hood is extended, the said engaged fittings become automatically disengaged and the front of the hood can then be extended.

The ends of the hoops may be centered to the vehicle in any suitable way, but the ends of the front hoop 2 are preferably each centered as follows, so that they can be readily unshipped and shipped as required. For each end of the hoop 2 the vehicle is provided with a standard 7 having, in its upper end, a circular opening 8, from which leads a slot 8^a. The ends of the hoop 2 are provided with lugs 9 of a length corresponding to the diameter of the circular opening 8, and of a width corresponding to the width of the slot 8^a in the standards 7. The lugs and slots 8^a are so disposed that when the front hoop 2 is moved from, or into, the position shown in full lines in Fig. 5, the lugs 9 turn in the openings 8 as on hinged centers, and when the hoop 2 is moved back so that the devices 5 and 6 become engaged (that is, the position when the front of the hood is folded), the lugs 9 are in line with the slots 8^a, so that the said lugs can be withdrawn from, and reinserted into, the openings 8, through the said slots. The lugs 9 are preferably provided with heads 9^a.

The operation is as follows:—Presuming the hood to be fully unfolded, or extended, the straps 4 are unfastened and the front hoop 2 is turned on the lugs 9, engaging the openings 8, until the said lugs are in line with the said slots 8^a. The cross-bars 5^c of the staples, or loops, 5 will then become automatically engaged with the hooks 6, as shown in Fig. 5. The lugs 9 are then in line with the slots 8^a. The front hoop 2 is

then raised so as to free the lugs 9 on its ends from the slots 8ª, and the folding of the hood is completed by pushing the whole hood backward. When the hood is to be extended, the front hoop 2 is pulled forward until the rear portion of the hood is extended by reason of the engaged fittings 5 and 6 drawing forward the rear hoops. The lugs 9 are then passed through the slots 8ª into the openings 8 and the extension of the hood is completed by turning the front hoop 2 from the position shown in dotted lines to the position shown in full lines in Fig. 5.

I have shown two pairs of fittings 5 and 6 applied to the hoops, but one, two, or more, pairs may be used, as desired, and, instead of the lugs 9 and openings and slots 8 and 8ª, other means of connecting the ends of the hoop 2 to the vehicle may be employed.

I do not limit myself to the precise form of the fittings 5 and 6 as they may be made of any suitable form which will allow them to become engaged and disengaged as described. If desired, the lugs 9 may be on the standards and the circular openings 8 and slots 8ª be in fittings on the ends of the hoop 2.

What I claim is:—

1. A folding vehicle hood frame comprising a rear hoop and a front hoop entirely independent thereof in the extended position of the frame, in combination with cooperating pivotal latching elements, carried by said hoops and serving to facilitate the extension of the hood, said elements automatically engaging upon the folding back of the front hoop upon the rear hoop and automatically disengaging upon the forward extension of the front hoop, substantially as and for the purpose described.

2. A folding vehicle hood frame, comprising a rear hoop and an independent front hoop, pivotal supports for said hoops spaced apart, the front hoop being readily detachable from its support, in combination with coöperating pivotal latching elements respectively carried by said hoops and interengaged in the non-extended position of the forward hoop but so shaped that by the adjustment of the front hoop on its pivotal support, the latching elements are brought into such position that they are automatically disengaged by the forward swinging of the front hoop on its pivot to completely extend the frame.

3. A folding vehicle hood frame, comprising a rear hoop and an independent front hoop, independent pivotal supports for said hoops, in combination with pivotal latching elements automatically engaged on the folding of the front hoop back upon the rear hoop and serving to enable the frame as a whole to be partially extended by the application of power to the front hoop alone, said latching elements being shaped to automatically disengage upon the forward swinging of the front hoop on its pivot, substantially as described.

4. A folding vehicle frame comprising a rear hoop and an independent front hoop, independent pivotal supports for each hoop, said front hoop being readily unstepped from its support, in combination with latching elements on said hoops brought into engagement by the swinging back of the front hoop upon its pivotal support and interlocked upon the swinging back of the unstepped front hoop upon the rear hoop, said interengaged latching elements serving as a pivot, whereby said interlocked elements serve as an engagement between the front and rear hoops by means of which the rear portion of the hood may be extended on application of power to the front hoop alone, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

BENJAMIN HAROLD BAKER.

Witnesses:

HARVEY J. BAVERSTOCK,
CHARLES PACK.