E. T. ROBINSON.

HOOD FOR AUTOMOBILES.

APPLICATION FILED FEB. 11, 1908.

904,151.

Patented Nov. 17, 1908.

2 SHEETS—SHEET 1.

Fig. I.

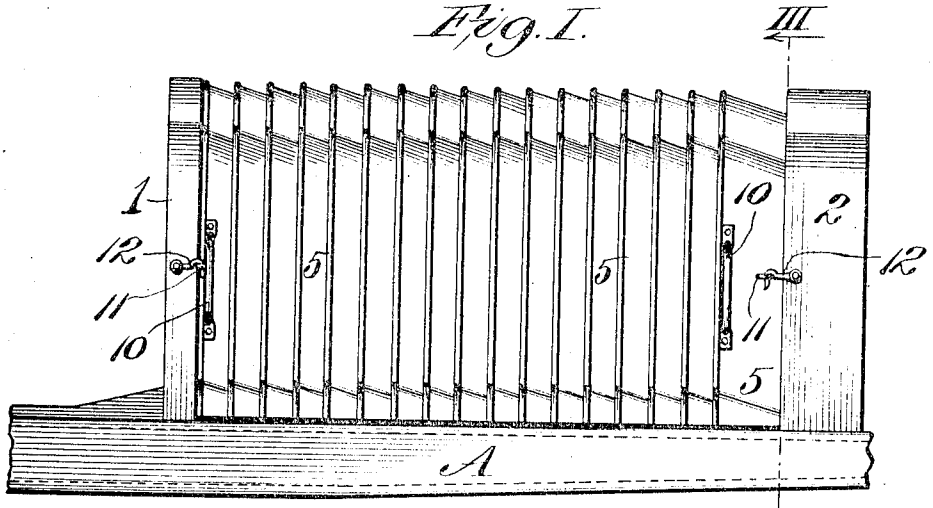


Fig. II.

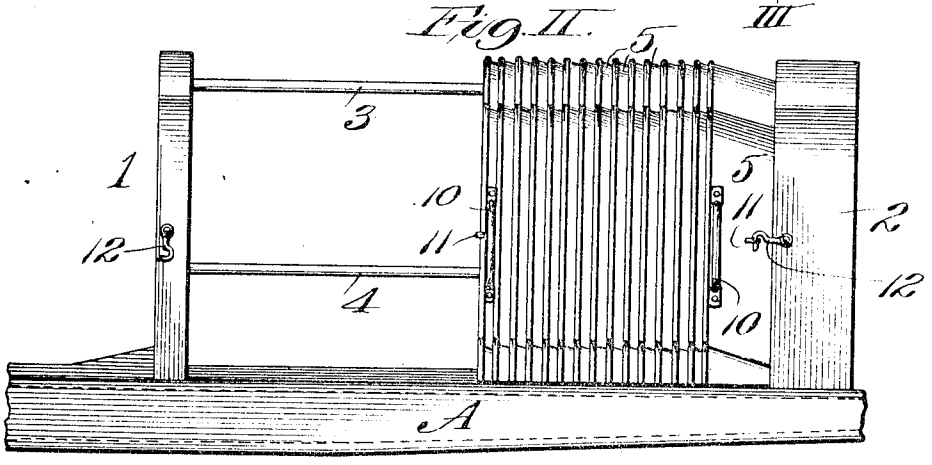
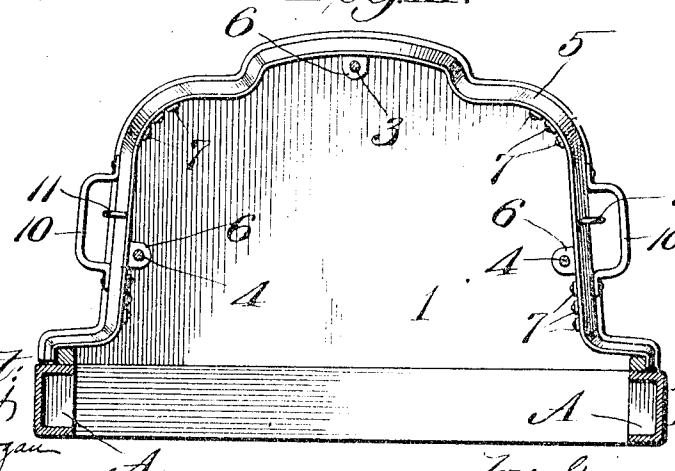


Fig. III.



Attest:
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By Geo. Knight Atty.

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2 SHEETS—SHEET 2.

Fig. IV.

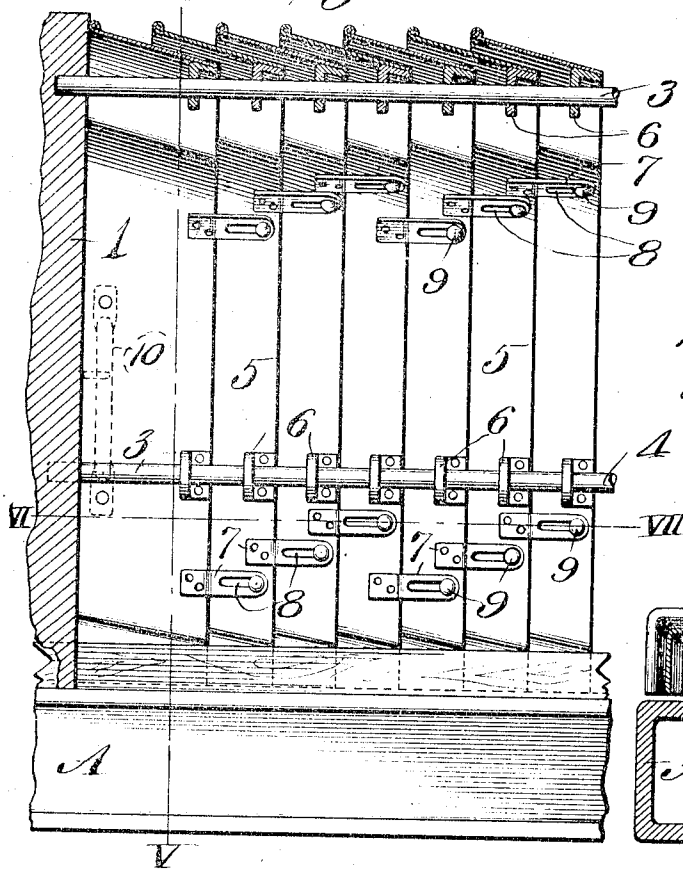


Fig. V.

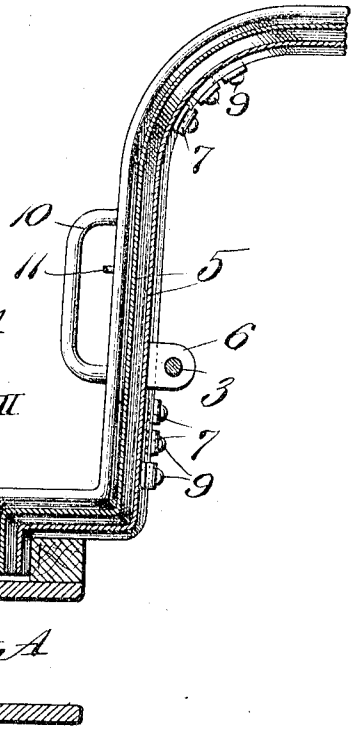


Fig. VI.

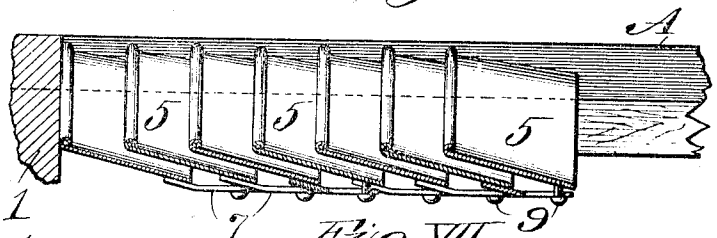
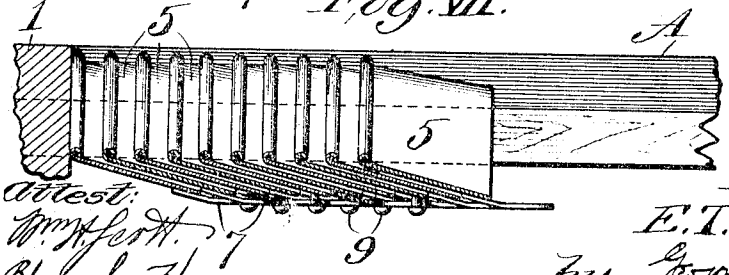


Fig. VII.



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UNITED STATES PATENT OFFICE.

EDWARD T. ROBINSON, OF ST. LOUIS, MISSOURI, ASSIGNOR TO ST. LOUIS CAR COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION.

HOOD FOR AUTOMOBILES.

No. 904,151. Specification of Letters Patent. Patented Nov. 17, 1908.

Application filed February 11, 1908. Serial No. 415,359.

To all whom it may concern:

Be it known that I, EDWARD T. ROBINSON, a citizen of the United States of America, residing in the city of St. Louis and State of Missouri, have invented certain new and useful Improvements in Hoods for Automobiles, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to that class of hoods utilized over the engines employed upon automobiles for the purpose of housing said engines in a manner to provide ventilation or circulation of air into and from the space occupied by the engines.

The present invention has for its object to provide a hood of this character which is collapsible and comprises a plurality of sections that may be telescoped within each other in order that free access may be gained to the engine and other parts of an automobile surrounding said engine.

Figure I is a side elevation of my hood in position for use. Fig. II is a side elevation of the hood in a collapsed condition. Fig. III is a front elevation of the hood with its supporting members shown in vertical cross section taken on line III—III, Fig. I. Fig. IV is an enlarged vertical longitudinal section taken through a part of the hood in an open or expanded condition. Fig. V is a vertical cross section taken on line V—V, Fig. IV. Fig. VI is a horizontal longitudinal section taken on line VI—VII, Fig. IV with the hood section shown in expanded condition. Fig. VII is a horizontal longitudinal section taken on line VI—VII with the sections of the hood shown in collapsed condition.

In the accompanying drawings: A designates the frame of an automobile by which the engine and other parts surrounding it are supported.

1 designates the rear wall of my hood and 2 the front wall of the hood which are mounted upon the frame A and the latter of which is preferably perforated as is common in automobile hoods in order that air may pass therethrough to circulate around the engine that is housed by the hood.

3 is a top rod and 4 are side rods mounted in the walls 1 and 2 and which serve as guides for the movable section of my hood.

5 designates a plurality of ventilator sections of tapering shape and of approximately inverted U-form that are adapted to be shifted to and fro between the hood walls 1 and 2 so that their smaller ends will fit within the adjoining sections in a manner to provide for the sections being combinedly extended to house the space in which the automobile engine is located or entered compactly into each other to afford access to the space occupied by the engine. Each ventilator section is provided with a plurality of lugs 6 loosely fitted to the guide rods 3 and 4 in order that said guide rods may serve to direct the movement of the sections and also retain the sections in place above the frame A.

7 are connection straps secured to the ventilator sections at their forward ends and provided with longitudinal slots 8, and 9 are studs carried by the ventilator sections and adapted to operate in the slots in said straps when the sections are shifted to extend them and when the hood is collapsed. The connection straps and studs serve to unite the sections in a manner to provide for the hood being readily collapsed or extended when a ventilator section of either end of the hood is shifted either forwardly or backwardly, inasmuch as the straps and studs of the several ventilator sections are brought into such engagement with each other as to cause the successive sections to operate upon the sections in front of or back of those initially moved.

The forward and rear ventilator sections 5 are provided with handles 10 that may be readily grasped for the purpose of shifting these sections and causing like shifting of the other sections of the hood between the walls 1 and 2; and a suitable catch, such as an eye 11 and a hook 12 carried by the end ventilator sections and the end walls of the hood respectively, which connect each end ventilator section to the wall that is adjacent thereto when the hood is in an expanded condition. These catches may be readily released to permit the collapsing of the hood by the movement of the ventilator sections in a direction away from either end wall.

It will be seen that the sections of the hood may be so shifted that free access may be obtained to the engine normally housed by the hood at either end thereof when the hood sections are moved into a collapsed condition in the proper direction.

I claim:

1. A hood of the character described comprising a plurality of tapering telescoping sections.

2. A hood of the character described comprising a plurality of tapering telescoping sections of U-shape.

3. A hood of the character described comprising a plurality of telescoping sections, and means whereby said sections are united to each other.

4. A hood of the character described comprising a plurality of telescoping sections having slot and pin connection with each other.

5. A hood of the character described comprising a plurality of tapering telescoping sections, and guides for said sections.

6. A hood of the character described comprising front and rear walls, guide rods mounted in said walls and spanning the space between them, a plurality of ventilator sections loosely mounted on said guide rods, and means for connecting the endmost of said sections to said walls.

EDWARD T. ROBINSON.

In presence of:
A. DIEKMANN,
M. O. MURPHY.