W. H. FREEMAN.

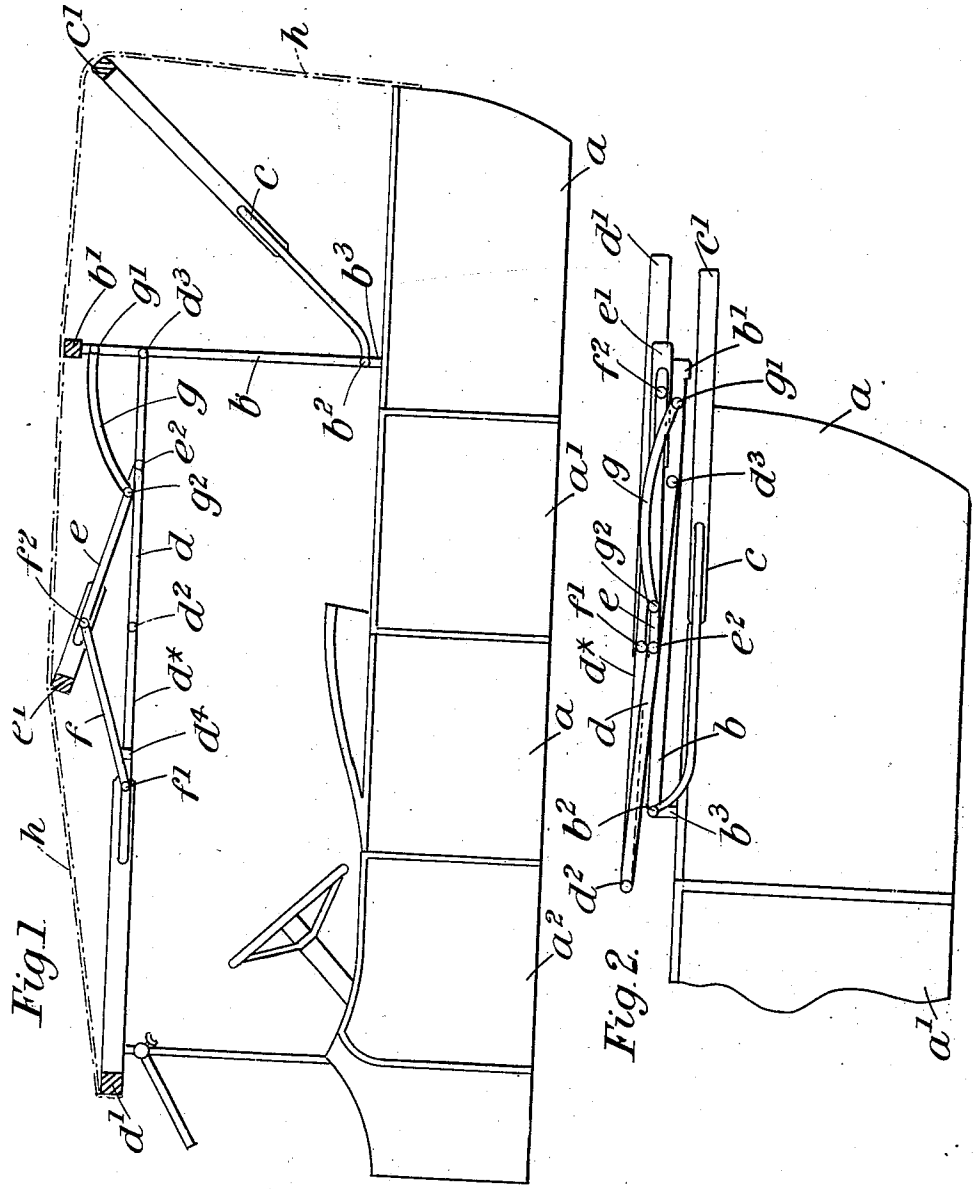
HOOD FOR MOTOR CARS OR OTHER VEHICLES.

APPLICATION FILED JAN. 30, 1914.

1,177,944.

Patented Apr. 4, 1916.

2 SHEETS—SHEET 1.




WITNESSES:

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H. B. Cottrell

INVENTOR

William Henry Freeman

BY Thos Wallace White

ATTY

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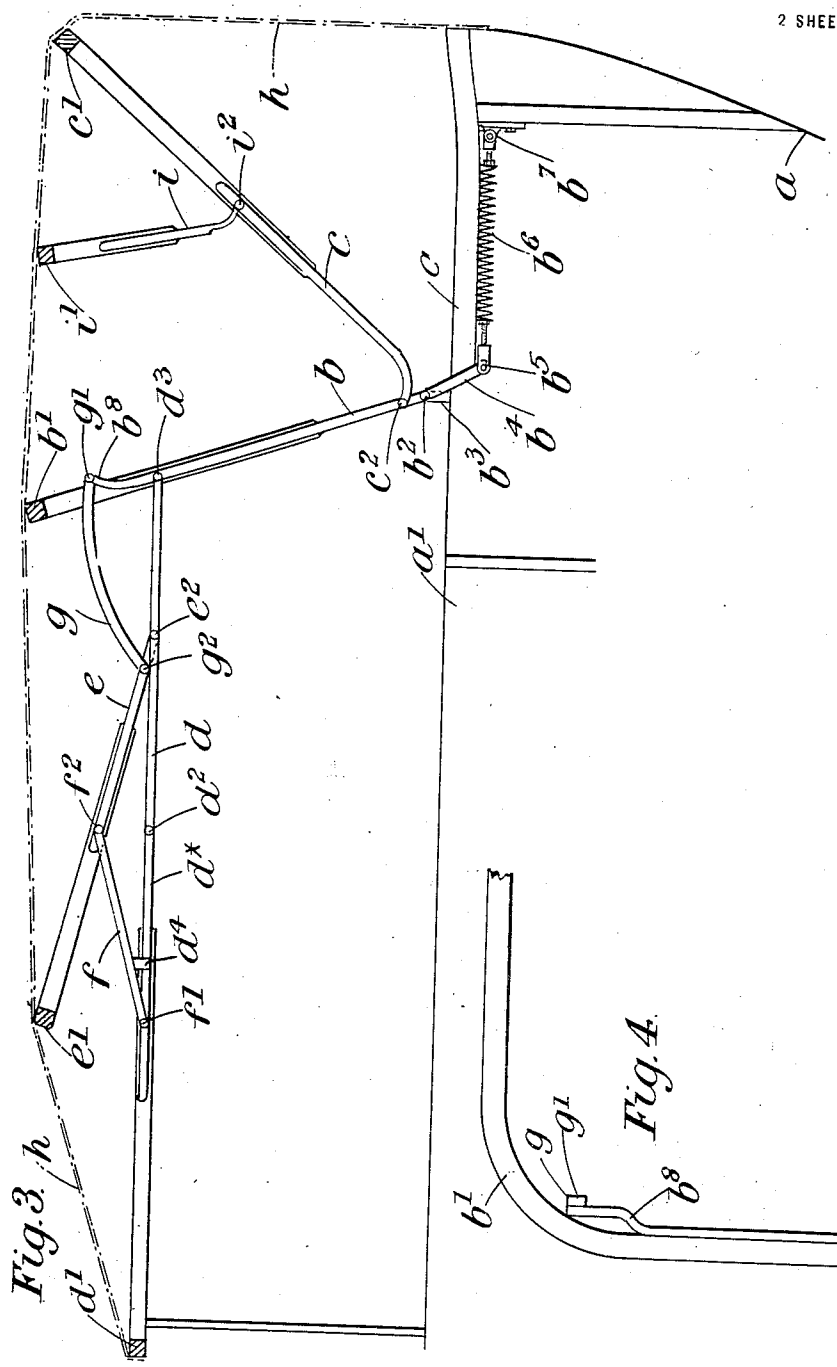



Fig. 3.




Fig. 4.

WITNESSES:

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# UNITED STATES PATENT OFFICE.

WILLIAM HENRY FREEMAN, OF CLAPHAM COMMON, LONDON, ENGLAND.

## HOOD FOR MOTOR-CARS OR OTHER VEHICLES.

1,177,944. Specification of Letters Patent. Patented Apr. 4, 1916.

Application filed January 30, 1914. Serial No. 815,404.

*To all whom it may concern:*

Be it known that I, WILLIAM HENRY FREEMAN, a subject of the King of Great Britain, residing at 16 Bowood road, West Side, Clapham Common, in the county of London, England, motor-body maker, have invented certain new and useful Improvements in or Connected with Hoods for Motor-Cars or other Vehicles, of which the following is a specification, reference being had to the drawings hereunto annexed and to the figures and letters marked thereon, that is to say—

The invention relates to improvements in or connected with hoods for motor cars or other vehicles of that type in which a forward extension is provided to protect the driver and the object of the present invention is to simplify and cheapen and otherwise improve hoods of that character.

In the accompanying drawings:—Figure 1 is a side elevation, partly in section, the section being taken longitudinally through the center of the hood illustrating a motor car having the present invention applied thereto and showing the hood in its extended position. Fig. 2 is a side elevation of part showing the hood in its collapsed position, the cover being omitted for the sake of clearness. Fig. 3 is a similar view to Fig. 1 illustrating a slight modification and Fig. 4 is a detail view of one of the back falling pillars and attached hoop stick.

In the several figures like parts are indicated by similar letters of reference and Figs. 2 and 4 are drawn to an increased scale with respect to the other figures of the drawings.

Referring to Figs. 1 and 2, $a$ represents the body of the car. $a'$ represents the door for the entry of passengers and $a^2$ represents the door giving access to the driver's seat. $b$ represents the back falling pillars which at $b^2$ are pivotally mounted upon studs $b^3$ carried by the elbows of the car body $a$ and consequently behind the door $a'$ at each side thereof and $b'$ represents the hoop stick which is carried by the back falling pillars $b$. $c$ represents metal straps or stays which at their lower ends are mounted upon the same pivotal point $b^2$ and carry the rear hoop stick $c'$. To each of the back falling pillars $b$ are pivotally connected at $d^3$, and therefore at a suitable elevation to be clear of the heads of persons entering or leaving the car by the doors $a'$, long horizontal stays $d$ $d^*$ which serve to support the front hoop stick $d'$. The long horizontal stays $d$ $d^*$ are each provided with a joint $d^2$ in their length and to the rear of these joints $d^2$ are pivoted at $e^2$ forwardly and upwardly extending stays $e$ called the middle hoop stick stays and which serve to support the middle hoop stick $e'$. Pivotally connected by one end at $f'$ to those parts $d^*$ of the long horizontal stays forward of the joints $d^2$ and by the other end to the middle hoop stick stays $e$ at $f^2$ are rearwardly and upwardly extending stays $f$. Pivotally connected by one end to the back falling pillars $b$ at $g'$ near to the top thereof and by the other end at $g^2$ to the middle hoop stick stays $e$, that is, above their pivotal connection $e^2$ with the long horizontal stays $d$ $d^*$, are preferably curved supporting stays $g$. Stops $d^4$ are provided carried by those parts $d^*$ of the long horizontal stays $d$ $d^*$ which engage the stays $f$ and prevent the long horizontal stays $d$ $d^*$ rising at the joint $d^2$ beyond the horizontal position. $h$, shown in dotted lines, represents the cover of the hood. By downwardly breaking the joints $d^2$ of the long horizontal stays $d$ $d^*$ the various stays, pillars, and hoop sticks will fold together, thus instantaneously collapsing the hood, as shown at Fig. 2, while by pulling forward the front hoop stick $d'$ the hood may be extended with equal facility.

In the example given at Figs. 3 and 4, a slight modification is shown, according to which an additional hoop stick $i'$ is carried by straps or stays $i$ pivotally connected at $i^2$ to the stays or straps $c$ of the back hoop stick $c'$ and these additional stays and hoop stick may, if desired, be employed in connection with the first arrangement. In this example the back falling pillars $b$ are slightly inclined in a forward direction and in order to afford the requisite length for the curved stay or link $g$, said pillars $b$ are rearwardly curved to carry the pivot $g'$. The stays or straps $c$ of the back hoop sticks

$c'$ instead of being mounted on the same axes $b^2$ as the back falling pillars $b$ are mounted upon independent axes $c^2$ carried by the back falling pillars $b$. The back falling pillars $b$ are formed beyond their axes $b^2$ with downward extensions $b^4$, to the extremities of which are pivotally connected at $b^5$, extension springs $b^6$ which are also pivotally connected at $b^7$ to a bracket carried by a part of the body of the car and are made adjustable as to their tensional force, and the office of these springs $b^6$ is to assist in raising and extending the hood so that a very slight effort is required on the part of the operator to erect the device. The upper ends of the back falling pillars $b$ are cranked at $b^8$, as shown at Fig. 4, in order to avoid the hoop stick $b'$.

By the means hereinbefore described a collapsible hood of extremely simple and inexpensive construction is obtained which will be equally effective as, and easier to manipulate than the more costly devices at present in use.

Having now particularly described and ascertained the nature of the said invention and in what manner the same is to be performed I declare that what I claim is:—

1. In a vehicle hood, in combination, a rear support for the cover, comprising side members, a support for the front of the cover, comprising side members, said second-mentioned side members being jointed and being pivotally connected with said first-mentioned side members, a hoop pivotally connected to the rear portions of said jointed side members, stays pivotally connected to said hoop and to the front portions of said jointed side members, stays pivotally connected to said hoop and to the side members of said rear support and stops carried by the front portions of said side members for engagement by said first-mentioned stays to prevent said side members rising at the joint beyond a horizontal position.

2. In a hood for motor or other vehicles, the combination of back falling pillars and a car body, said back falling pillars being pivotally connected to said body behind the doorway thereof; of a hoop stick supported by said pillars, a rear hoop stick, straps carrying the same pivotally mounted at their lower ends, hoop stick stays pivotally connected to the rear hoop stick stays, a hoop stick supported thereby, long horizontal stays pivotally connected to the back falling pillars, a front hoop stick supported thereby, a joint in the length of the horizontal stay, forwardly and upwardly inclined middle hoop stick stays, a hoop stick supported thereby, said stays being pivotally connected to the long horizontal stays on the inner parts thereof, rearwardly and upwardly inclined stays pivotally connected to the middle hoop stick stays and to the outer parts of the long horizontal stays, stops carried by and projecting upwardly from the outer parts of said long horizontal stays and engaged by said last mentioned inclined stays to resist downward pressure on said horizontal stays and prevent the same from rising at the joint beyond a predetermined position and links pivotally connected to the middle hoop stick stays and to the back falling pillars.

3. In a collapsible hood of the class described, the combination with a rear supporting member; of a bipartite outrigger, said outrigger comprising articulated sections pivoted to each other and to said supporting member, an intermediate bow pivoted to the rear sections of the bipartite outrigger, links pivoted to the outer sections thereof and to said intermediate bow upwardly and forwardly of the longitudinal side portions of the latter, braces between the supporting member and the side portions of said intermediate bow near the pivoted ends of the latter where pivotally connected to the inner sections of the bipartite outrigger and stops between the outer sections of said outrigger and said links to prevent said outrigger rising above a predetermined position at the points of articulation of said sections.

4. In a collapsible hood of the class described, the combination with a rear supporting member, of a bipartite outrigger, said outrigger comprising articulated sections pivoted to each other and to said supporting member, an intermediate bow pivoted to the rear sections of the bipartite outrigger, links pivoted to the outer sections thereof and to said intermediate bow upwardly and forwardly of the longitudinal side sections of the latter, braces between the supporting member and the side portions of said intermediate bow near the pivoted ends of the latter where pivotally connected to the inner sections of the bipartite outrigger, and means positioned from the pivots of the articulated sections to prevent said outrigger rising at points of articulation of said sections.

5. In a collapsible hood of the class described, the combination with a rear supporting member; of a bipartite outrigger, said outrigger comprising articulated sections pivoted to each other and to said supporting member, an intermediate bow pivoted to the rear sections of the bipartite outrigger, links pivoted to the outer sections of the outrigger and to said intermediate bow, braces between the supporting member and the side portions of said

intermediate bow, said braces being connected to said intermediate bow at a point below the point of connection of said links thereto, and means independent of the joint of the outrigger sections to prevent said outrigger rising at the points of articulation of said sections.

In witness whereof I have hereunto set my hand in the presence of two witnesses.

WILLIAM HENRY FREEMAN.

Witnesses:
C. MELBOURNE WHITE,
C. H. WHITE.