

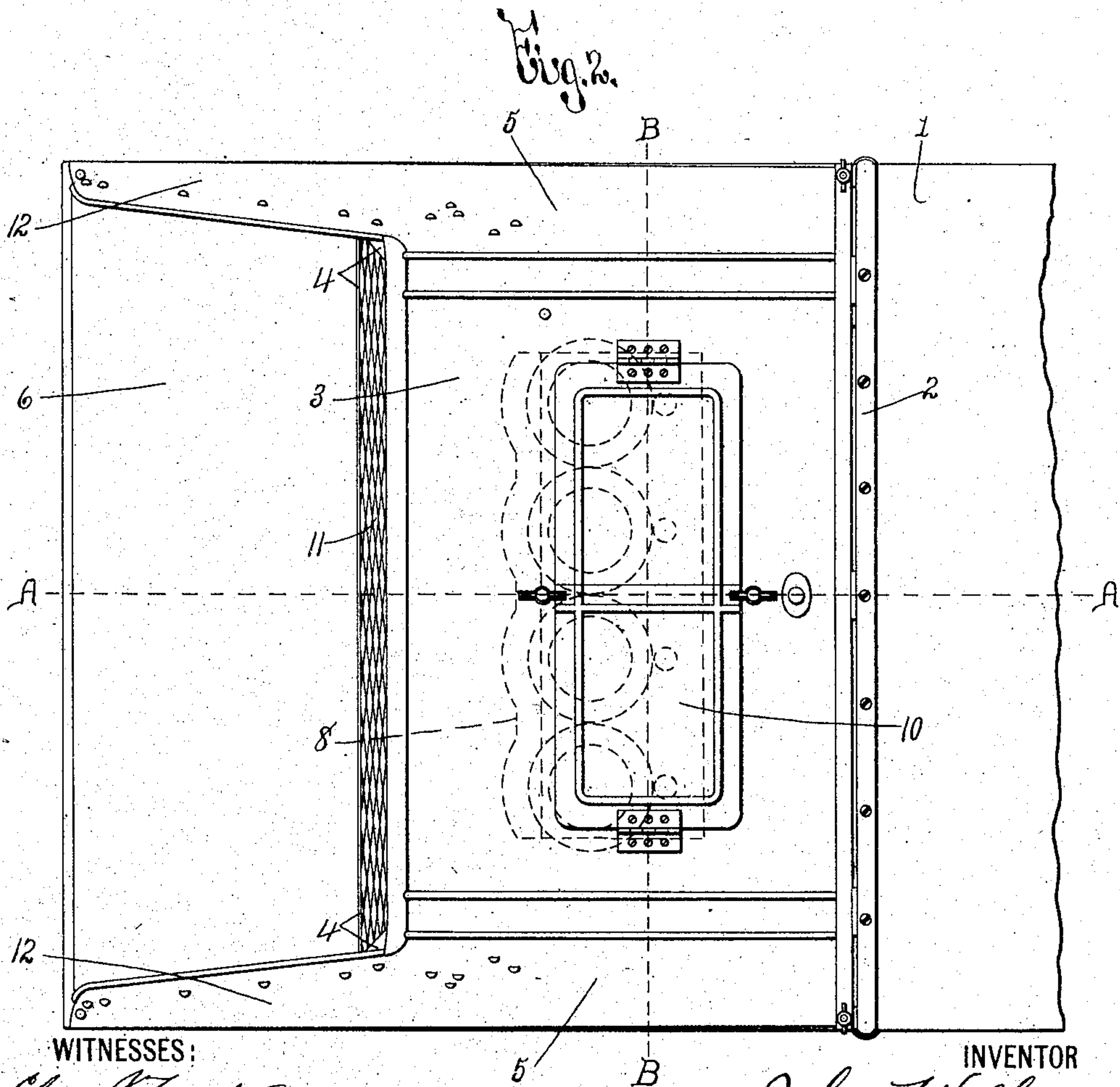
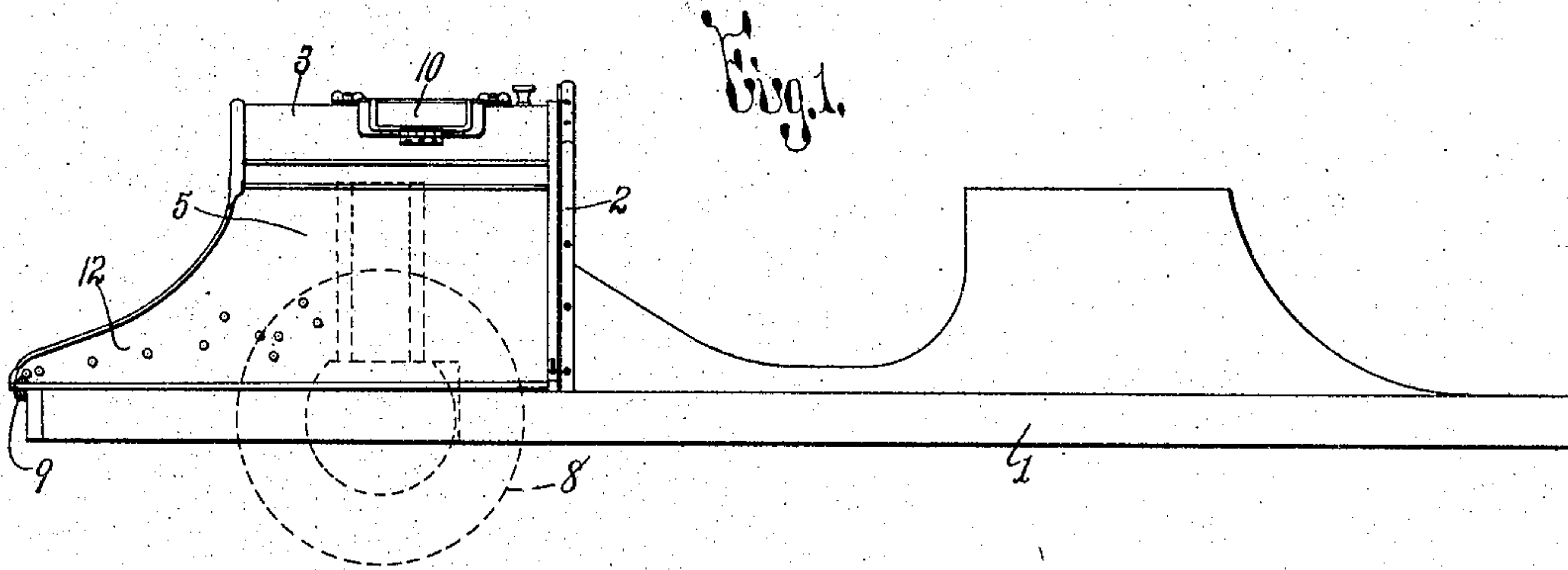
No. 781,116.

PATENTED JAN. 31, 1905.

J. WILKINSON.  
MOTOR CAR.

APPLICATION FILED MAY 17, 1904.

3 SHEETS—SHEET 1.



WITNESSES:

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*Chas. H. Young.*

INVENTOR

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3 SHEETS—SHEET 2.

Fig. 3.

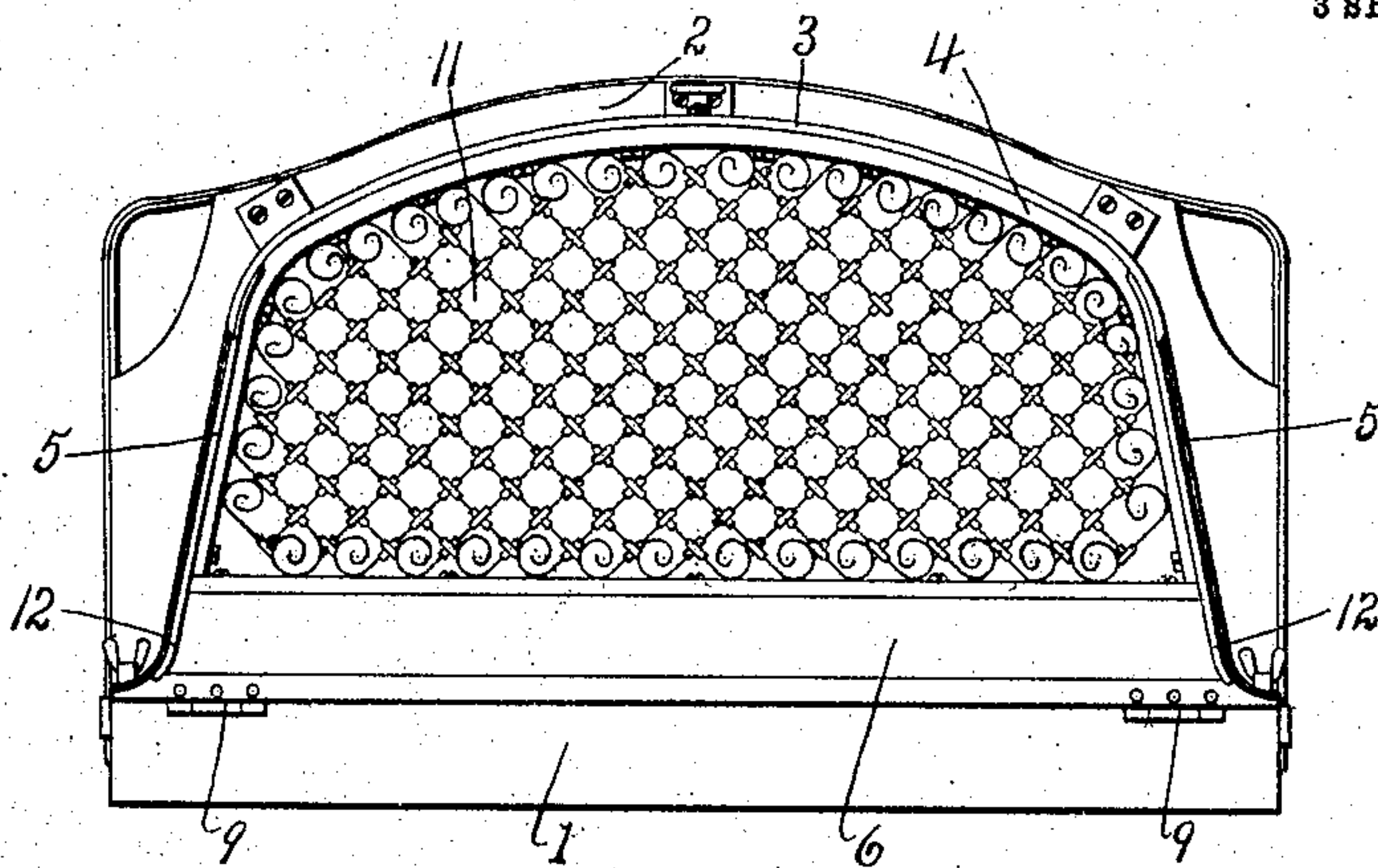


Fig. 4.

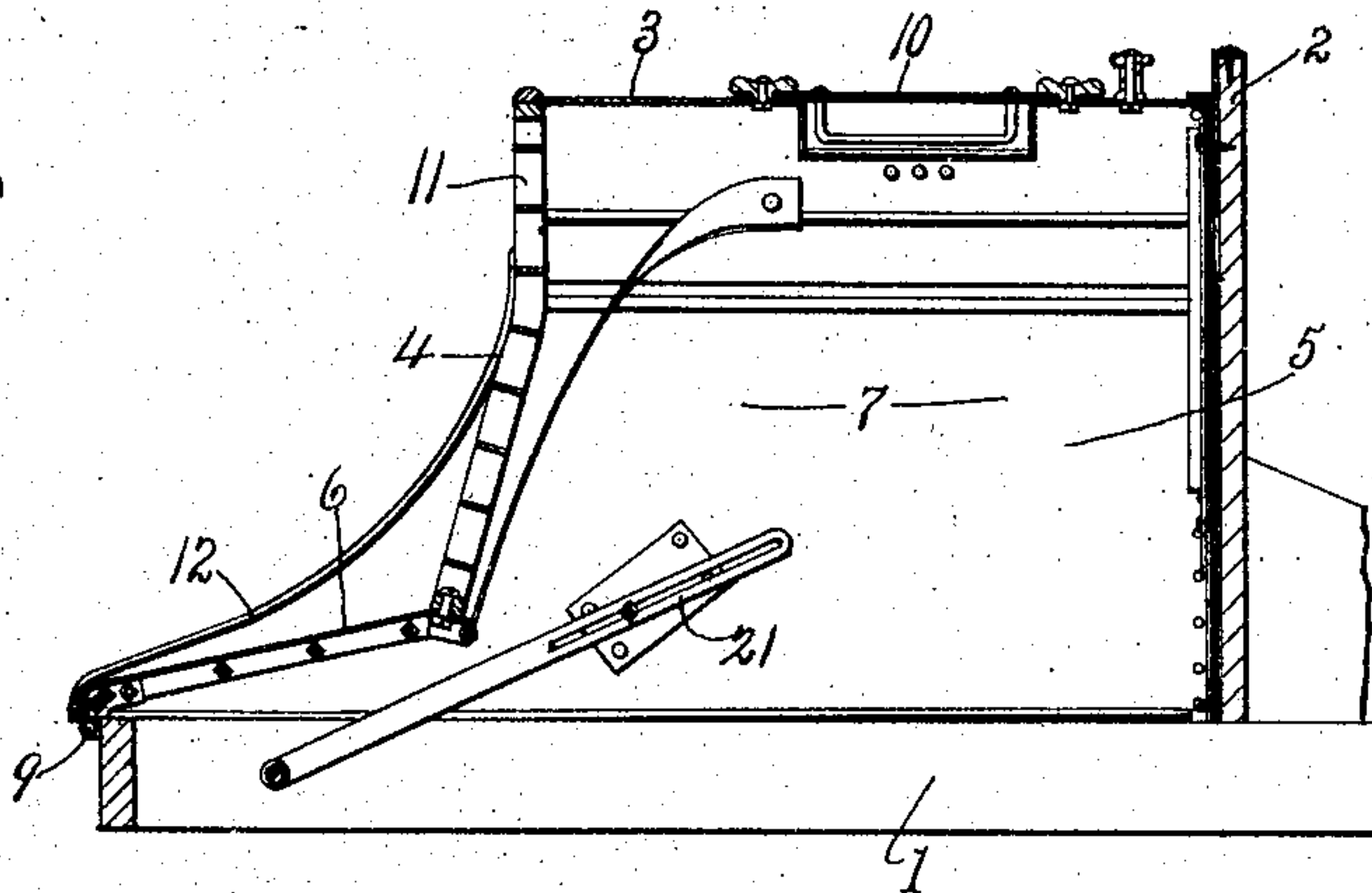
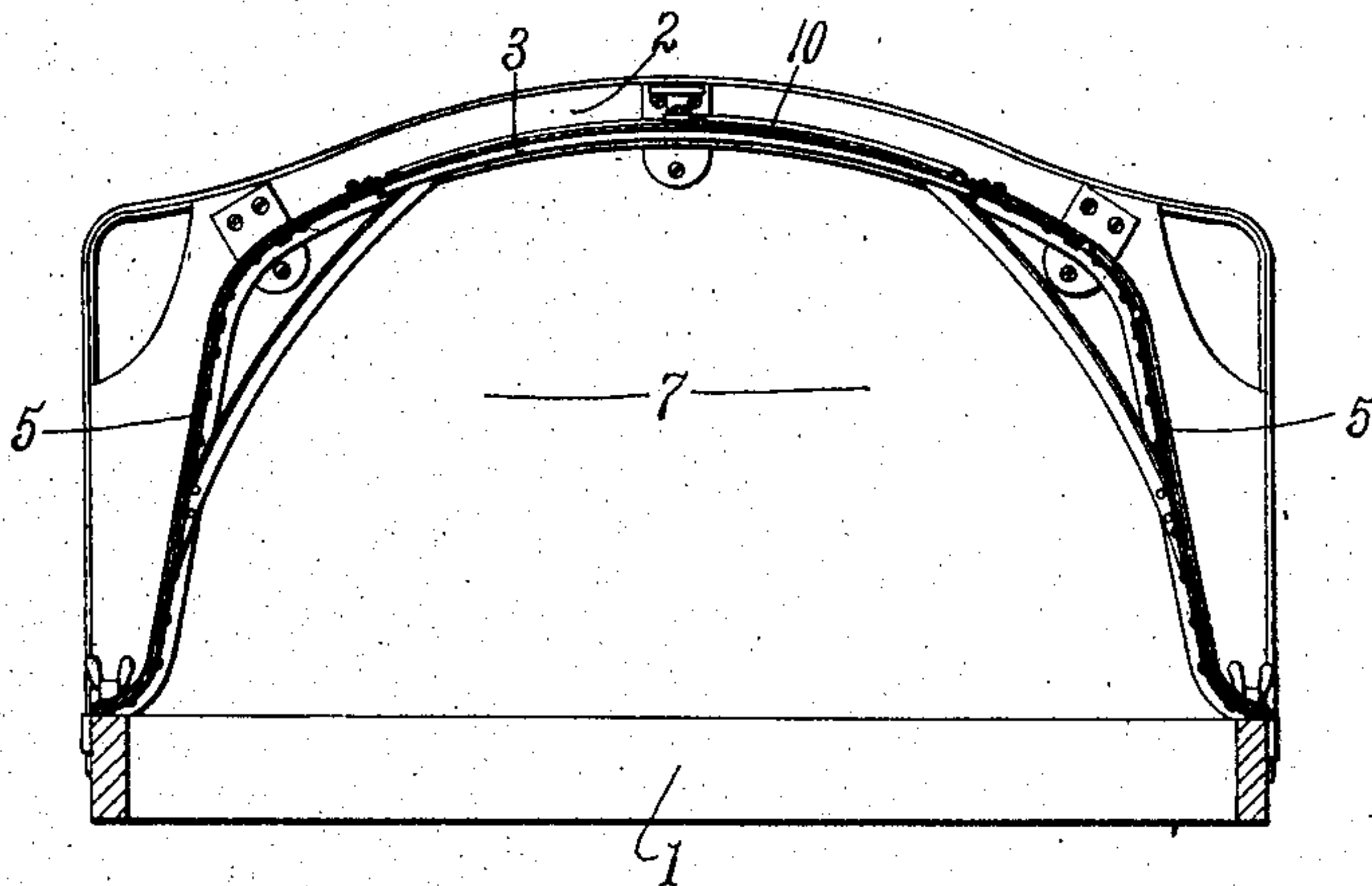


Fig. 5.



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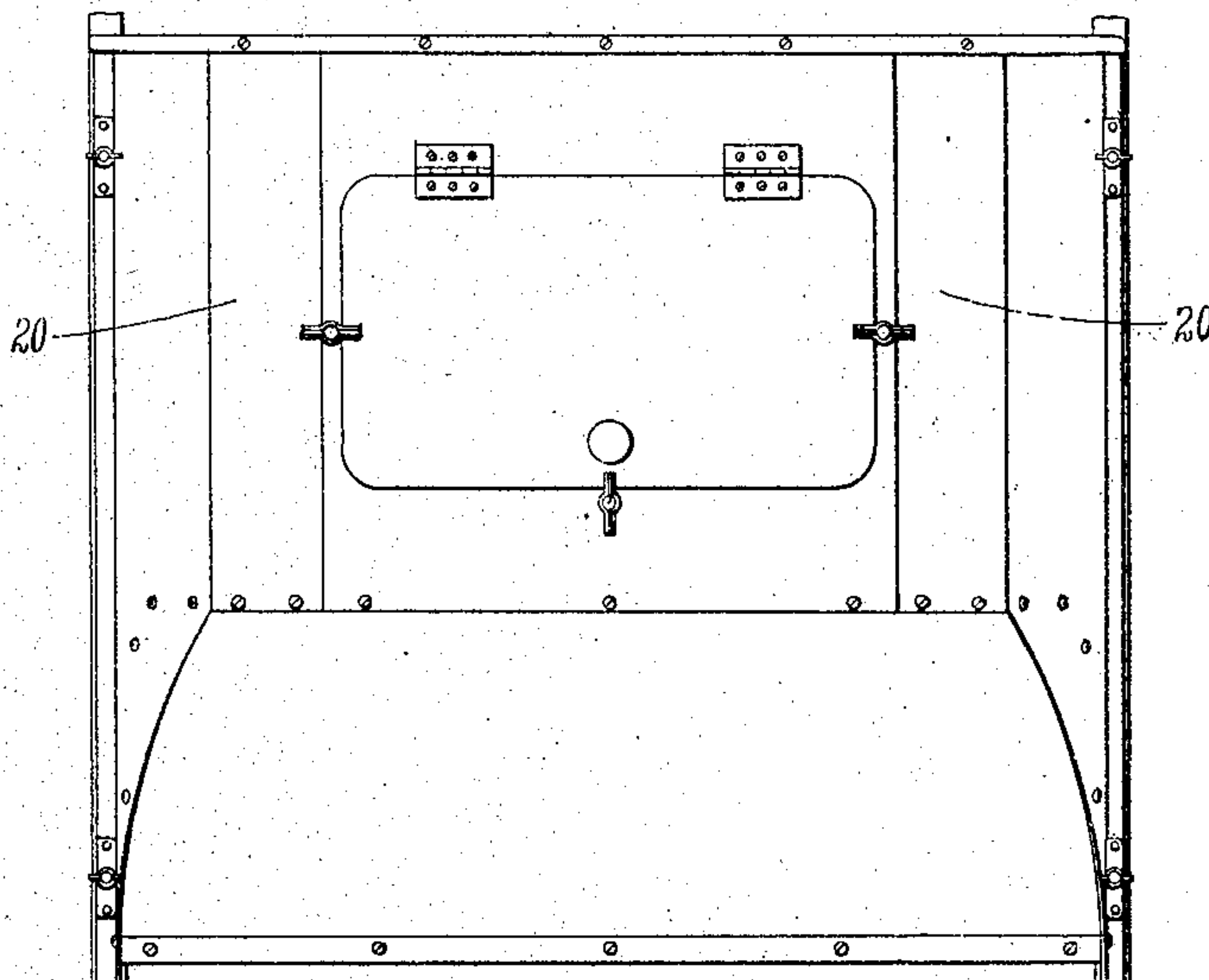
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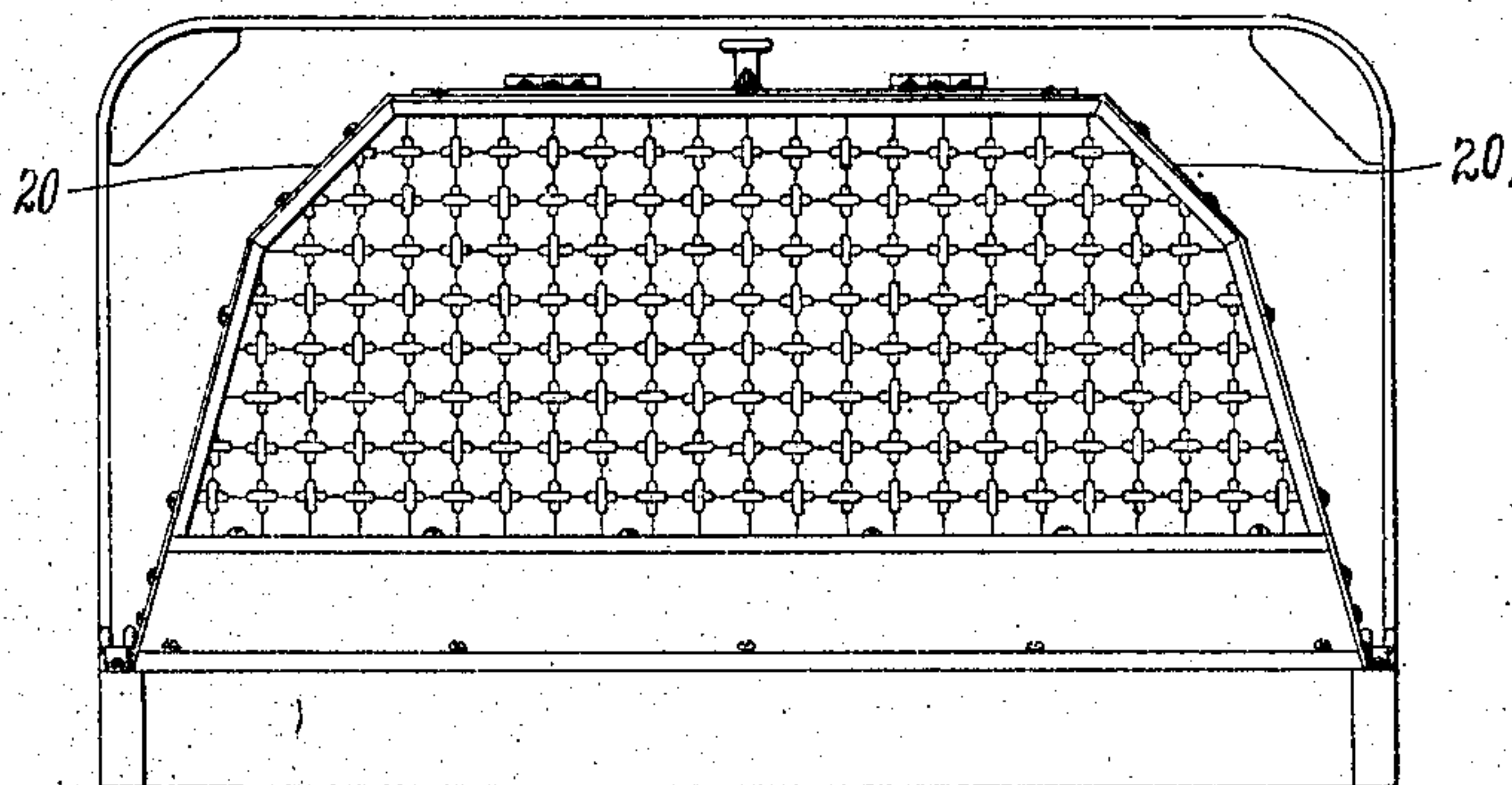
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3 SHEETS—SHEET 3.

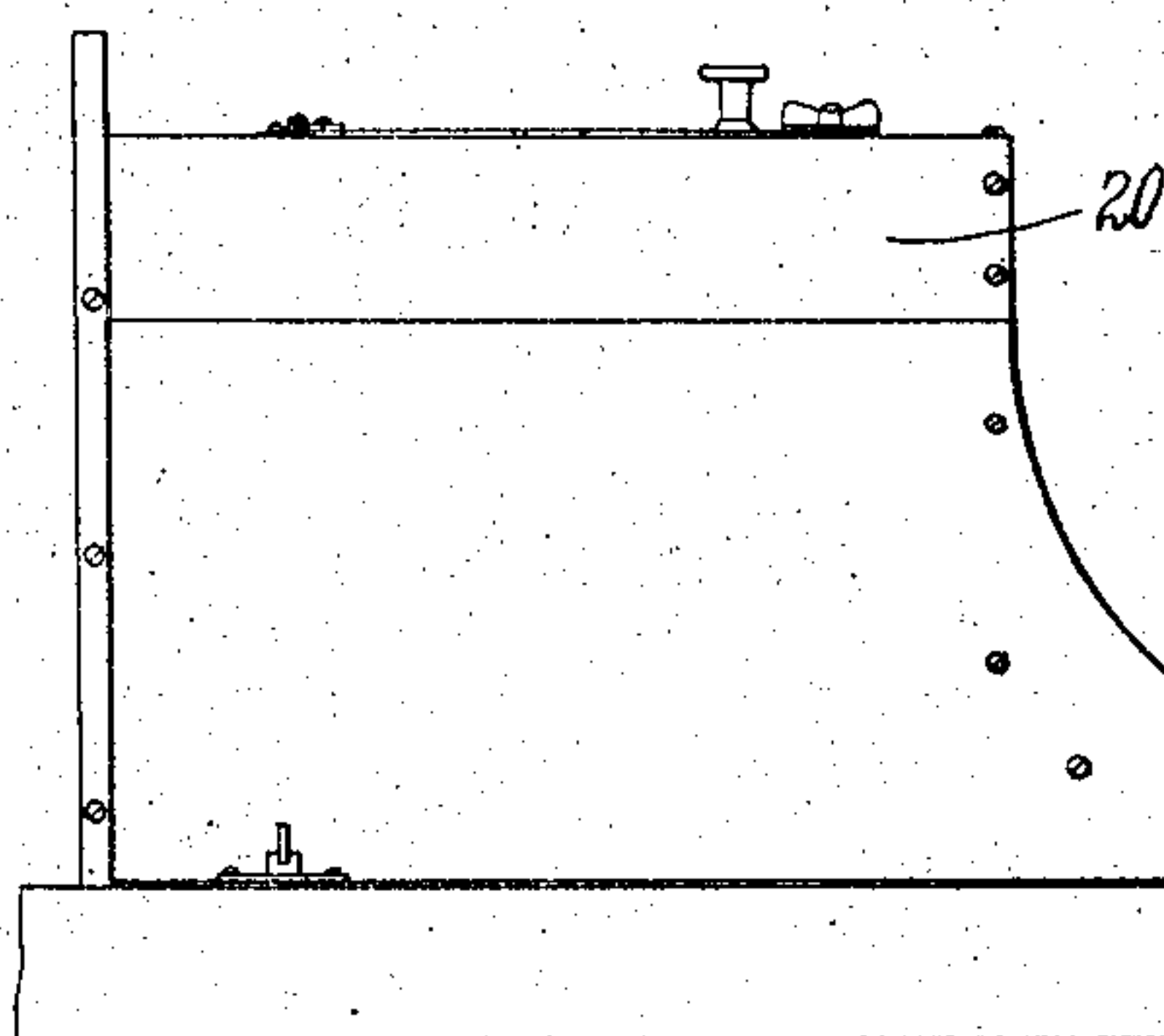
*Fig. 6.*



*Fig. 7.*



*Fig. 8.*



WITNESSES:

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# UNITED STATES PATENT OFFICE.

JOHN WILKINSON, OF SYRACUSE, NEW YORK, ASSIGNOR TO H. H. FRANKLIN MANUFACTURING COMPANY, OF SYRACUSE, NEW YORK, A CORPORATION OF NEW YORK.

## MOTOR-CAR.

SPECIFICATION forming part of Letters Patent No. 781,116, dated January 31, 1905.

Application filed May 17, 1904. Serial No. 208,465.

*To all whom it may concern:*

Be it known that I, JOHN WILKINSON, of Syracuse, in the county of Onondaga and State of New York, have invented a certain new and useful Motor-Car, of which the following is a specification.

My invention relates to motor-cars, and has for its object the production of a particularly simple and practical hood for the engines of such vehicles; and it consists in the combinations and constructions hereinafter set forth and claimed.

In describing this invention reference is had to the accompanying drawings, in which like characters designate corresponding parts in all the views.

Figure 1 is a side elevation of the frame of a motor-car and a preferred construction of my hood operatively supported thereon. Fig. 2 is an enlarged top plan of a portion of the parts seen in Fig. 1. Fig. 3 is a front elevation of the parts shown in Fig. 1. Figs. 4 and 5 are sectional views, respectively, on lines A A and B B, Fig. 2. Figs. 6, 7, and 8 are respectively top plan and front and side elevations of a slightly-modified construction of my invention.

1 is the frame of a motor-car, and, as will be obvious to those skilled in the art, this frame may be of any desirable form, size, and construction.

2 is a dashboard arranged at the front of the frame 1 and having its front face substantially perpendicular to the adjacent part of the frame.

The preferred construction of my hood comprises a top 3, a front surface 4, sides 5, and an extension 6. This hood is arranged in front of the dashboard 2 and partially incloses an internal chamber 7, which receives the engine 8 (indicated by dotted lines in Figs. 1 and 2) for propelling the motor-car. As best seen in Fig. 1, the rear portion of the hood is contiguous to the front face of the dashboard, and its front portion is hinged on

an axis 9, disposed in a plane substantially perpendicular to the front face of the dashboard and passing through the vertex of the angle formed by said dashboard and the contiguous forwardly-extending part of the frame. The top 3 is of any desirable form, being shown in Figs. 1 to 5, inclusive, as curved downwardly from the central portion thereof toward its side edges. This top is provided with a suitable opening and a closure 10 therefor. The surface 4 is substantially upright, extends transversely at the upper part of the front of the hood from side to side thereof, and is provided with an opening 11 for the passage of air, in which is arranged any desirable grille or other reticulated ornamentation.

The sides 5 diverge downwardly from their upper edges and extend beneath the lower edge of the surface 4. The lower portions of the front ends of these sides project in the same horizontal plane as the opening 11 above the extension 6 and in advance of the surface 4 and said opening 11 forming, essentially, flanges projecting beyond said surface and extending from front to rear. As best seen in Figs. 1 and 4, the upper edges of these flanges 12, forming the lower portions of the front ends of the sides 5, incline downwardly toward their free or front ends, and consequently said flanges divert forwardly, as best shown in Figs. 2 and 3. The front extremities of said flanges diverge forwardly at a greater inclination than the parts at the rear thereof.

The extension 6 projects forwardly from the base of the transverse surface 4, and the upper surface thereof inclines downwardly and forwardly from the lower wall of the opening 11, the front portion of said extension and its upper surface being of greater width than the opening 11 and the rear portion of the extension. Said front portion of the extension 6 is arranged in substantially the same horizontal plane as the lower edges of the sides 5,



and the outer edges of said front portion are substantially coincident with the lower edges of the sides 5.

In Figs. 6, 7, and 8 I have shown a modified construction of this invention, in which the top is formed at its sides with inclined surfaces 20.

My hood may be provided with suitable means, as a link 21, for preventing undue movement thereof on its axis 9.

A hood of the described construction is light in weight, is strong and durable owing to the described construction thereof, insures the passage of a maximum amount of air through the opening 11 to the interior of the hood for cooling the engine, with a minimum resistance by the hood to the onward movement of the vehicle, and is readily swung upwardly and forwardly for facilitating access to the engine.

The construction and operation of my hood will now be readily understood upon reference to the foregoing description and the accompanying drawings, and it will be particularly noted that more or less change may be made in the component parts thereof without departing from the spirit of my invention.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a motor-car, the combination of a frame, and a hood at the front of the frame hinged at its front portion, substantially as and for the purpose described.

2. In a motor-car, the combination of a frame, a dashboard, and a hood in front of the dashboard having its front portion hinged and its rear portion contiguous to the dashboard, substantially as and for the purpose specified.

3. In a motor-car, the combination of a frame, a dashboard having its front face substantially perpendicular to the adjacent part of the frame, and a hood in front of the dashboard having its rear portion contiguous to the front face of the dashboard, and its front portion hinged on an axis disposed in a plane substantially perpendicular to the front face of the dashboard and passing through the vertex of the angle formed by said dashboard and the contiguous forwardly-extending part of the frame, substantially as and for the purpose set forth.

4. In a motor-car, the combination of a frame, and a hood provided with an upright transverse surface, and an extension projecting forwardly from the base of the transverse surface and hinged at its front portion, substantially as and for the purpose specified.

5. In a motor-car, the combination of a frame, and a hood provided with an upright transverse surface, and a surface inclining downwardly and forwardly from the base of

the transverse surface and having its front portion of greater width than the rear portion thereof, substantially as and for the purpose described.

6. In a motor-car, the combination of a frame, and a hood provided with an upright transverse surface, an extension projecting in advance of the transverse surface, and flanges extending from front to rear in advance of said surface and above the extension, substantially as and for the purpose specified.

7. In a motor-car, the combination of a frame, and a hood provided with an upright transverse surface, an extension projecting in advance of the transverse surface, and flanges extending from front to rear in advance of said surface and above the extension and diverging forwardly, substantially as and for the purpose set forth.

8. In a motor-car, the combination of a frame, and a hood provided with an upright transverse surface, an extension projecting in advance of the transverse surface, and flanges extending from front to rear in advance of said surface and above the extension, the upper edges of the flanges being inclined downwardly toward their front ends, substantially as and for the purpose described.

9. In a motor-car, the combination of a frame, and a hood provided with an upright transverse surface, an extension projecting in advance of the transverse surface, and flanges extending from front to rear in advance of said surface and above the extension and diverging forwardly, the front ends of the flanges diverging at a greater angle than the parts of said flanges at the rear thereof, substantially as and for the purpose specified.

10. In a motor-car, the combination of a frame, and a hood provided with an upright transverse surface, an extension projecting in advance of the transverse surface, and flanges extending from front to rear in advance of said surface and above the extension and diverging forwardly and downwardly, substantially as and for the purpose set forth.

11. In a motor-car, the combination of a frame, and a hood provided with an upright transverse surface having an opening for the passage of air, and sides diverging downwardly and having portions of their front ends arranged in the same horizontal plane as the opening and projecting in advance of said opening, substantially as and for the purpose described.

12. In a motor-car, the combination of a frame, and a hood provided with an upright transverse surface having an opening for the passage of air, sides diverging downwardly and having their front ends projecting in advance of the former surface and also diverging forwardly, and an extension between the front ends of the sides having its top surface

inclining downwardly from substantially the base of the opening, said extension being hinged at its front portion, substantially as and for the purpose specified.

5 In testimony whereof I have hereunto signed my name, in the presence of two attesting witnesses, at Syracuse, in the county of Onon-

daga, in the State of New York, this 6th day of May, 1904.

JOHN WILKINSON.

Witnesses:

SPENCER C. CRANE,  
D. LAVINE.