J. F. O'NEILL.

AUTOMOBILE HOOD.

APPLICATION FILED SEPT. 14, 1914.

1,166,926.

Patented Jan. 4, 1916.

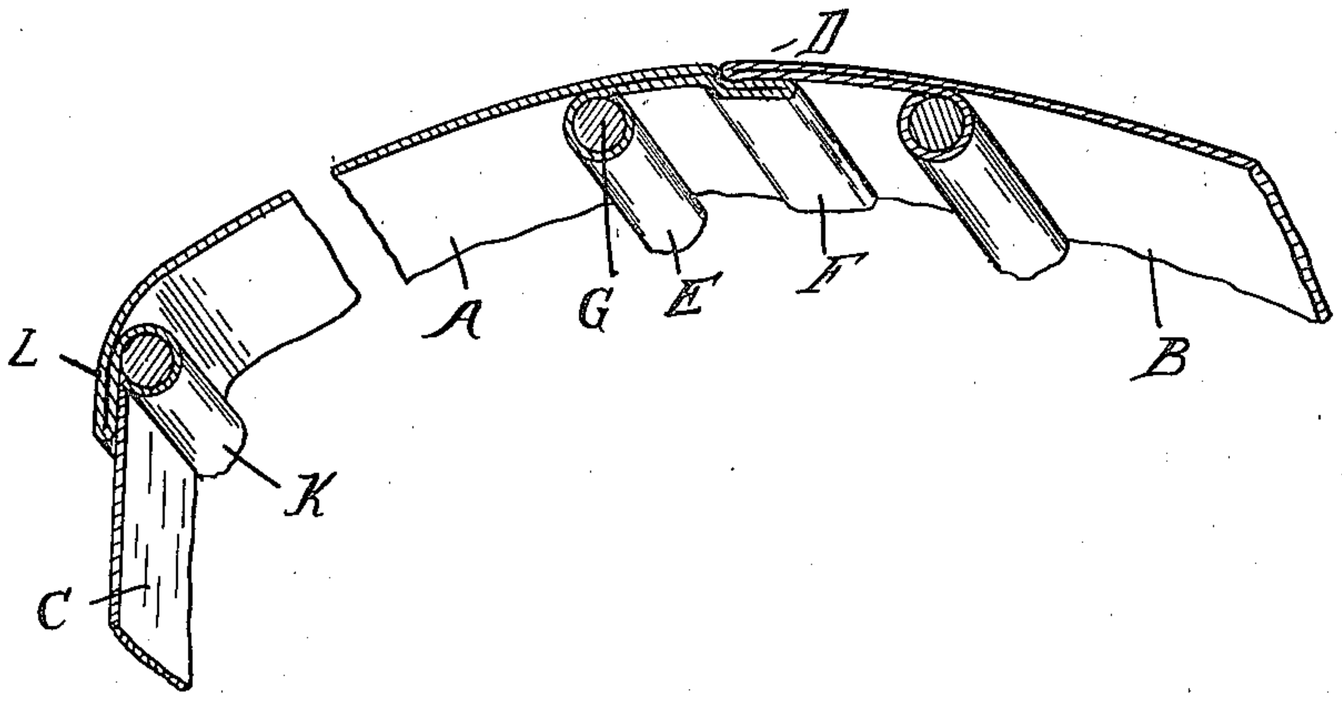

Fig. 1.

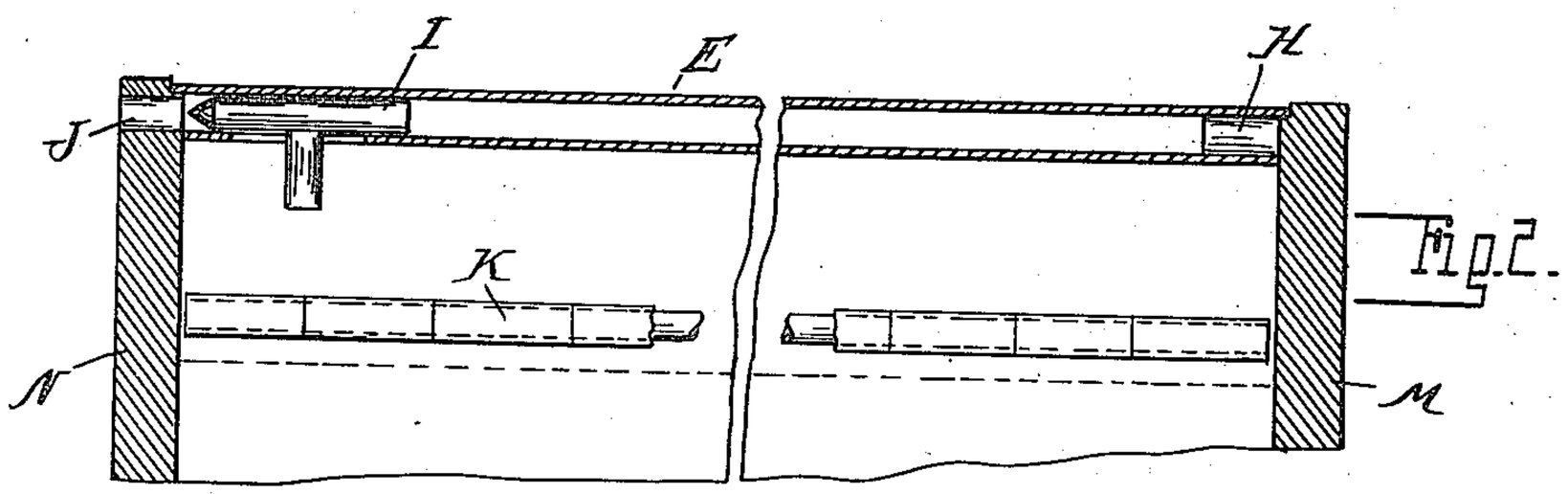

Fig. 2.

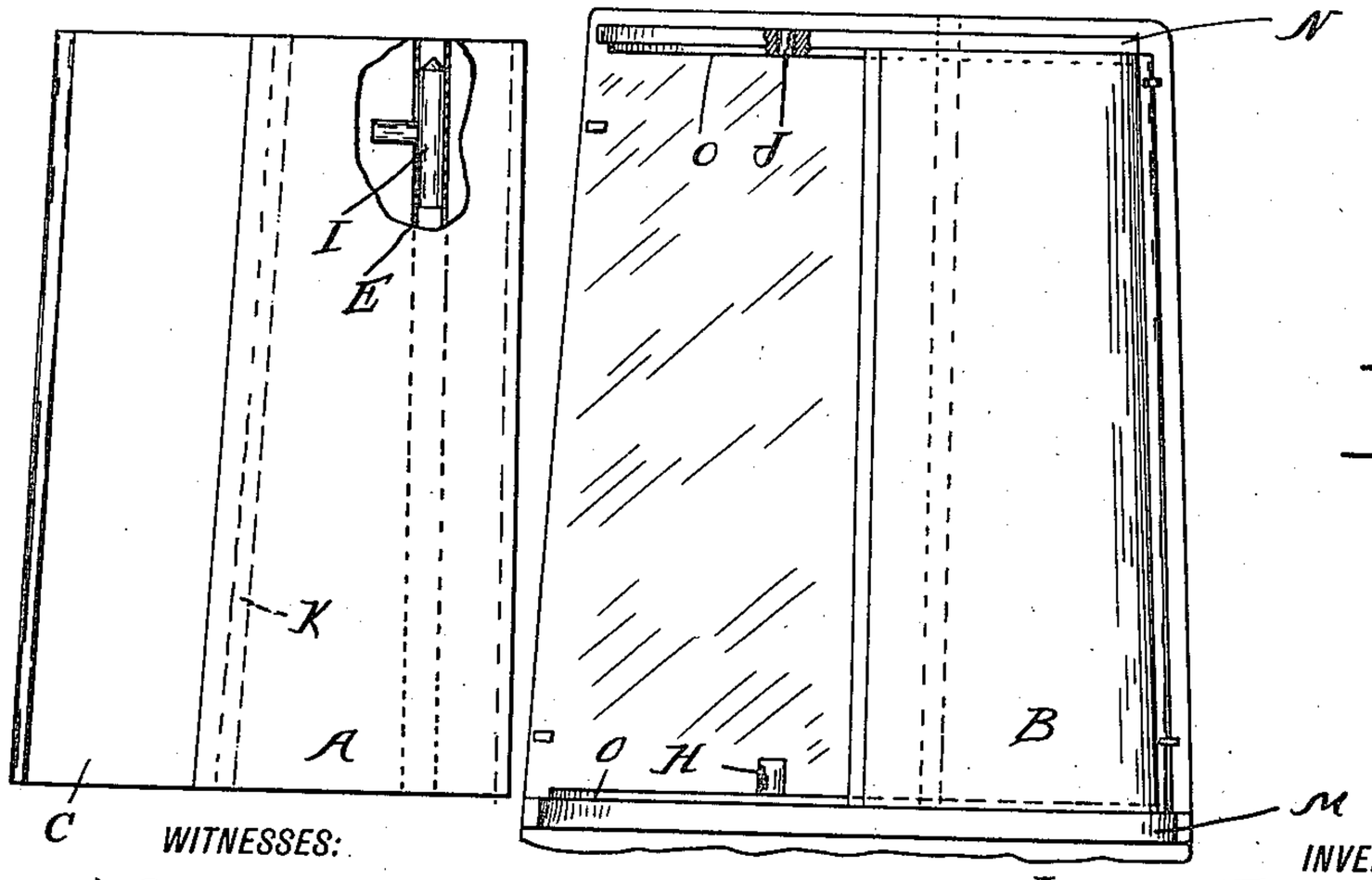

Fig. 3.

WITNESSES:

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JAMES F. O'NEILL, OF DETROIT, MICHIGAN, ASSIGNOR TO MICHIGAN STAMPING COMPANY, OF DETROIT, MICHIGAN, A CORPORATION OF MICHIGAN.

AUTOMOBILE-HOOD.

1,166,926. Specification of Letters Patent. Patented Jan. 4, 1916.

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To all whom it may concern:

Be it known that I, JAMES F. O'NEILL, a citizen of the United States of America, residing at Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Automobile-Hoods, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to hoods for inclosing the engine in motor vehicles, and comprises the novel construction as hereinafter set forth.

In the drawings, Figure 1 is a sectional perspective view of the hood; Fig. 2 is a longitudinal section; Fig. 3 is a plan view with one of the sections removed.

In the present state of the art in automobile body construction, it is usual to produce stream-line effects, that is, all angles are avoided and the surface is as free as possible from projecting parts. It is, however, usual to form the hoods of sections hinged together at the top, and as this hinge projects upward, it interrupts the smooth surface. With the present invention I have obtained a construction in which the hinge sections are retained but the interruption in the surface is dispensed with, leaving a perfectly smooth contour.

In detail, A and B are the complementary top sections of the hood and C are the side sections thereof. In place of hinging the sections A and B directly to each other, they are separately hinged to the hood frame on opposite sides of the meeting line between the sections. This is preferably accomplished by return bending the sheet metal as indicated at D and forming a loop or coil E in the return bent portion. One of the return bent portions is bent downward at F to form a recess for receiving an overlapping portion of the other return bent section, so that the two sections will form a smooth outer surface and the joint therebetween will be water-proof. The coils E preferably extend the entire length of the hood and may be reinforced by rods G therein. At one end the coil engages a pintle H projecting from the hood frame, while at the opposite end a sliding bolt I arranged in the coil is adapted to be projected into a recess J in the frame. The side sections C are hinged to the top sections by intermeshing notched coils K which are arranged on the inner surface and therefore, do not form any break in the outer surface of the hood. There is also an overlapping eave portion L on the top section, formed by return bending the metal.

With the construction as described, the hood sections may be placed upon the hood frame by inserting one end of the coil E into engagement with the pintle H and then placing the bolt I into engagement with the socket J. This will pivotally secure the section to the frame and whenever desired, will permit of lifting and throwing back one section on the other, the same as with constructions heretofore used. It is not, however, necessary to do this, as the sections on one or both sides may be quickly and easily removed by withdrawing the bolts I.

The hood frame may be of any suitable construction, but as shown, comprises the front head N and rear or dash head M, each of which is provided with a rib or bearing O for supporting the edge of the hood. This rib is cut away intermediate the pintles H, so as to avoid interference with the hinging of the hood section.

What I claim as my invention is:—

1. An automobile hood, comprising complementary hinged top sections engaging each other, with a flush joint on the upper surface thereof.

2. An automobile hood, comprising a frame and complementary top sections independently hinged to said frame, and having a flush meeting joint on the top surface thereof.

3. An automobile hood, comprising a frame, and complementary top sections independently hinged to and removable from said frame.

4. An automobile hood, comprising a frame, and complementary top sections having a central joint flush with the upper surface thereof, each of said sections being independently hinged to and removable from said frame.

5. An automobile hood, comprising a frame, complementary top sections return bent at their meeting edges to form coils on the under surface thereof, and a pivotal connection between each of said coils and the frame.

6. An automobile hood, comprising a frame, complementary top sections return

bent at their meeting edges to form coils on the under surface thereof, a pintle at one end of said frame for engaging one end of said coil, and a slidable bolt for pivotally securing the opposite end of said coil to the opposite end of the frame.

7. An automobile hood, comprising a frame, complementary top sections separate from each other and having a meeting joint flush with the upper surface, side sections hinged to said top sections, and independent pivotal connections between said top sections and said frame arranged below the top surface.

8. An automobile hood, comprising a frame, complementary top sections, independently hinged to said frame and having overlapping portions between the hinges.

9. An automobile hood, comprising a frame, and complementary top sections separately engaged with said frame, and independently removable therefrom.

10. An automobile hood, comprising a frame and top sections, independently pivotally engaging said frame, the two pivotal axes being parallel.

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

JAMES F. O'NEILL.

Witnesses:

JAMES P. BARRY,

HENRI E. BOWMAN.