

June 19, 1923.

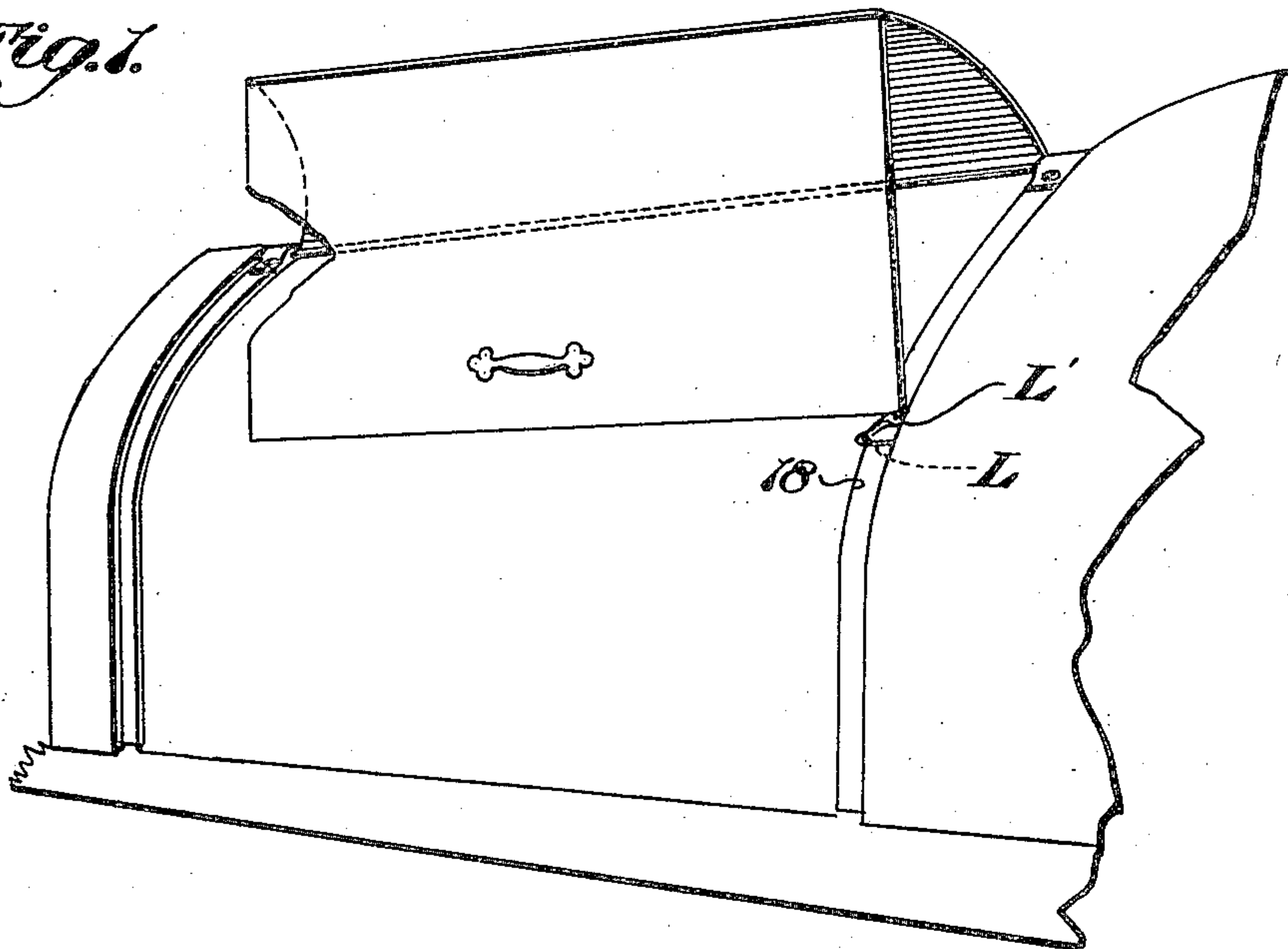
G. B. HOLMES

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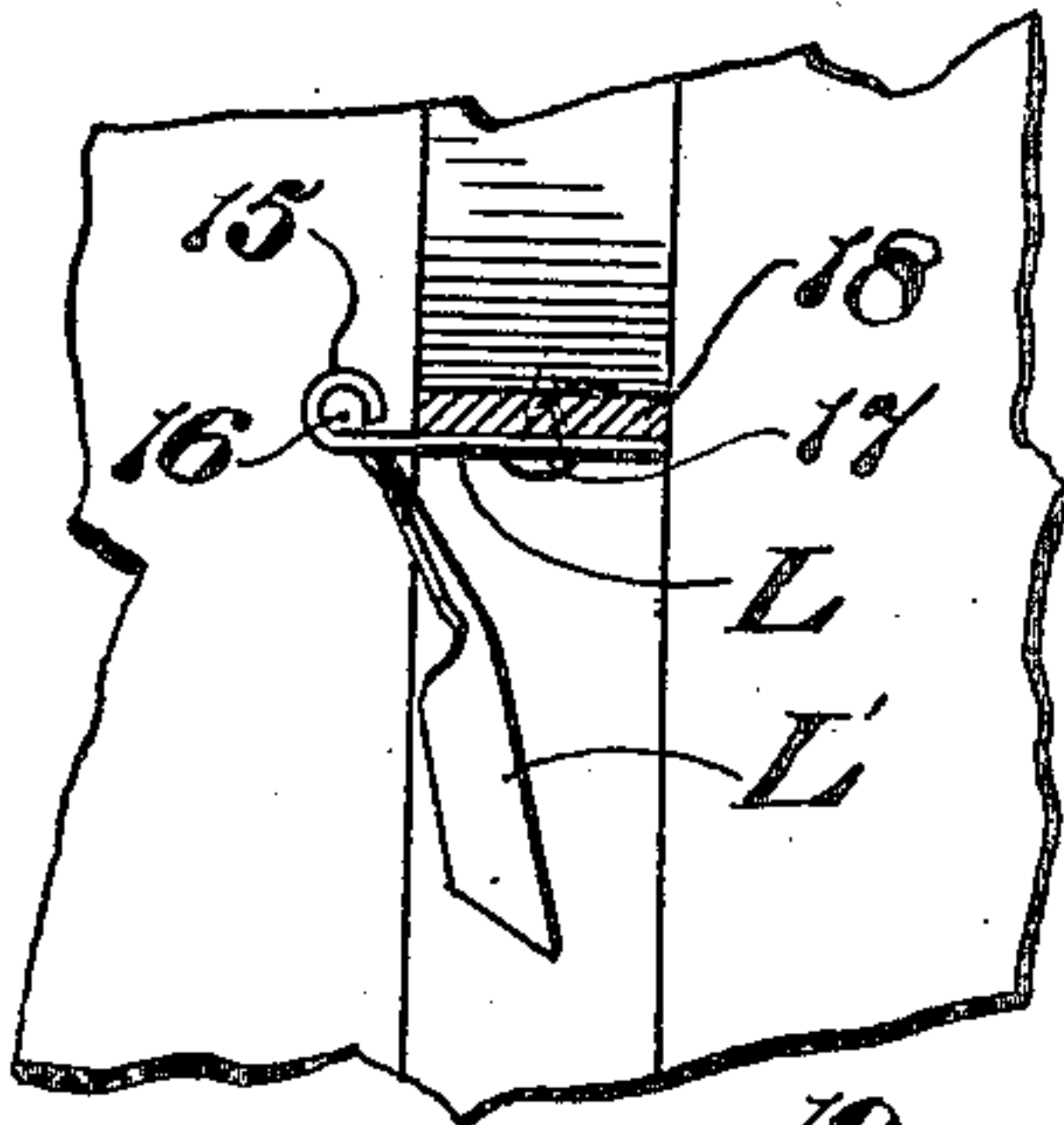
AUTOMOBILE HOOD REST

Filed March 1, 1922

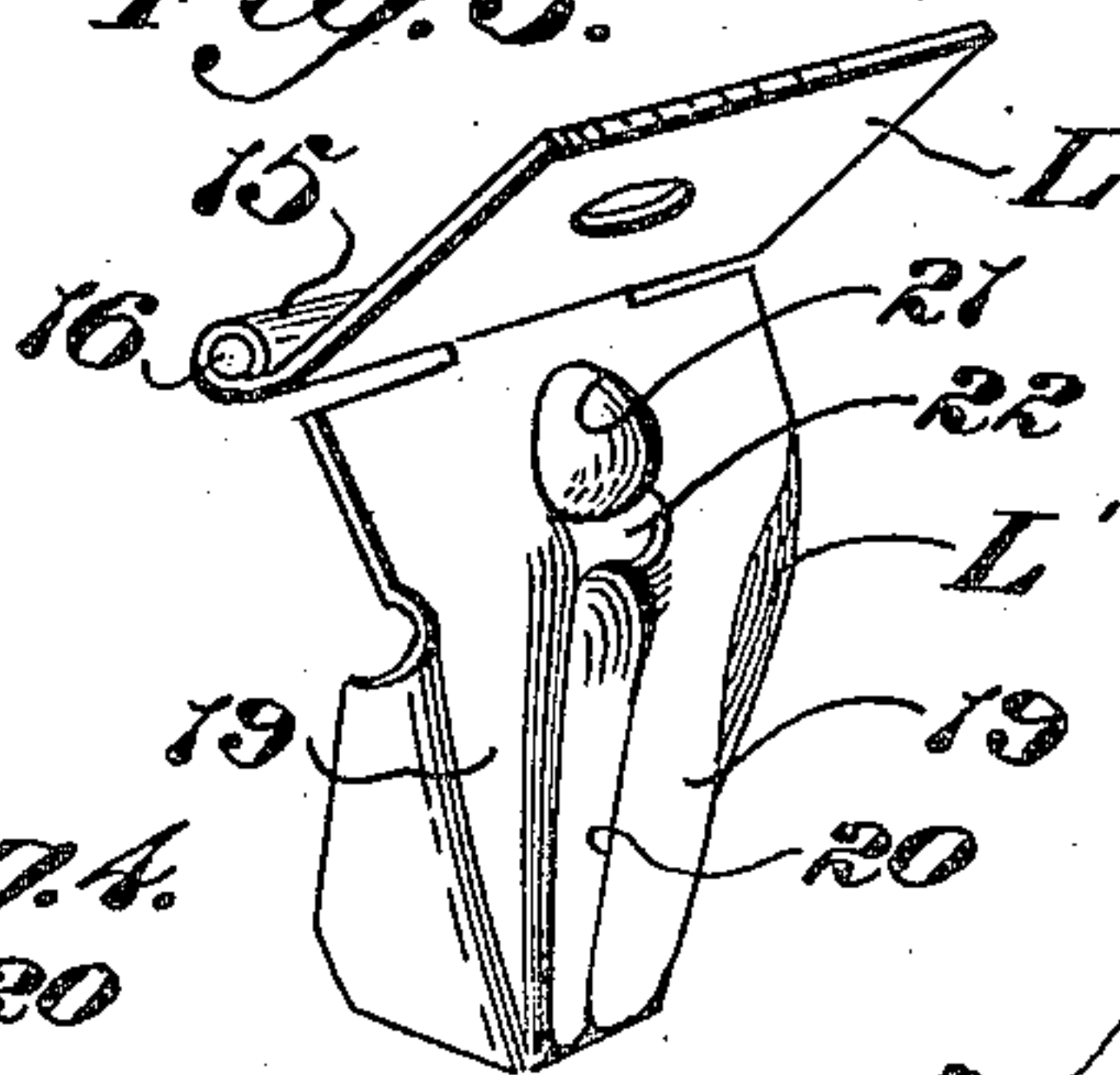
*Fig. 1.*



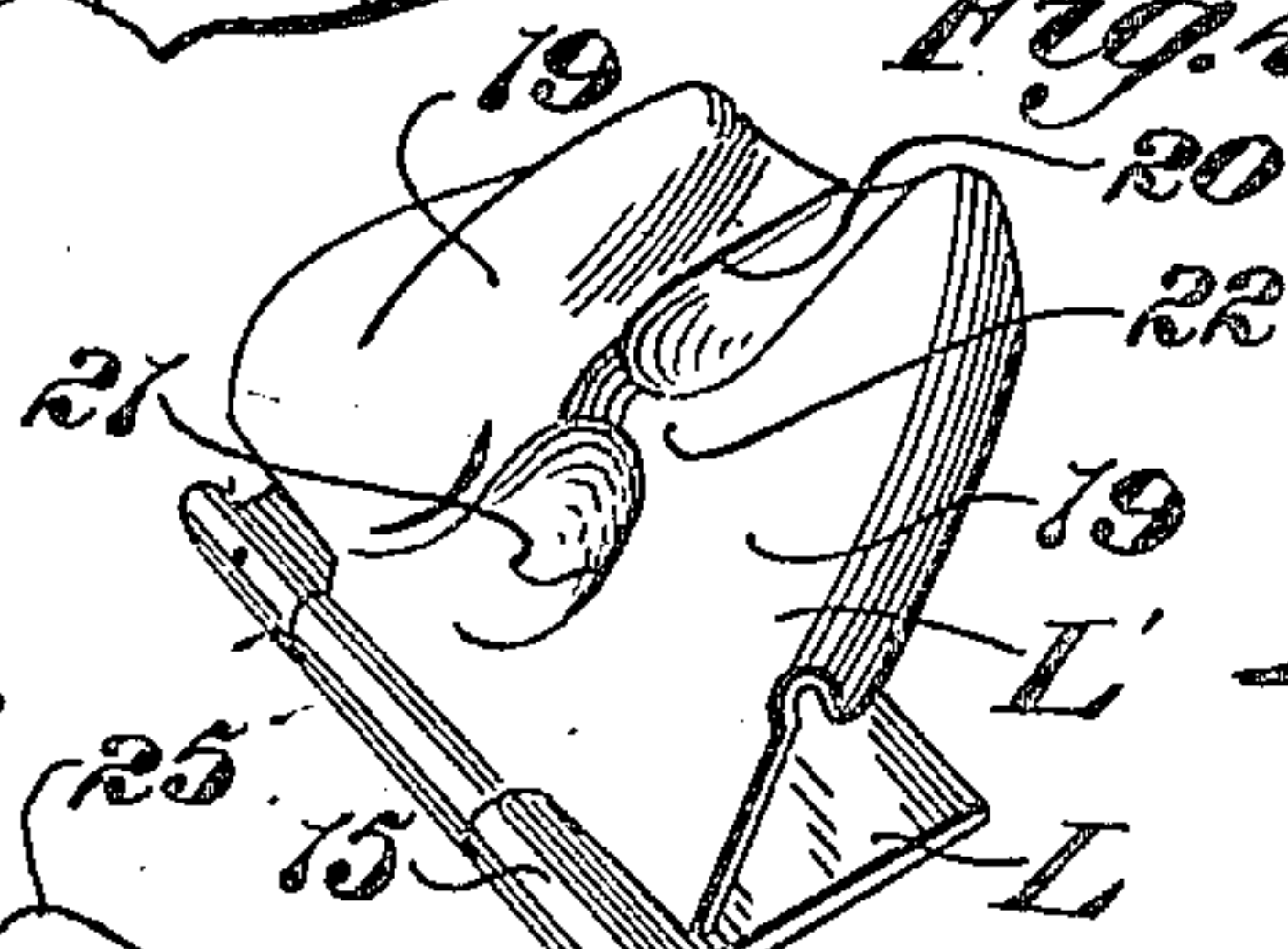
*Fig. 2.*



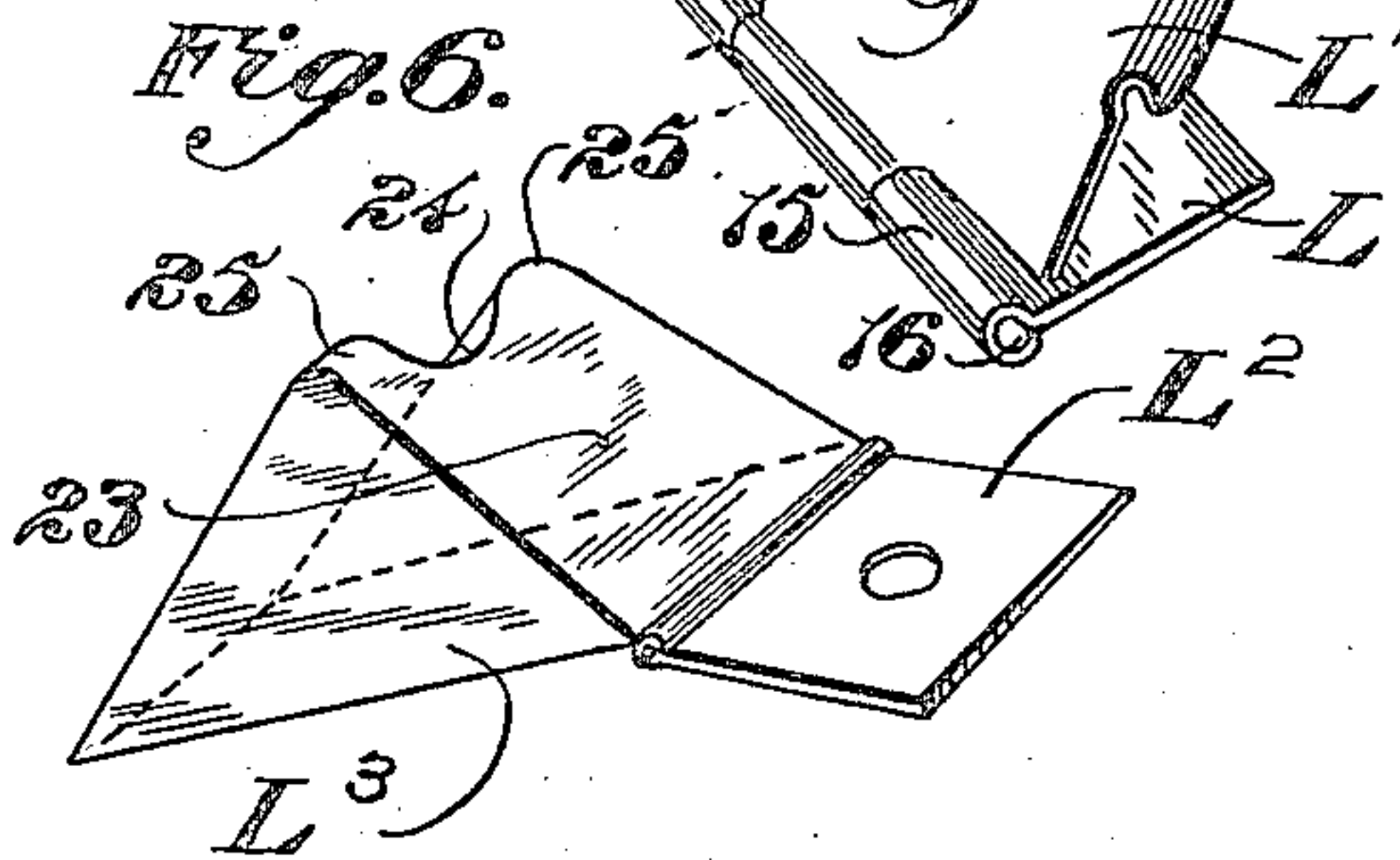
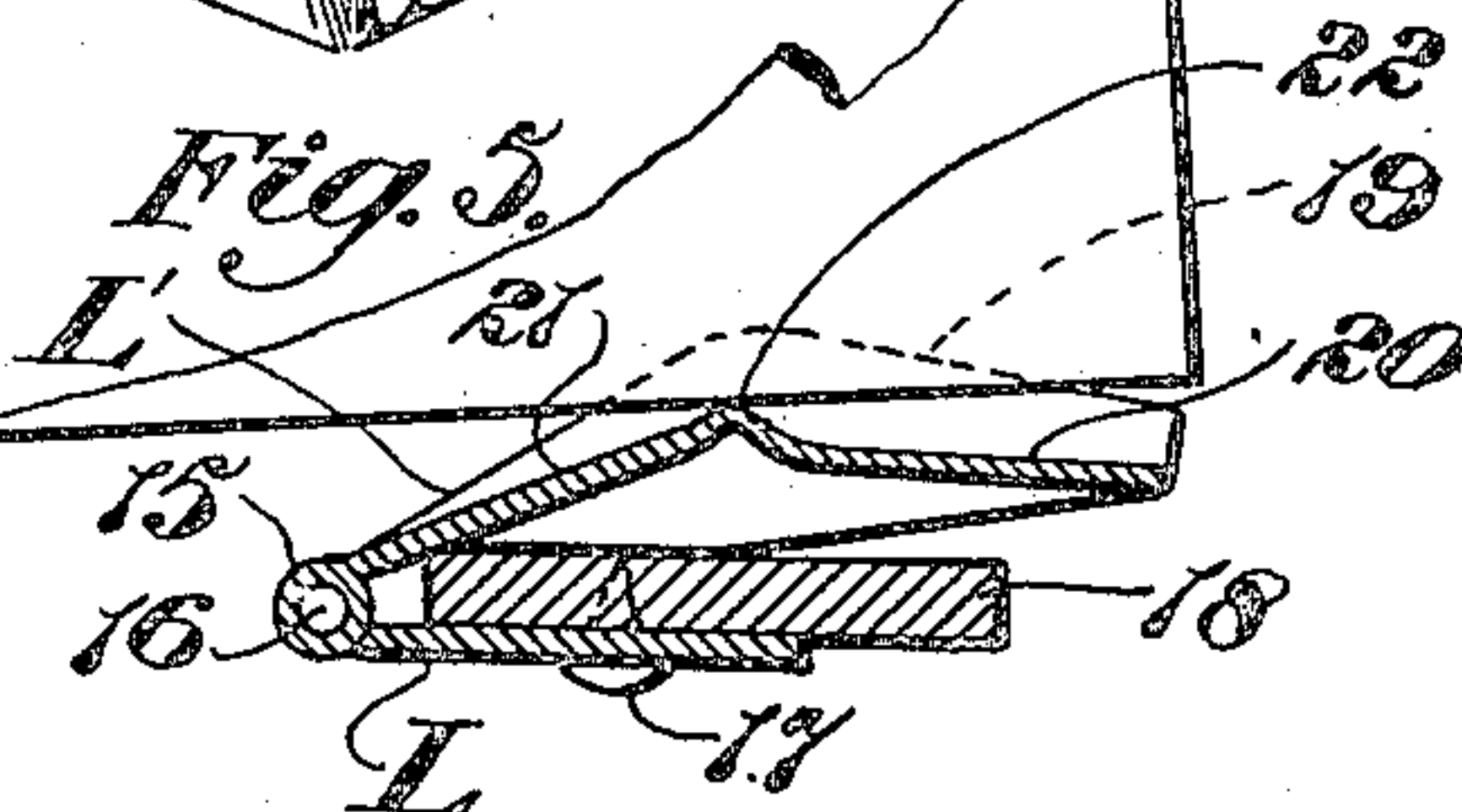
*Fig. 3.*



*Fig. 4.*



*Fig. 5.*



by

Inventor:  
G. B. Holmes.  
Hazard & Miller

*Attest*



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# UNITED STATES PATENT OFFICE.

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## AUTOMOBILE HOOD REST.

Application filed March 1, 1922. Serial No. 540,360.

*To all whom it may concern:*

Be it known that I, GARNET BOWEN HOLMES, a subject of the King of Great Britain, residing at Los Angeles, in the county of Los Angeles and State of California, have invented new and useful Improvements in Automobile Hood Rests, of which the following is a specification.

My invention relates to the engine hoods of automobiles, and a purpose of my invention is the provision of a rest or support for sustaining the leaves of the hood in open position without the necessity of completely folding the leaves.

Although I will describe only two forms of automobile hood rests embodying my invention and point out the novel features thereof in claims, it is to be understood that various changes and modifications may be made herein without departing from the spirit and scope of such claims.

In the accompanying drawings,

Figure 1 is a view showing in perspective an automobile engine hood having applied thereto one form of hood rest embodying my invention.

Fig. 2 is a fragmentary sectional view of the hood shown in Fig. 1 with the rest in the applied but inactive position.

Fig. 3 is an enlarged detail perspective of the rest shown in the preceding views.

Fig. 4 is a view similar to Fig. 3 but with the hood rest in active position.

Fig. 5 is a fragmentary sectional view showing the hood rest in active position and with one of the hood leaves reposing thereon.

Fig. 6 is a detail perspective view of a modified form of hood rest embodying my invention.

Similar reference characters refer to similar parts in each of the several views.

Referring specifically to the drawings and particularly to Figs. 3 and 4, my invention, in its present embodiment, comprises an attaching leaf L and a hood supporting leaf L', the two leaves being formed of suitable metal or other rigid material and having one of their transverse edges bent to form sleeves 15 through which a pin 16 extends for hingedly connecting the two. The leaf L is formed with suitable openings through which screws 17 extend for securing the leaf to the supporting flange 18 of an engine hood. The leaf L' is bent to provide spaced ridges 19 which extend longitu-

dinally of the leaf and which are spaced apart by a groove 20 formed by down striking the metal. A second groove 21 is formed in longitudinal alinement with the groove 20 but is spaced therefrom so as to provide a transverse ridge 22. The leaf is also bent transversely so as to elevate the ridge 22 as well as the intermediate portion of the leaf so that when the hood leaf is reposing upon the rest in the manner shown in Fig. 5, it will contact with the rest only at the ridge 22.

In the applied position of the rest as shown in Fig. 2, the attaching leaf L is secured to the supporting lateral flange 18 and in such manner as to allow the leaf L' to occupy an inactive position as shown in Fig. 2, or an active position as shown in Figs. 1 and 5. In the active position of the leaf L' it reposes upon the flange 18 so that when the hood leaf is raised to the position shown in Fig. 1, its lower edge will be disposed between the longitudinally extending ridges 19 and actually contacting with the transverse ridge 22. The arrangement of the ridges 19 prevents lateral displacement of the hood leaf as will be understood, while the transverse ridge 22 provides a supporting means for the hood leaf so as to sustain the hood in elevated position.

It is to be understood that when the hood leaf is lowered to closed position, the leaf L' is swung downwardly to the inactive position shown in Fig. 2, thereby allowing the hood leaf to repose upon the flange 18 throughout its length.

Referring now to Fig. 6, I have here shown another form of hood rest which consists of an attaching leaf L<sup>2</sup> and a supporting leaf L<sup>3</sup> hingedly connected to the leaf L<sup>2</sup> and formed of sheet metal. The leaf L<sup>3</sup> is so formed as to provide an intermediate raised portion 23 formed with the depression 24 to provide spaced ridges 25. The lower edge of the hood leaf is adapted to repose within the depression 24 so that the ridges 25 co-act in preventing lateral displacement of the hood leaf from the rest.

What I claim is:

1. A hood rest comprising an attaching leaf, and a supporting leaf movably sustained on the attaching leaf and formed with spaced longitudinally extending ridges and a transverse ridge.

2. A hood rest comprising an attaching



leaf, a supporting leaf movably sustained on the attaching leaf and formed with spaced longitudinally extending ridges and a transverse ridge, said longitudinally extending  
5 ridges being inclined upwardly to a point intermediate the ends of the leaf, and a transverse ridge connecting the first ridges at the upper ends of the latter.

3. In combination, a hood supporting  
10 flange, a hood rest including an attaching leaf secured to the flange, and a supporting leaf hingedly sustained on the first leaf, and hood-engaging means carried by the supporting leaf.

15 4. A hood rest comprising a stationary

member adapted to be mounted upon a lateral flange, and a movable member mounted on the stationary member and having spaced projections formed thereon.

5. A hood rest comprising a stationary 20 member adapted to be mounted upon a lateral flange, and a movable member mounted on the stationary member, said movable member having a raised portion intermediate its ends, and a depressed portion medially of the raised portion. 23

In testimony whereof I have signed my name to this specification.

GARNET B. HOLMES.