J. LAURICH.

CARRIAGE HINGE.

APPLICATION FILED NOV. 24, 1911.

1,015,040.

Patented Jan. 16, 1912.

2 SHEETS—SHEET 1.

Fig. 1.

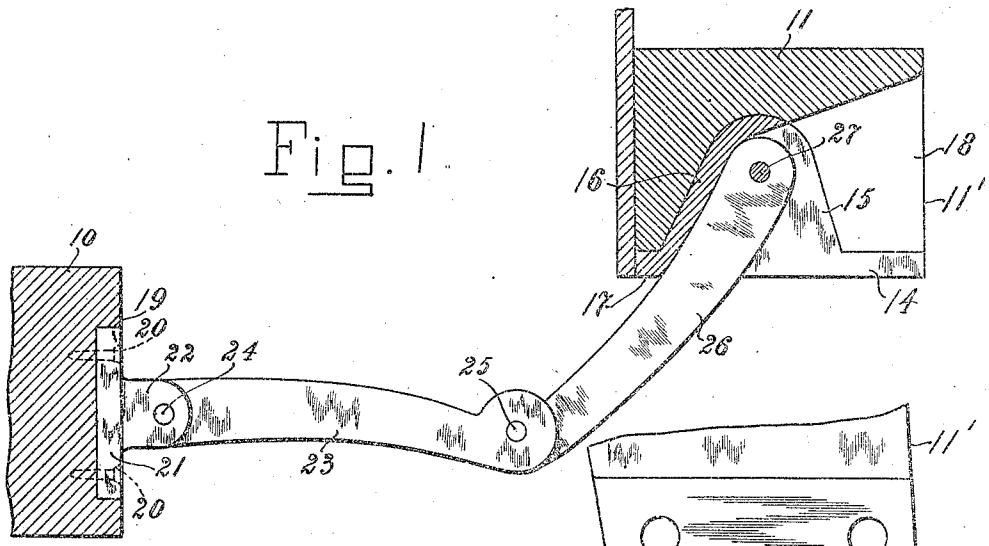


Fig. 3.

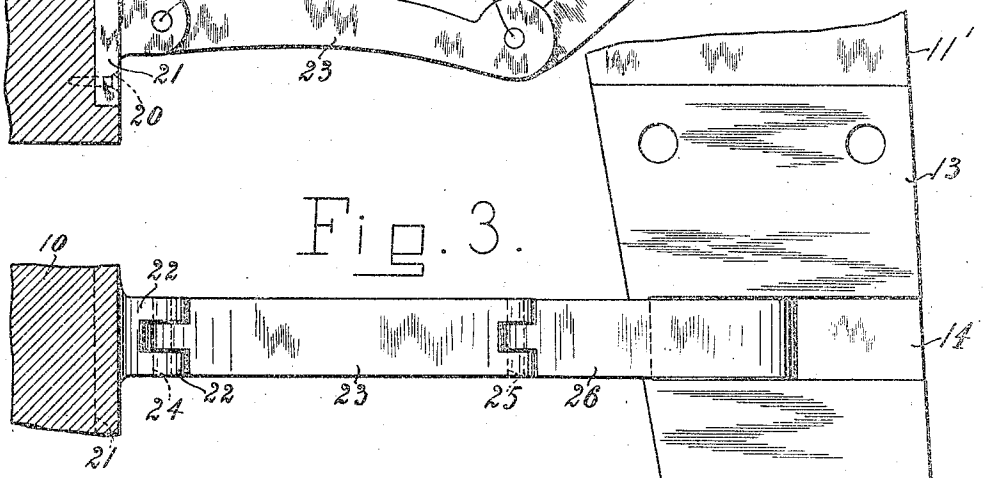


Fig. 2.

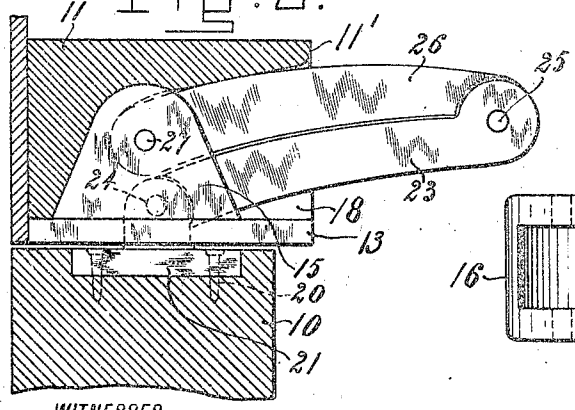
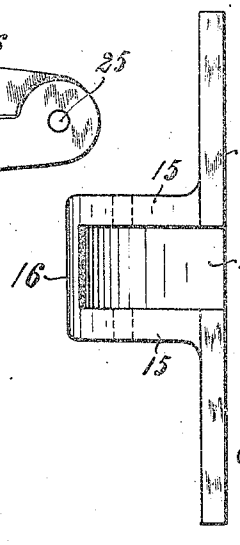


Fig. 4.



WITNESSES

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2 SHEETS—SHEET 2.

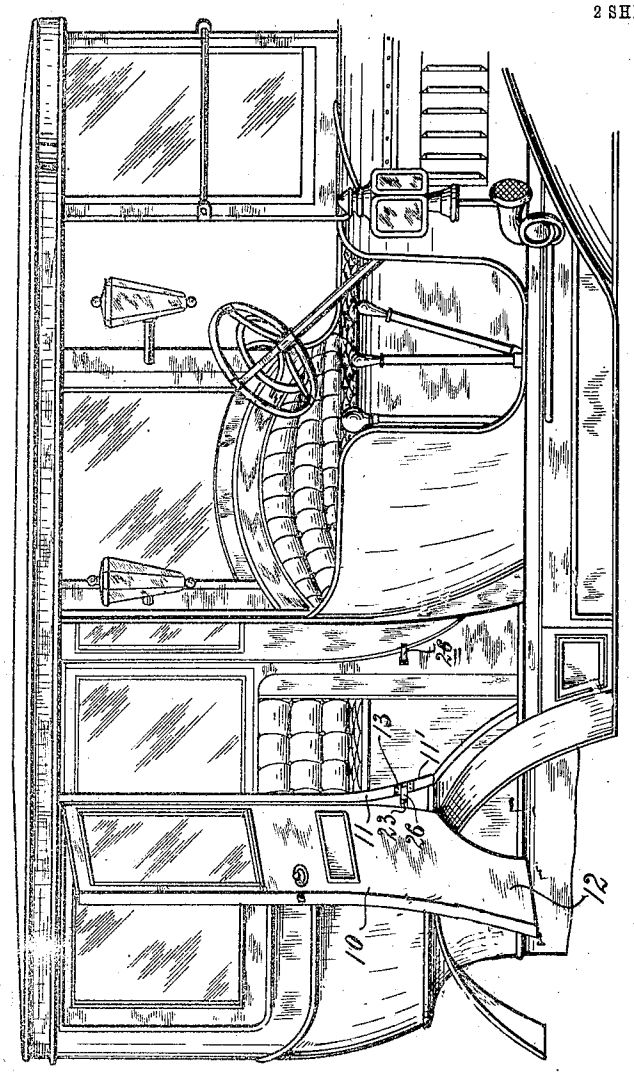

Fig. 5.

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JOSEPH LAURICH, OF NEW YORK, N. Y.

CARRIAGE-HINGE.

1,015,040. Specification of Letters Patent. Patented Jan. 16, 1912.

Application filed November 24, 1911. Serial No. 662,206.

To all whom it may concern:

Be it known that I, JOSEPH LAURICH, a subject of the Emperor of Austria-Hungary, and resident of the city of New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Carriage-Hinges, of which the following is a specification.

The present invention relates to hinges, and more particularly to those which are adapted for vehicle doors.

One of the objects of the invention is to provide a simple hinge of this type which can be placed directly between the door and jamb so that no portion of the hinge appears when the door is closed, or in other words the hinge is concealed from view.

With these and other objects in view, which will more fully appear as the nature of the invention is better understood, the same consists in the combination, arrangement and construction of parts hereinafter fully described, pointed out in the appended claim and illustrated in the accompanying drawings, it being understood that many changes may be made in the size and proportion of the several parts and minor details of construction within the scope of the claim without departing from the spirit or sacrificing any of the advantages of the invention.

One of the many possible embodiments of the invention is illustrated in the accompanying drawings, in which:—

Figure 1 is a horizontal section taken through a jamb and a door with the hinge, forming the subject matter of the present application, thereon, the door being in its open position; Fig. 2 is a similar section with the door in its closed position; Fig. 3 is a front elevation, partly in section, of the parts as they appear in Fig. 1; Fig. 4 is a side elevation of the jamb plate; and Fig. 5 is a perspective view of an automobile body with the invention applied thereto.

In the drawings, the numeral 10 indicates a door, and 11 a jamb. Usually the lower portion of the door of an automobile body is somewhat curved, as clearly shown at 12 in Fig. 5 of the drawings, and the invention forming the subject matter of this application refers to those hinges which are used upon the curved portions of the door.

The hinge comprises a jamb plate 13, made of metal, cast or stamped, and adapted to be secured to the door post or jamb by screws or other fastening means. A transverse slot 14 extends almost throughout the width of this plate. From the rear side of the jamb plate above and below the slot project horizontal flanges 15, 15, which are connected with each other by a substantially vertical web 16, extending from the front portion 17 of the plate 13 somewhat beyond the middle portions of the flanges. The inner side of the door jamb is suitably recessed at 18, to receive the plate 13 with the flanges and web; a portion of said recess extending to the inner face 11′ of the jamb and forming a continuation of the slot 14 in the plate 13 to permit of a swinging movement of the hinge arms, as will be hereinafter described. In a recess 19 in the door is held, by means of screws 20, 20, the door plate 21, having outwardly projecting lugs 22, 22 cast with the plate 21. A hinge arm 23 is pivoted to the lugs 22 by means of a vertical pin 24, passing through said lugs and said hinge arm. The outer end of the hinge arm 23 is pivoted at 25 to a second hinge arm 26, the inner end of which is arranged between the flanges 15, 15 of the jamb plate 13, and is adapted to turn around a vertical pivot 27, passing through said flanges and the arm 26. The thickness of the hinge arm 26 corresponds substantially to the distance between the inner faces of the flanges 15, whereby the latter will serve as an efficient guide for the said hinge arm, which is somewhat curved so that it will abut against the web 16, when the door is in its open position; said web serving then as a stop for the hinge arm 26.

The operation of the hinge is as follows: The normal position of the door and the parts of the hinge is shown in Fig. 2 of the drawings. In this case the hinge arms are located between the flanges 15, 15 of the door plate 14 and the recess 18 in the door jamb, and project through said recess into the interior of the vehicle body. The hinge is thus concealed, and does not mar the appearance of the outer side of the vehicle body. When it is desired to open the door, the door is moved bodily outward. As soon as the hinge arm 26 abuts against the web 16 of the jamb plate 13, the door 10 will swing in its further movement around a fixed point, as it were.

What I claim is:

A hinge comprising a door plate provided with outwardly projecting lugs, a jamb plate having a transverse slot and rearwardly pro-

jecting flanges below and above said slot, said flanges being connected by a vertical web extending from the front of said jamb plate beyond the middle portions of said flanges, a hinge arm pivoted to said lugs, and a second hinge arm pivoted to said first arm, the other end of said second arm being located between said flanges and being pivoted thereto, said second arm being adapted to abut against said web when the door is being opened.

Signed at New York, in the county of New York and State of New York, this 21st day of November, A. D. 1911.

JOSEPH LAURICH.

Witnesses:
SIGMUND HERZOG,
M. FRIEDLANDER.