

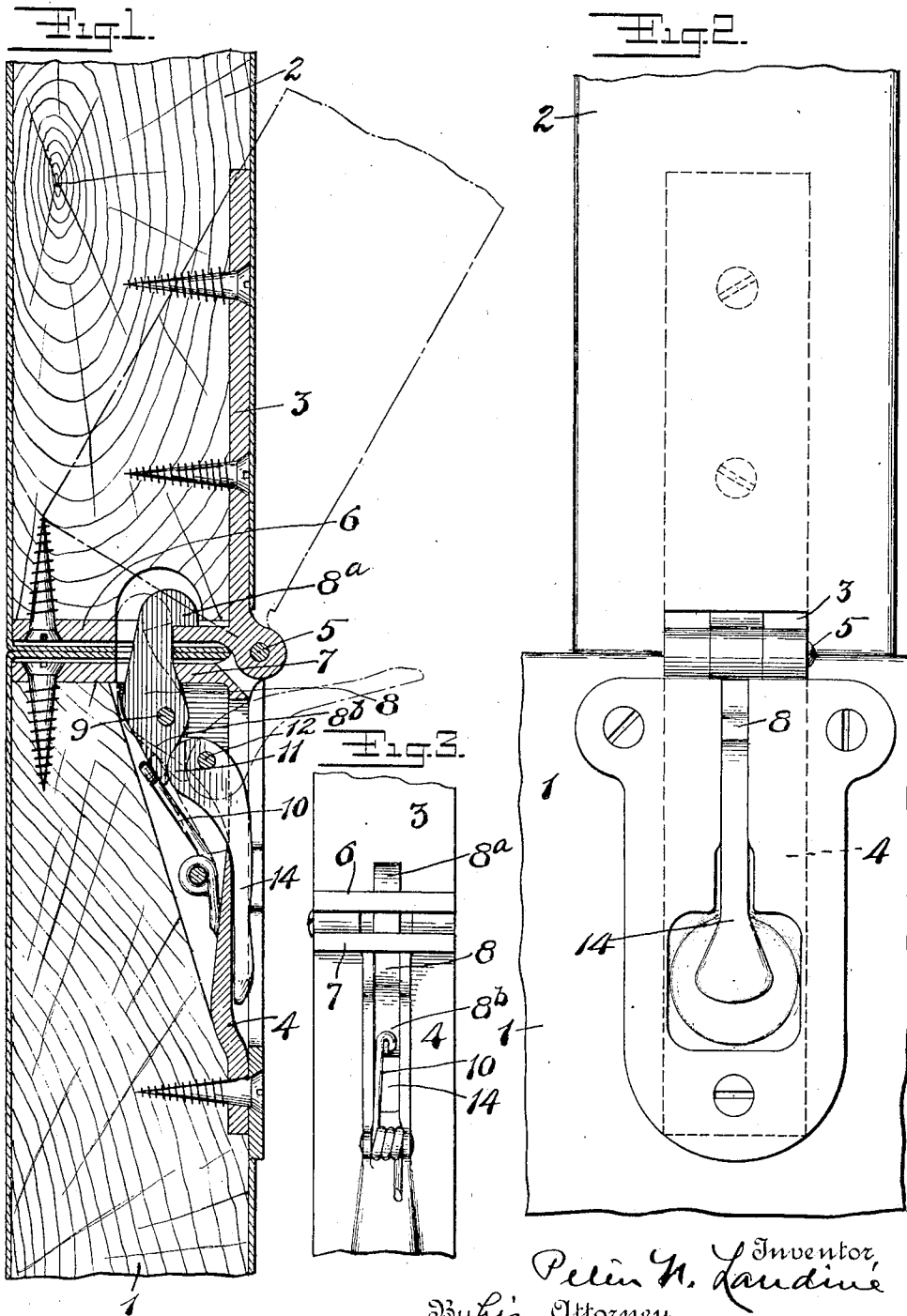
P. N. LANDINE.

HINGE LOCK.

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1,348,813.

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UNITED STATES PATENT OFFICE.

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HINGE-LOCK.

1,348,813.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, PETER N. LANDINE, a citizen of the United States of America, residing at Milford, Connecticut, have invented a new and useful Hinge-Lock, of which the following is a specification.

My invention relates to an improved locking hinge which is particularly useful when used in connection with a hinged pillar such as used on automobile bodies between adjacent windows so that when the windows are opened it will be possible to fold the pillar down out of the way to leave the sides entirely open above the door line. Another object is, to so construct the hinge that it will hold the parts against rattling when locked up.

In the accompanying drawing:

Figure 1 is a section of a part of the automobile body and hinged pillar showing my new hinge lock in operative position.

Fig. 2 is a front elevation of said parts.

Fig. 3 is a rear elevation.

1 represents conventionally a solid or fixed portion of an automobile body. 2 represents a pillar hinged to the upper inner edge of part 1. The hinge proper comprises the front plates on leaves 3 and 4 connected together by the pintle 5 which passes through the usual hinge knuckles. The leaf 3 has a rigid rearwardly extending angle plate 6 and the leaf 4 has a rigid rearwardly extending angle plate 7. 8 is a hook pivoted at 9 to the leaf 4 or an extension thereof. The portion 6 of leaf 3 has a passage through which the bill 8^a of the hook may fully pass when the hook is in its retracted position. 8^b represents the tail of the hook extending below the pivot 9. 10 is a spring suitably designed, and carried by the plate 4 in such a manner as to press against the tail 8^b in the direction to normally retract the hook to the position indicated in dotted lines. 11 is a cam pivoted at 12 and arranged to operate against the tail of the hook so as to move it into the locking position indicated in solid lines in Fig. 1. The cam is provided with a lever arm 14 to facilitate manual operation. The front side of the leaf 4 is suitably shaped or recessed so that when the cam arm is pressed down, to throw the hook into the operative position,

said arm 14 will lie below the surface and out of the way.

In operation: When the pillar 2 is in its operative position as indicated in Fig. 1 by the solid lines, the hook bill 8^a draws down upon, and powerfully engages, the portion 6 of the hinge so as to hold the post 2 rigidly extended for its intended use. When it is desired to swing down said post, the windows (not shown) are lowered and the arm 14 and the cam 11 are moved manually into the position indicated in dotted lines. This releases the hook 8 which, under the influence of spring 10, moves back to the position indicated in dotted lines. This movement disengages the upper section of the hinge so that said post may then be swung down against the lower section 1 of the carriage body.

If it is desired to entirely remove the post, this can be done by withdrawing the pintle 5 which may be in the form of a screw that may be easily removed from hinge knuckles.

Obviously the body and hinge plates may be covered by upholstery or finishing plates, so that only the lever arm 14 will be visible.

The hinge plates may be suitably secured to the body and post by any desired means such as screws.

I claim:—

1. In a device of the character described, two members hinged together, a clamping element carried by one member and adapted to engage the other member for securing the members in position relatively to each other, and a cam carried by one member for causing the clamping element to engage said other member, said cam being below the surface of its carrying member.

2. In a device of the character described, two members hinged together, a clamping element carried by one member and adapted to engage the other member for securing the members in position relatively to each other, and a cam carried by one member for causing the clamping element to engage said other member, and resilient means for causing said clamping element to disengage said other member.

PETER N. LANDINE.