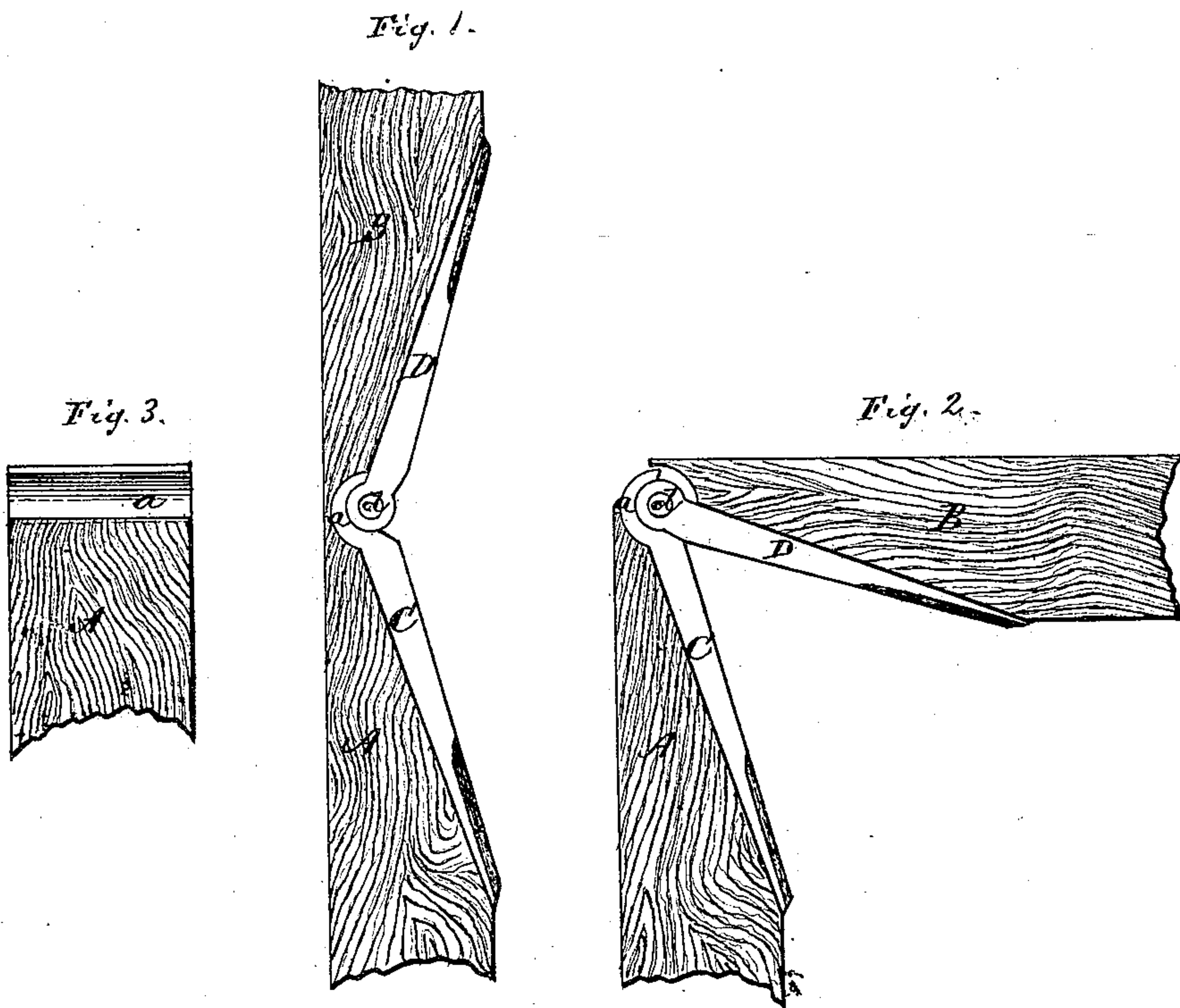


*H. Killam,*  
*Coach Hinge.*  
*No. 95,808. Patented Oct. 12, 1869.*



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# United States Patent Office.

HENRY KILLAM, OF NEW HAVEN, CONNECTICUT.

Letters Patent No. 95,808, dated October 12, 1869.

## IMPROVED HINGE FOR CARRIAGE-TOPS.

The Schedule referred to in these Letters Patent and making part of the same.

### To all whom it may concern:

Be it known that I, HENRY KILLAM, of New Haven, in the county of New Haven, and State of Connecticut, have invented a new Improvement in Hinging "Landau"-Carriage Tops; and I do hereby declare the following, when taken in connection with the accompanying drawings, and the letters of reference marked thereon, to be a full, clear, and exact description of the same, and which said drawings constitute part of this specification, and represent, in—

Figure 1, a side view of the hinge-portion, representing the top as raised;

Figure 2, a side view, representing the top as turned down; and in

Figure 3, a front view of the hinge-portion, in position when the top is thrown back.

Heretofore, in hinging tops of Landau carriages, and carriages of this class, the hinge has been of common construction, and so that the joint was exposed when the top is thrown back, which, in that condition, after a little wear, disfigures the carriage at the hinged parts.

The object of my invention is to conceal the hinge and give to that part of the carriage a neater and more finished appearance than has heretofore been done. To this end,

My invention consists in the construction of the hinge so that a lip is formed on one part, extending upon and so as to conceal the joints, and at the same time to form a stop, to arrest the hinge when the top is fully raised, the said lip forming a smooth bead between the bow and the seat-rail or door-jamb, and so that when the top is raised, the bow will come down over and so as to conceal all appearance of the hinge.

To enable others skilled in the art to construct and use my improvement, I will proceed to describe the same, as illustrated in the accompanying drawings.

A is the seat-rail, door-jamb, or the post to which the top is to be hinged.

B, the front bow, which is hinged to the post A,

so that when raised, the bow B forms a continuation of the post A.

C is the one part, and D, the other part of the hinge.

Upon one part, C, a lip, *a*, is formed, so as to extend over and cover the joint in front, as seen in figs. 1 and 2, the hinge-joint working on the pintle *d*, the lip extending up so far as that when the top is raised, as seen in fig. 1, it will strike the back of the hinge and arrest the further raising and throwing back of the top.

The bow B is cut away, so as to extend down and cover the lip *a* and meet the post A, as seen in fig. 1, and so that when the top is thrown back, as seen in figs. 2 and 3, the lip will form a bead in the angle, and give to that part of the carriage a neat and finished appearance.

In order to prevent the bow B from rubbing the outer surface of the lip *a*, I form the outer surface of the lip *a* circular, and eccentric to the pintle, so that as the bow B moves back, it will recede from the surface of the lip *a*, as seen in fig. 2; but when raised, as in fig. 1, will close tightly thereon.

I wish to be understood by "Landau carriages" to embrace the several classes of carriages in which the top is hinged to the door-post or seat-rail, in like manner as in Landau carriages.

Having therefore thus fully described my invention,

What I claim as new and useful, and desire to secure by Letters Patent, is—

1. The hinge for carriage-tops, consisting of the two parts, C and D, upon one of which is fixed the lip *a*, so as to cover the joint and form the angle between the bow B and post A, substantially as set forth.

2. The outer surface of the lip *a*, eccentric to the pintle *d*, substantially as and for the purpose specified.

HENRY KILLAM.

Witnesses:

JOHN H. SHUMWAY,  
JOHN E. EARLE.