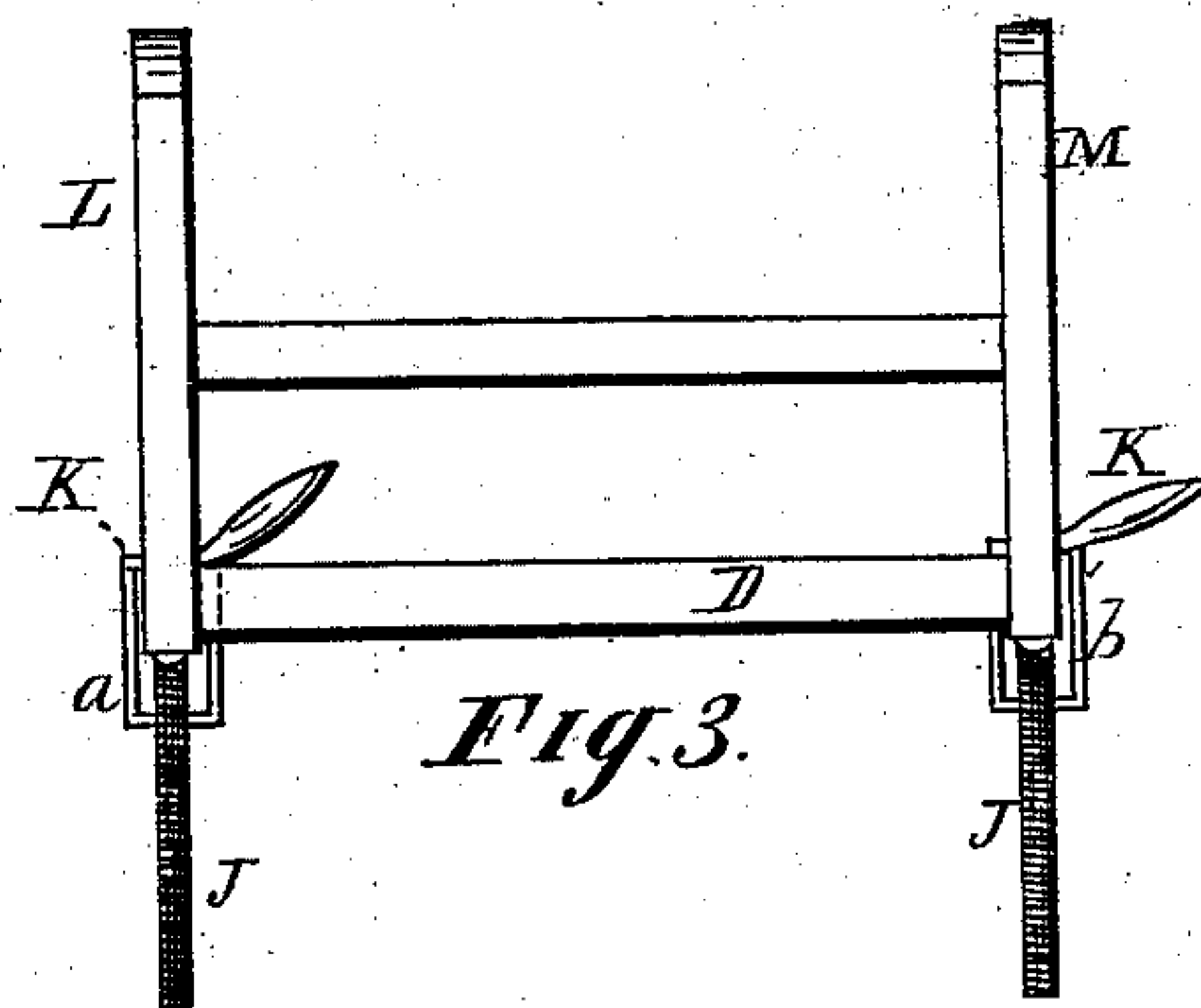
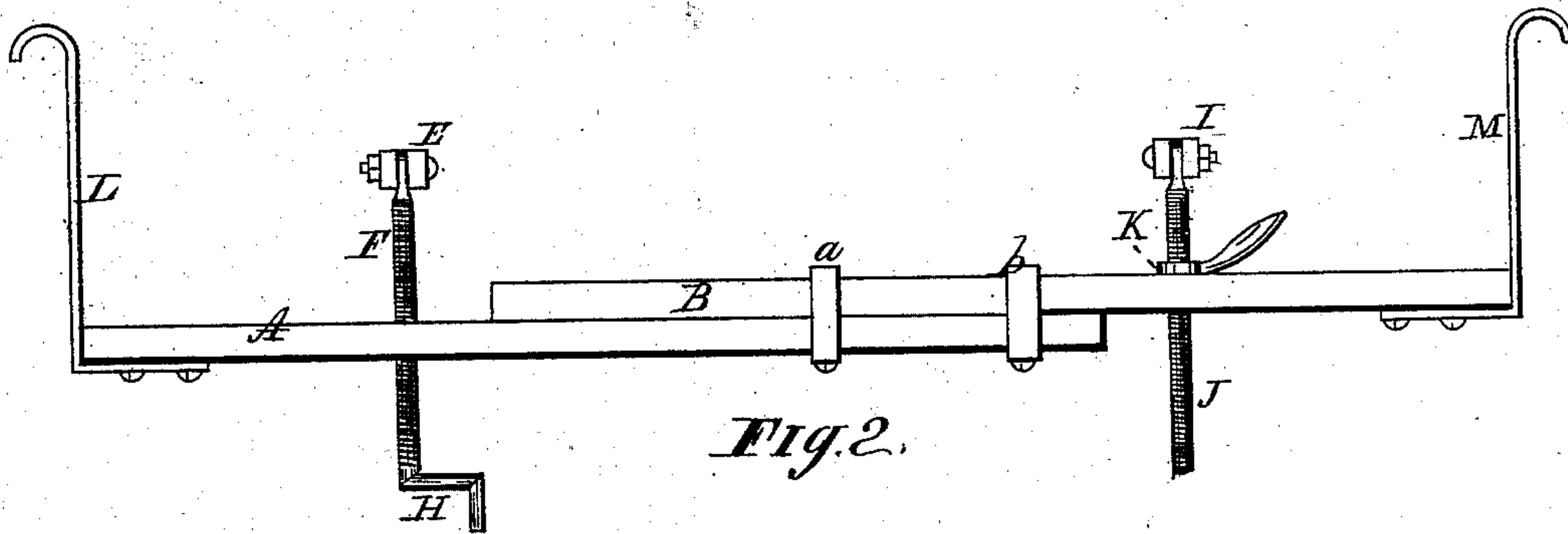
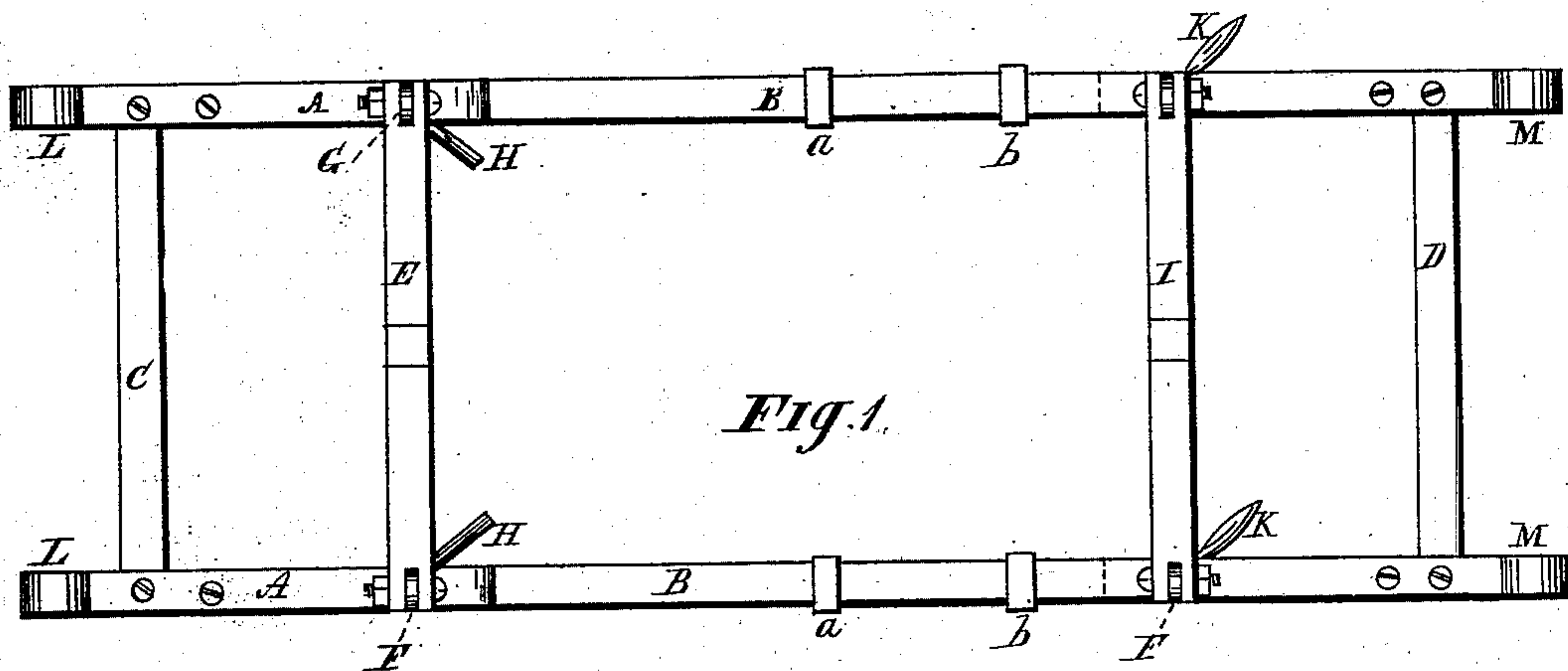


(No Model.)

J. BOWSER.  
CARRIAGE BODY HANGER.

No. 282,436.

Patented July 31, 1883.



Witnesses,  
A. H. Burridge  
H. A. Dangler

Inventor,  
J. Bowser  
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# UNITED STATES PATENT OFFICE.

JOHN BOWSER, OF LANCASTER, OHIO.

## CARRIAGE-BODY HANGER.

SPECIFICATION forming part of Letters Patent No. 282,436, dated July 31, 1883.

Application filed November 2, 1882. (No model.)

### *To all whom it may concern:*

Be it known that I, JOHN BOWSER, of Lancaster, in the county of Fairfield and State of Ohio, have invented a certain new and Improved Carriage-Body Hanger; and I do hereby declare that the following is a full, clear, and complete description thereof.

The carriage-body hanger above alluded to consists of a pair of sliding frames connected to each other by coupling-bands. Each frame is provided with a pair of suspension-hooks and a vertically-adjusting cross-bar and adjusting-screws, substantially as hereinafter more fully described, and illustrated in the drawings, in which—

Figure 1 represents a plan view of the above-said carriage-body hanger; Fig. 2, a side view of the same, and Fig. 3 an end view.

Like letters of reference refer to like parts in the several views.

The hanger referred to consists of a pair of frames or sections of a frame, A and B. The two outer ends of each of the sections are connected to each other, respectively, by the cross-bars C and D, Fig. 1, whereas the two inner ends of the sections are open—that is to say, they are unconnected by a cross-bar. The inner ends of the two sections are attached to each other by lapping the sides of the sections upon each other, as seen in Fig. 2, and securing them in that relation by the coupling-bands *a* and *b*. Said bands do not clamp the sides of the sections tightly to each other, but loosely, so that the sides thereof may slide freely in the bands. The two sections, when thus secured together, form an elongated rectangular square frame, as seen in Fig. 1, which may be shortened up or extended more or less by the ends of the two sections of the frame sliding upon each other and through the bands *a* and *b*, for a purpose presently shown.

E is a rest attached to the sides of section A of the frame by the adjusting-screws F and G, screwed into the side pieces, which serve as nuts for working the adjusting-screws, the upper ends of which are pivoted in the ends of the rest, and may be raised or lowered independently of the other, or both at the same time, as the case may be. The said adjusting-screws are operated by the handle H, terminating the lower ends of the screws, as seen in Fig. 2. Section B of the frame is in like manner pro-

vided with a rest, I, and adjusting-screws J, the upper ends of which are pivoted in the ends of the rest, as are the screws F, but instead of which they are operated by the hand-nuts K for the purpose above said in reference to the rest E. To the outer ends of each of the two frames are secured, respectively, the hangers L and M, the upper ends of which terminate in a hook, by which the frame is suspended from the spring-bar of a carriage.

The practical use of the above-described frame is substantially as follows: As aforesaid, the object of the frame is for hanging the body of carriages to the running-gear—that is to say, the frame is for holding the body of the carriage in its proper relation to the running-gear of the vehicle temporarily while the irons, &c., are being fitted thereto for securing the body permanently to the said running-gear. To this end the frame is suspended from the spring-bars by means of the hangers L and M, which are hooked thereon. Upon the frame thus suspended from the spring-bars is placed the body of the carriage, which, by means of the adjusting-screws, is properly adjusted, in its relation to the running-gear, as regards height and lateral position, for being permanently attached thereto by the proper iron-work, which is adapted and fitted thereto for that purpose in the usual way, which being done the frame is removed.

The frame, for being extensible, can be adapted to running-gears of different lengths, thereby rendering it convenient for various-sized carriages.

What I claim as my invention, and desire to secure by Letters Patent, is—

In a device for hanging the body of carriages to the running-gear thereof, a longitudinally-adjustable frame consisting of two sections, A and B, connected to each other by coupling-bands, hangers L and M, provided with terminal hooks, rests E and I, with their respective adjusting-screws, constructed and arranged to operate substantially as described, and for the purpose specified.

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

JOHN BOWSER.

Witnesses:

ABRAM R. EVERSOLE,  
HARRY DE LANCY.