

(No Model.)

G. WHITE.
VEHICLE.

No. 285,863.

Patented Oct. 2, 1883.

Fig. 1.

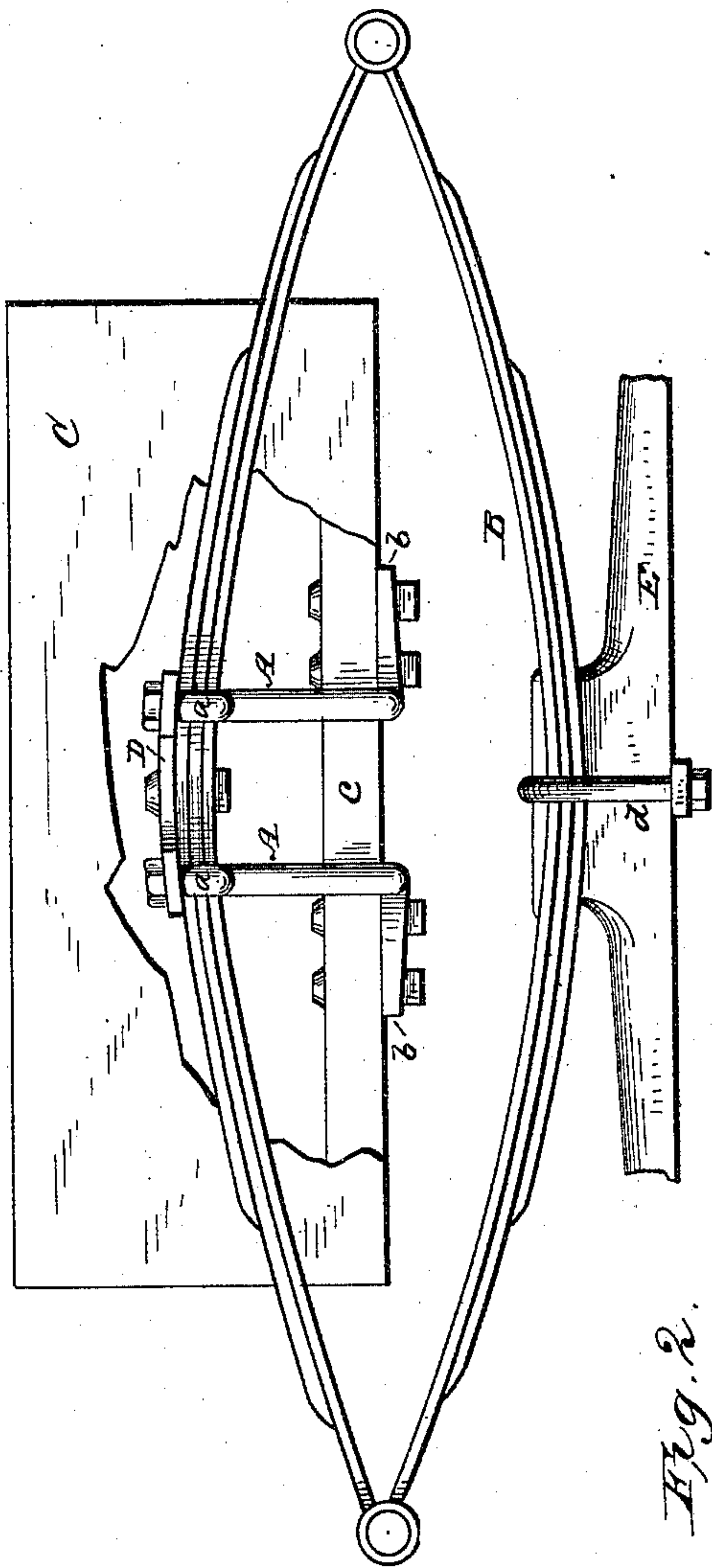


Fig. 2.

Fig. 3.

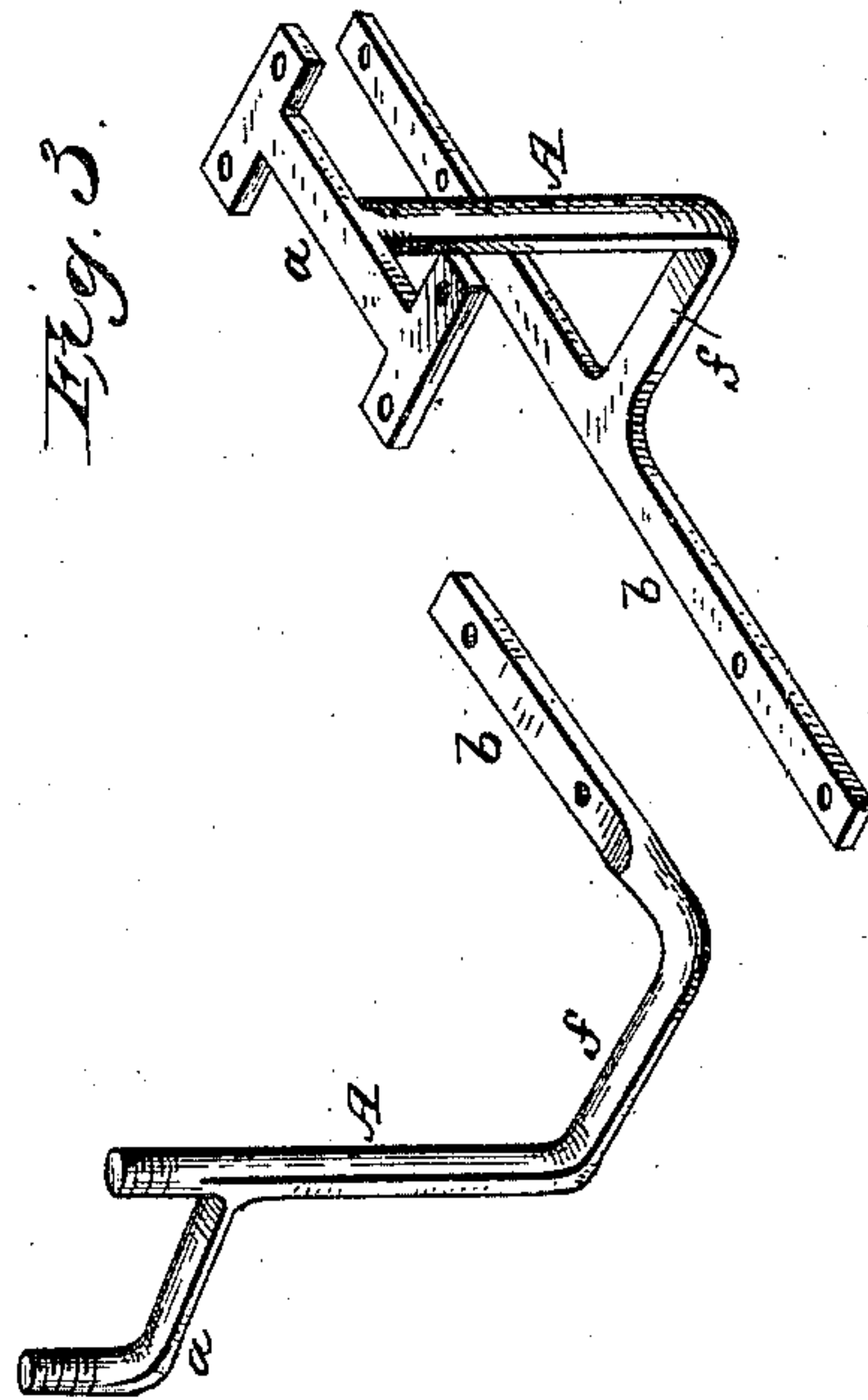


Fig. 4.

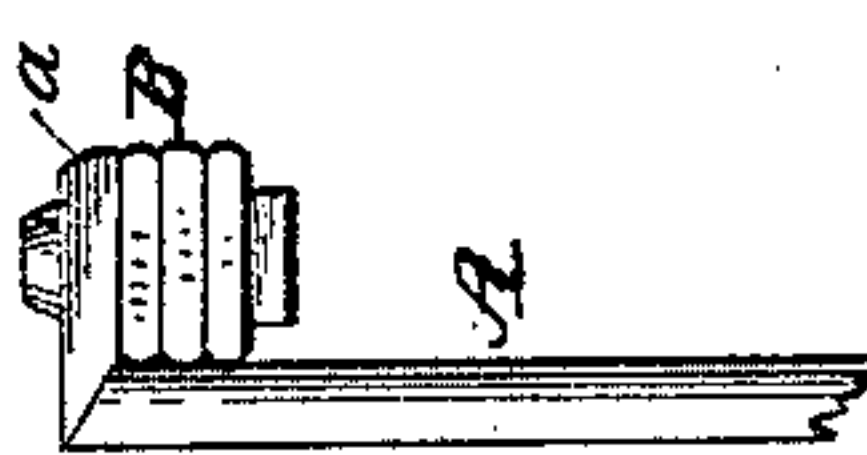


Fig. 5.

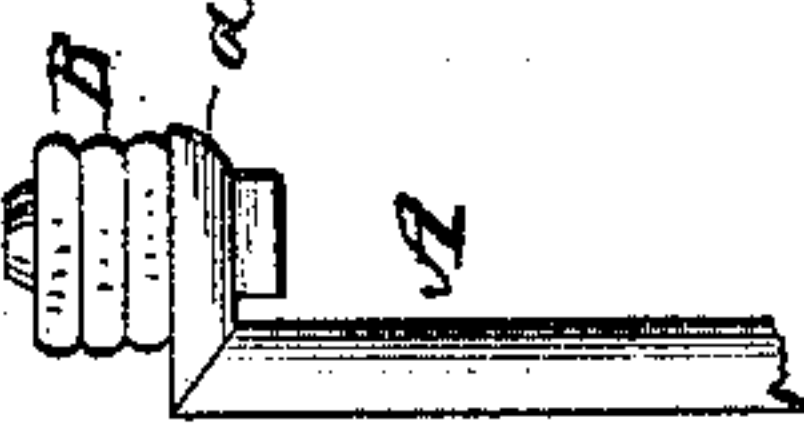
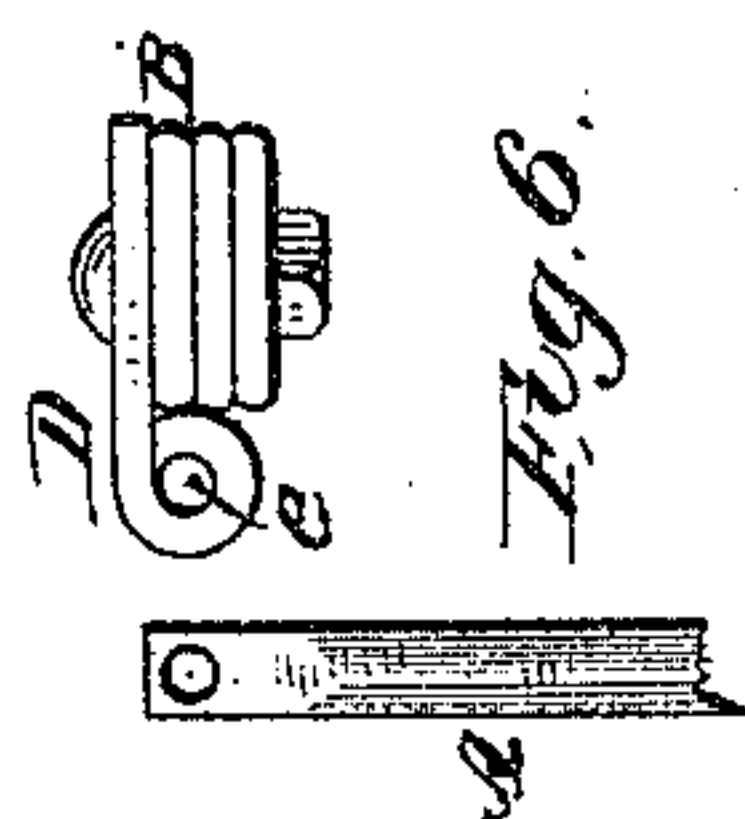


Fig. 6.



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VEHICLE.

SPECIFICATION forming part of Letters Patent No. 285,863, dated October 2, 1888.

Application filed April 14, 1883. (No model.)

To all whom it may concern:

Be it known that I, GEORGE WHITE, a citizen of the United States, residing at Greenville, in the county of Mercer and State of Pennsylvania, have invented certain new and useful Improvements in Vehicles; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is an elevation of my invention; Fig. 2, a perspective view of one of the connecting-irons; Fig. 3, a perspective view of a modification of my connecting-iron; and Figs. 4, 5, and 6, elevations in detail, showing modifications of the manner of connecting the irons to the springs.

This invention relates to certain new and useful improvements in connecting the body or box of carriages or other vehicles to the springs; and the object thereof is to dispense with the use of body-loops and spring-bars usually employed for this purpose, thereby lessening the expense of construction and reducing the weight of the vehicle. At the same time, the springs and body of a vehicle being connected together according to my invention not only renders the attachment more substantial, but tends to sustain the springs in their proper position and relieve the leverage of said springs upon the axles and head-blocks.

A further object of my invention is to render the painting and finishing of the vehicle-body less difficult than is ordinarily the case, as the connecting-irons may be secured to the running-gear, and there remain until the body is finished complete and ready for use, and the connections being light in appearance, the usual cumbersome effect is entirely obviated.

These objects I attain by the construction substantially as shown in the accompanying drawings and hereinafter more fully described.

In the drawings, A represents vehicle-irons cast or otherwise formed from suitable metal, having their upper ends provided with right-angular projections *a*, which form seats for the spring B, the lower ends of said irons being bent, in a direction opposite to that of the

projections or seats *a*, to a distance sufficient to prevent the spring from coming in contact with the body C, as shown at *f*, and again bent in a lateral direction to form feet or seats *b*, upon which the sill *c* of said body is secured in any suitable manner. A plate D is suitably secured to the upper ends of the connecting-irons, over the spring, to hold the said spring and connecting-irons in their relative and proper position and prevent lateral displacement, while a clip, *d*, or other suitable fastening secures the lower portion of the spring to the axle and cap E, suitable washers, of leather or other like substance, being interposed, if desired, between the connecting-irons, plates, and spring, and also between the connecting-irons and vehicle-body.

It will be noticed that the feet or seats *b*, when connected to the vehicle-body, extend in directions opposite to each other, thus forming a double brace, which sustains the body in a horizontal position.

Though I have preferably described two connecting-irons united by means of a plate, it is obvious that a single iron may be as readily employed by having its upper end terminate in a cross-head and connected to the spring by suitable clips, its lower end being bent inward and terminating in a T, to which the sill of the vehicle-body is connected by any suitable means. The connecting iron or irons may be also connected to the spring, as shown by the modification, Figs. 4 and 5, which consists in having the upper end of said iron or irons terminate in a right-angular bend designed to be secured to either the upper or under side of the spring by a bolt and nut, substantially as shown.

Another modification of my invention consists in forming the plate D with suitable eyes, *e*, adapted to be connected to the irons by a bolt passing through said eyes in the plate and corresponding eyes in the upper ends of the connecting-irons, as shown by Fig. 6; or the irons may be connected rigidly to the springs, and their lower ends formed with an eye adapted to register with and be bolted to suitable shackles upon the under side of the vehicle-body.

Having now fully described my invention, I

what I claim, and desire to secure by Letters Patent, is—

5 The vehicle-iron A, having its end provided with a right angular projection, *a*, to form a seat for the spring, the lower end of said iron being bent at a right angle, as shown at *f*, and again, as shown at *b*, substantially as and for the purpose set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

GEORGE WHITE.

Witnesses:

R. MAXWELL,
M. O. BUNTING.