

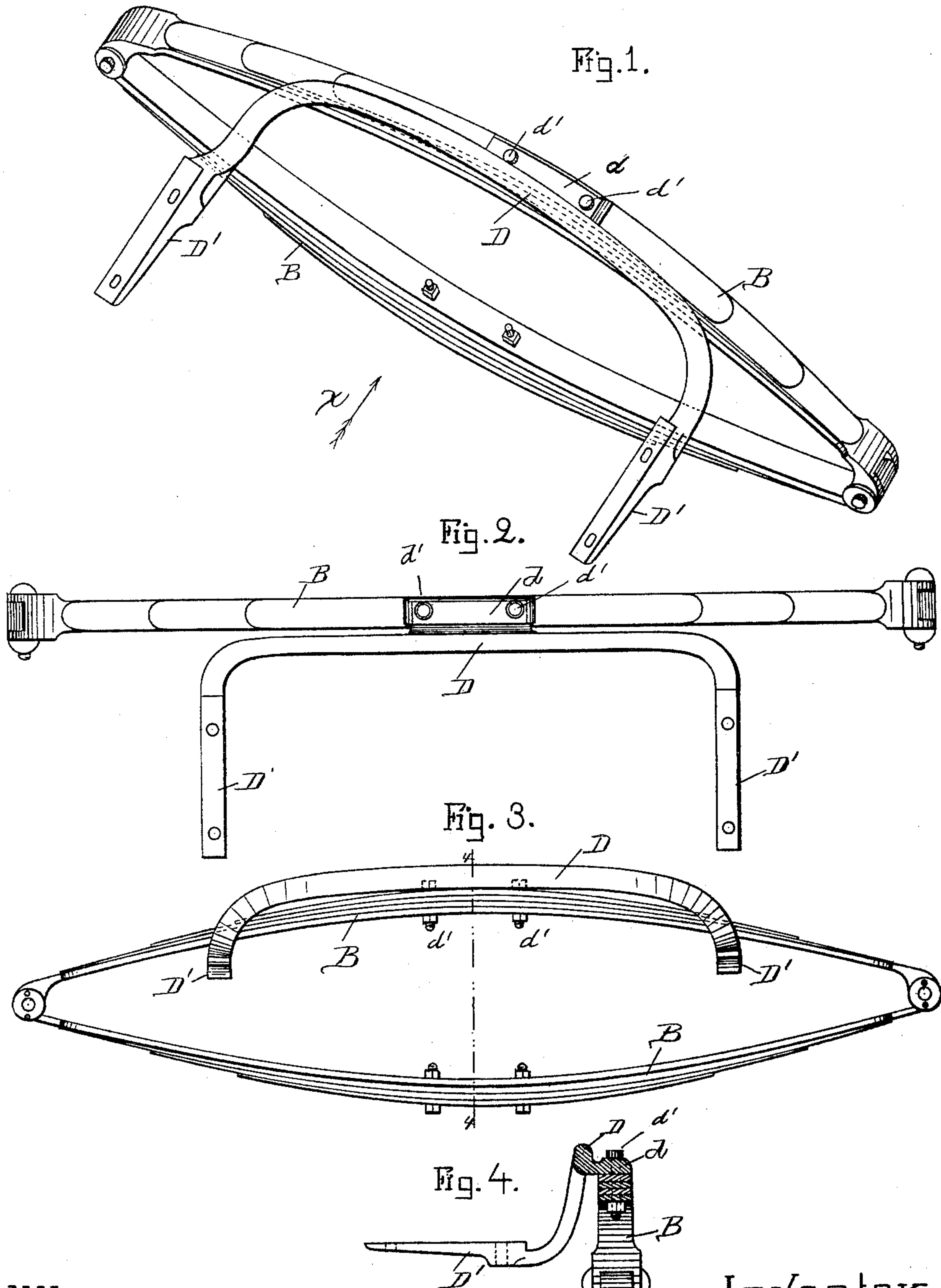
(No Model.)

2 Sheets—Sheet 1.

S. R. BAILEY.
BODY HANGER FOR CARRIAGES.

No. 595,133.

Patented Dec. 7, 1897.



Witnesses.

Lauritz W. Möller
Sydney Harris

Inventor.

Samuel R. Bailey.
by *Alban Judson*
his atty.

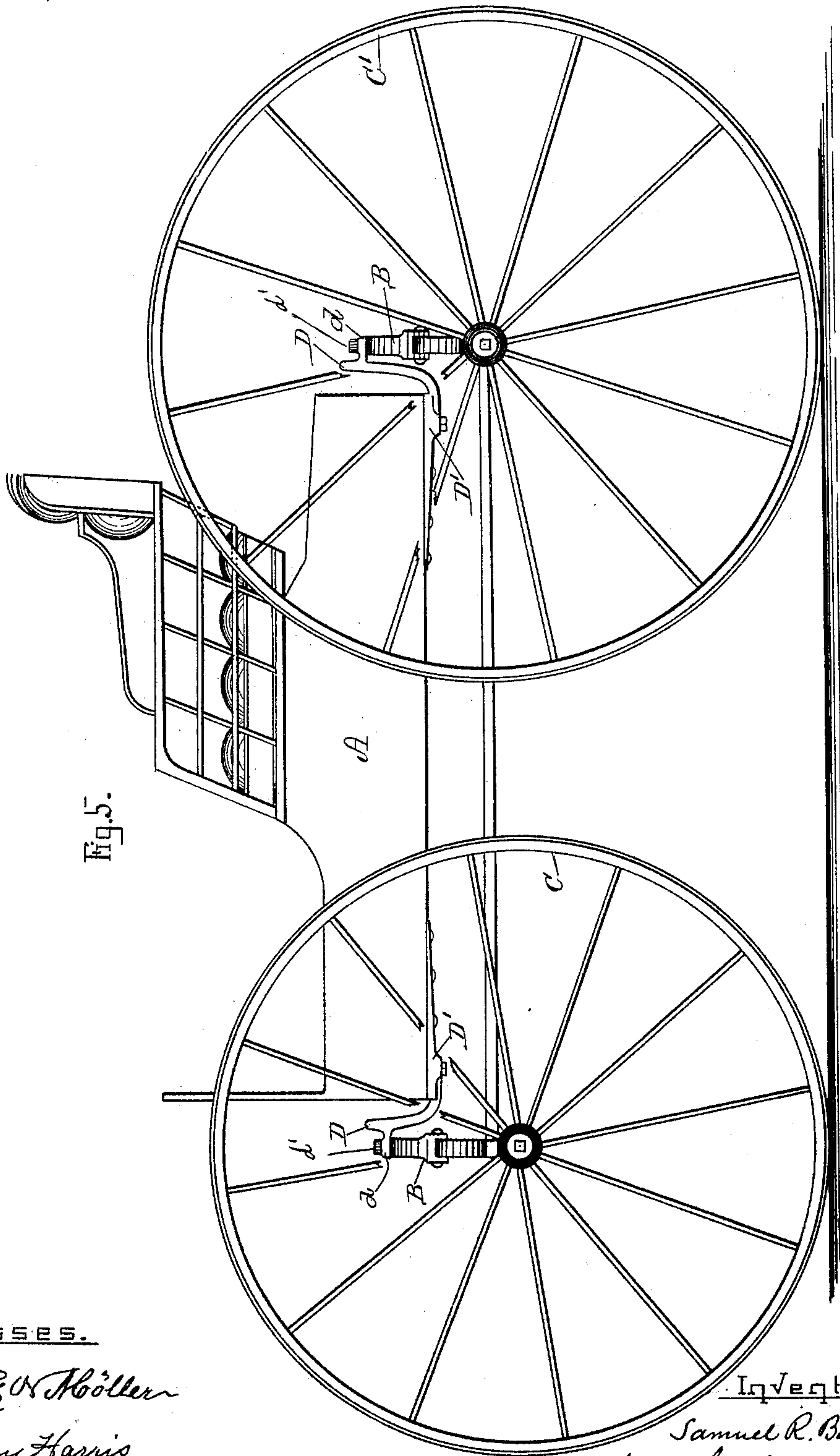
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Samuel R. Bailey
by Edward Andrew, his atty.

UNITED STATES PATENT OFFICE.

SAMUEL R. BAILEY, OF AMESBURY, MASSACHUSETTS.

BODY-HANGER FOR CARRIAGES.

SPECIFICATION forming part of Letters Patent No. 595,133, dated December 7, 1897.

Application filed March 18, 1897. Serial No. 628,107. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL R. BAILEY, a citizen of the United States, and a resident of Amesbury, in the county of Essex and State of Massachusetts, have invented new and useful Improvements in Body-Hanger Devices for Carriages, of which the following, taken in connection with the accompanying drawings, is a specification.

This invention relates to improvements in body-hanger devices for carriages, and it is carried out as follows, reference being had to the accompanying drawings, wherein—

Figure 1 represents a perspective view of the invention. Fig. 2 represents a top plan view of the same. Fig. 3 represents an end view seen from X in Fig. 1. Fig. 4 represents a cross-section on the line 4 4 shown in Fig. 3, and Fig. 5 represents a side elevation of a carriage provided with my improved body-hanger device.

Similar letters refer to similar parts wherever they occur on the different parts of the drawings.

The object of this invention is to provide a rigid connection between the body of the carriage and its supporting-springs by which the swaying of the carriage-body forward and aft is prevented, the connection being so arranged with relation to the spring that it does not interfere with the compression of the spring under heavy loads, as will hereinafter be more fully shown and described.

In the drawings, Fig. 5, A represents a carriage-body as usual. B B are the elliptic leaf-springs, connected in any well-known manner to the respective axles of the forward and rear wheels C C', as is common in vehicles.

My improved body-hanger consists of a metal body-loop D, secured to the top of the leaf-spring by means of a lateral lip or flange *d* and suitable fastening-bolts *d'* *d'*, the arms of said body-loop being arranged at one side of said spring and clear thereof, as shown.

In one piece with the body-loop D are made the hanger-brackets D' D', which are rigidly secured, preferably to the under side of the

carriage-body, by means of bolts or other suitable fastening devices. This device takes the place of the ordinary spring-bar and serves to establish a most rigid connection between the carriage spring and body, as shown.

By having the body-loop D arranged on one side of and free of the carriage-springs, as shown in the drawings, such springs may be compressed to their fullest extent without interference with said body-loop, thus preventing the latter from striking or coming in contact with the upper portion of the carriage-spring during its closing movement.

In using an ordinary spring-bar attached to the upper part of the carriage-spring such spring-bar is liable to come in contact with the spring if the carriage is heavily loaded or jolted on an uneven road, street, or pavement, by which a free compression of the spring is prevented.

By having the body-loop arranged at one side of the spring, as herein shown and described, I avoid the aforesaid objections and permit a free action of the spring without any contact with the body-loop.

What I wish to secure by Letters Patent and claim is—

The combination with an elliptic spring, of a U-shaped body-loop provided centrally with a forwardly-projecting lateral flange or lip secured to the upper leaf of the spring intermediate the ends of the latter, said body-loop being arranged in rear of and clear of said spring so as not to contact therewith and the ends of said loop terminating in approximately vertical depending hangers provided with horizontally-extending brackets constructed for attachment to the body of the vehicle, substantially as described.

In testimony whereof I have signed my name to this specification, in the presence of two subscribing witnesses, on this 16th day of March, A. D. 1897.

SAMUEL R. BAILEY.

Witnesses:

ALBAN ANDRÉN,
LAURITZ N. MÖLLER.