

(No Model.)

J. McCRUDDEN.
SPRING HANGER FOR VEHICLE BODIES.

No. 605,296.

Patented June 7, 1898.

Fig. 1.

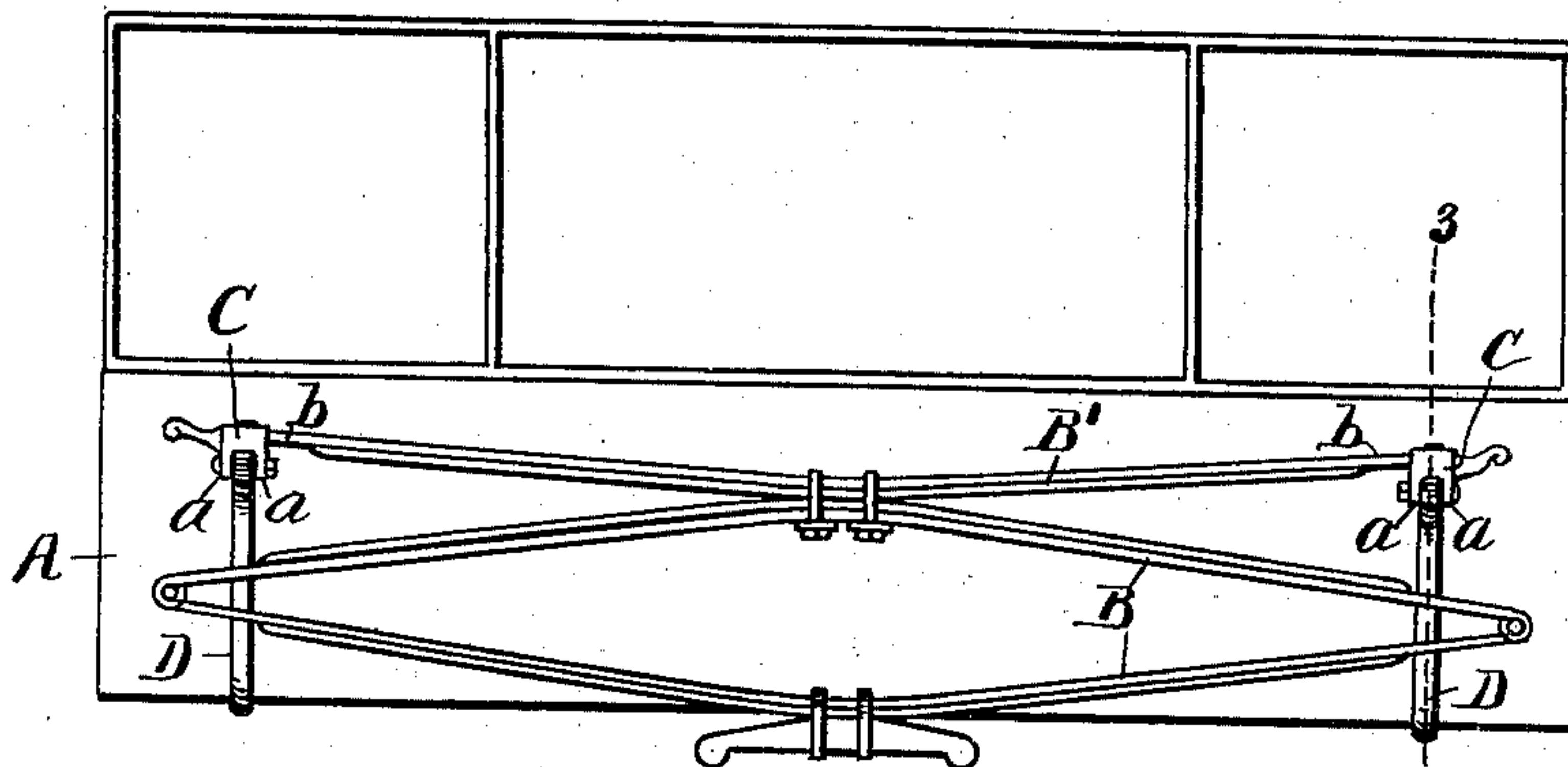


Fig. 2.

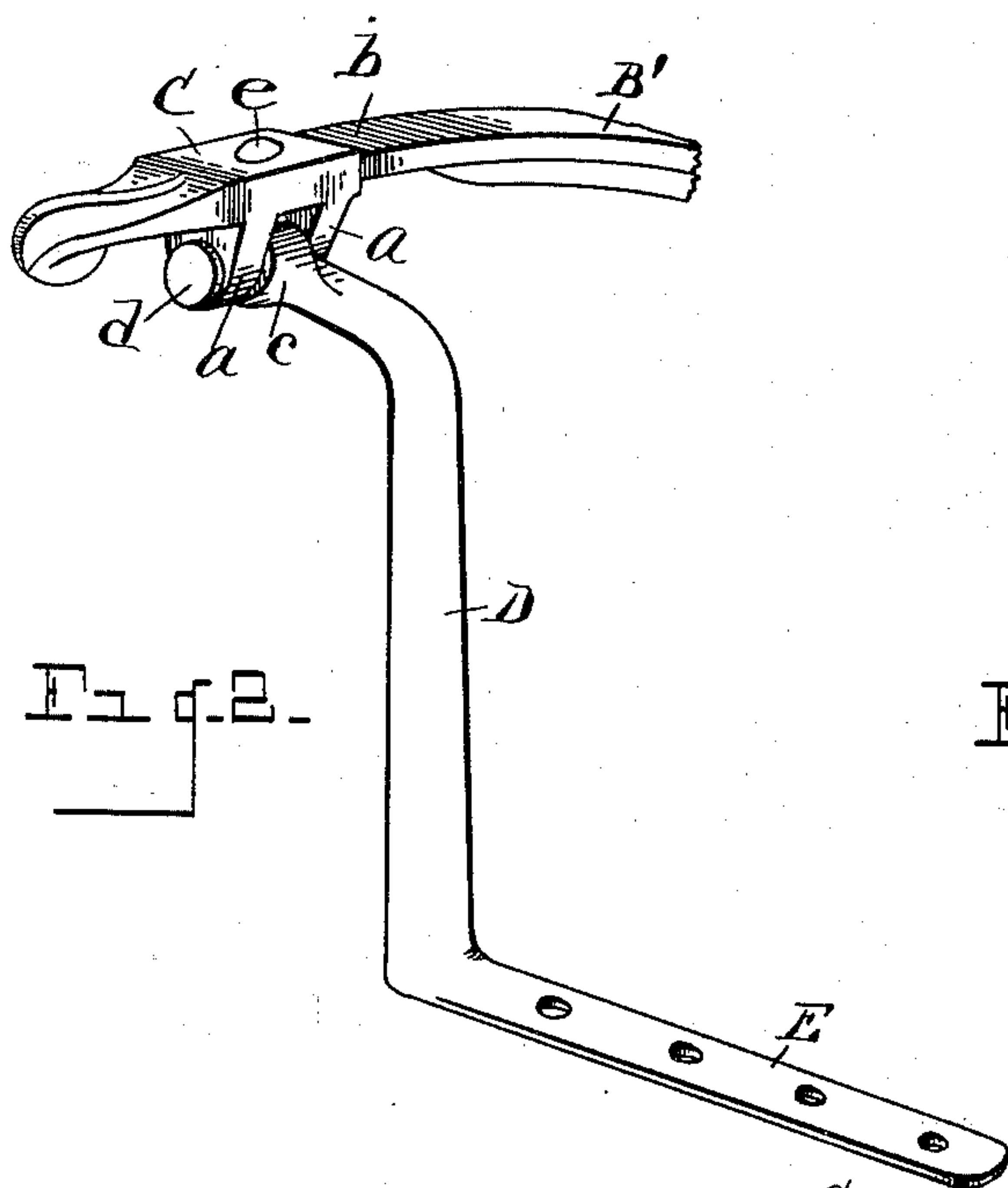


Fig. 3.

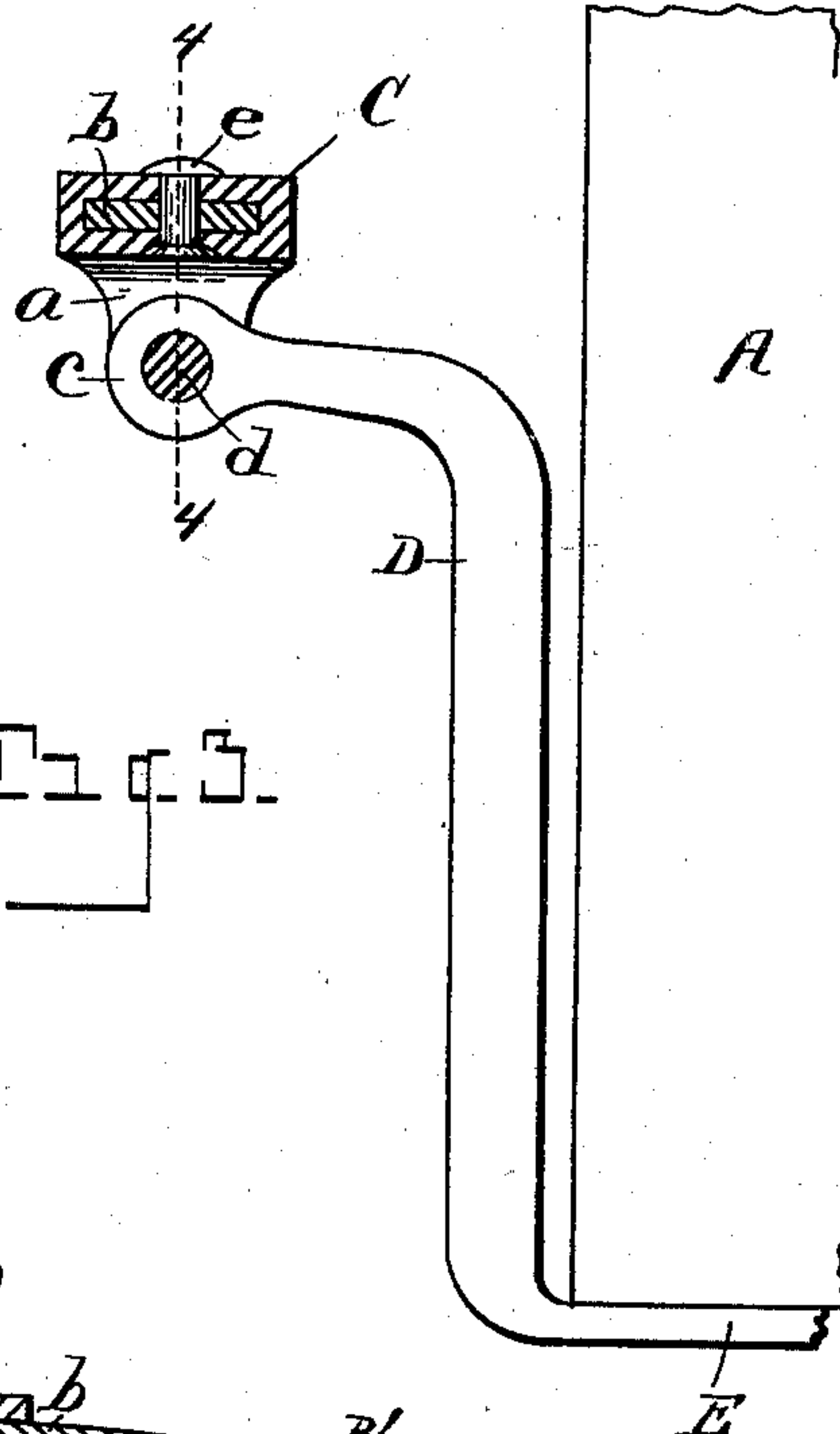
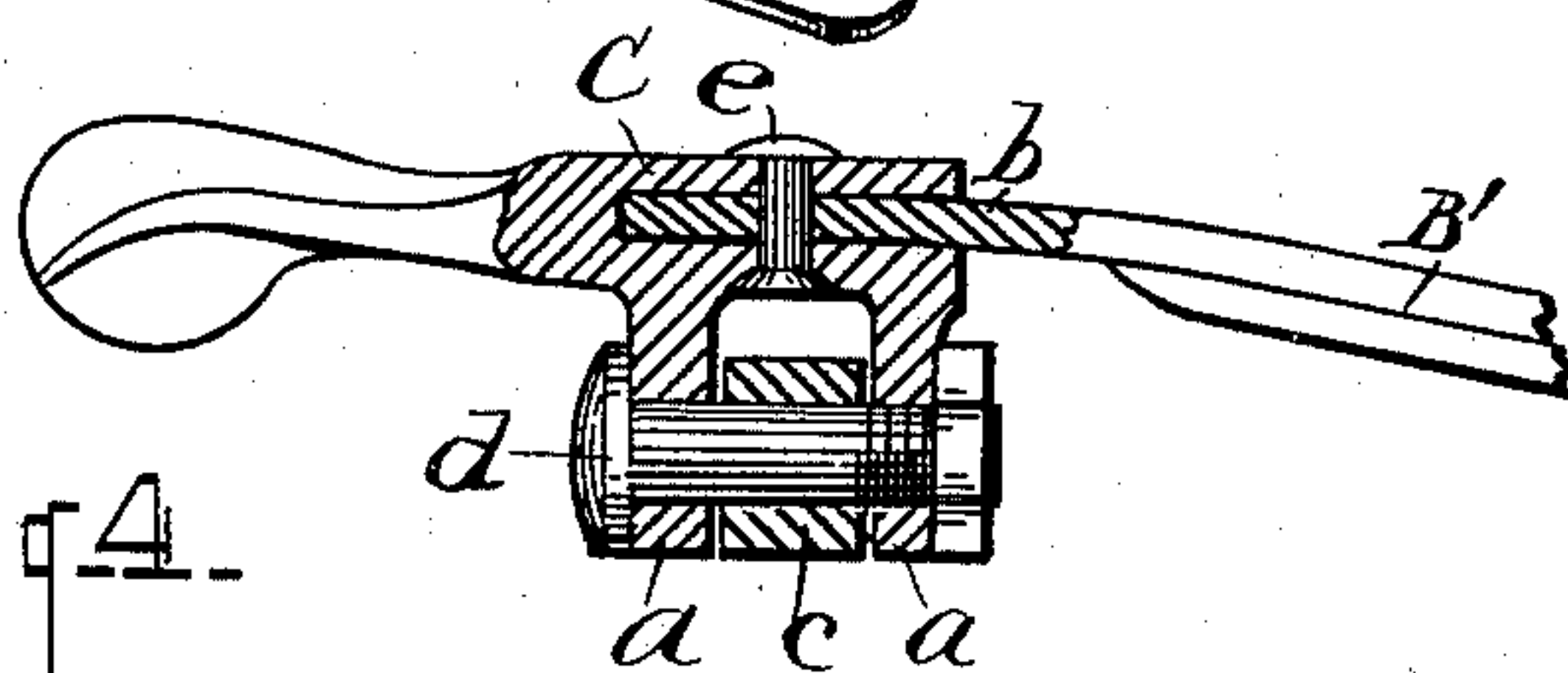


Fig. 4.



WITNESSES.

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UNITED STATES PATENT OFFICE,

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SPRING-HANGER FOR VEHICLE-BODIES.

SPECIFICATION forming part of Letters Patent No. 605,296, dated June 7, 1898.

Application filed June 24, 1897. Serial No. 642,022. (No model.)

To all whom it may concern:

Be it known that I, JAMES McCRUDDEN, a citizen of the United States, residing at Pontiac, in the county of Oakland, State of Michigan, have invented certain new and useful Improvements in Spring-Hangers for Vehicle-Bodies; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to spring-hangers for vehicle-bodies; and it consists in the construction and arrangement of parts herein-after fully set forth, and pointed out particularly in the claims.

The object of the invention is to provide simple and effective means for connecting the body-loops with the cross-springs at the ends of the vehicle-body in such manner as to prevent an undue swaying of the body either laterally or longitudinally, but at the same time permitting of free vertical movement thereof, which object is attained by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is front elevation of the vehicle-body, showing the hangers attached to the ends of the cross-spring and the loops supporting the body attached to said hangers. Fig. 2 is an enlarged perspective showing the hanger mounted on the end of the spring and the body-loop pivoted thereto. Fig. 3 is a section on line 3 3, Fig. 1. Fig. 4 is a section on line 4 4, Fig. 3.

Referring to the letters of reference, A designates the body of the vehicle, which may be of any construction.

B designates the ordinary elliptical spring, which is mounted upon the running-gear (not shown) at the front and rear and outside the vehicle-body.

B' designates a cross-spring mounted upon the elliptical spring in place of the ordinary wooden cross-piece commonly employed. Upon the ends of the cross-spring B' are the hangers C. These hangers are provided with rectangular sockets that receive the ends b of

the cross-spring B' and with the depending lugs a, between which are pivoted the upper ends c of the body-loops D by means of a bolt d passing through said lugs and an eye in the ends c of said loops. The ends b of the spring B are secured in the sockets of the hangers C by means of rivets e, as clearly shown in Figs. 3 and 4.

The body-loops D consist of angle-irons which project inward from the hangers C toward the vehicle-body, thence downward parallel with said body, when they again project horizontally under the bottom of the vehicle-body, which horizontal portion E is flattened and provided with perforations through which screws or bolts are passed to secure said hangers to said body.

In some instances it is desirable to form the body-loops continuous, so as to extend the entire distance of the vehicle-body and engage the spring-hangers at opposite ends.

It will now be understood that by means of this improved spring-hanger a simple, cheap, and firm connection is effected between the cross-springs and the loops supporting the body of the vehicle, obviating any undue lateral or transverse motion and permitting a free vertical movement of the body.

Having thus fully set forth my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a spring-hanger for vehicle-bodies, the combination with the cross-spring, of the hanger having a socket in which the end of said spring is secured, said hanger also having the depending lugs, the body-loop attached to the vehicle-body at one end and pivoted at the other end between the lugs of said hanger.

2. In a spring-hanger for vehicle-bodies consisting of an integral head or hanger having a horizontal socket to receive the end of a cross piece or spring and provided with opposed depending lugs between which the end of the body-loop may be pivoted.

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

JAMES McCRUDDEN.

Witnesses:

FRED HARRIS,
EDWARD FOSDICK.