No. 653,607. Patented July 10, 1900.

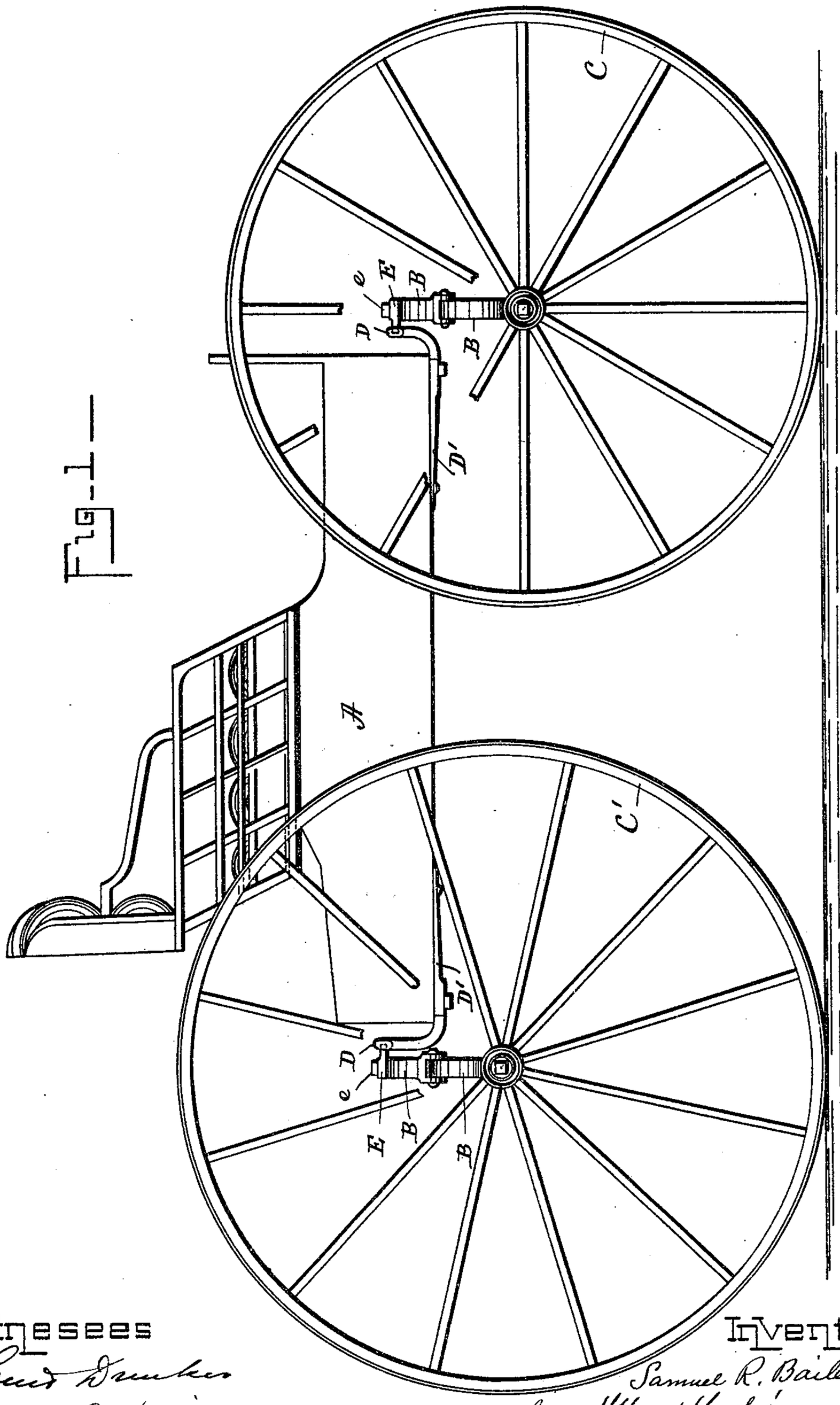
S. R. BAILEY.

BODY HANGER FOR CARRIAGES.

(Application filed Feb. 3, 1900.)

(No Model.) 2 Sheets—Sheet 1.

Fig. 1.



Witnesses
David Drummond
Charles A. Harris.

Inventor
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by Albert Gudeon
his atty

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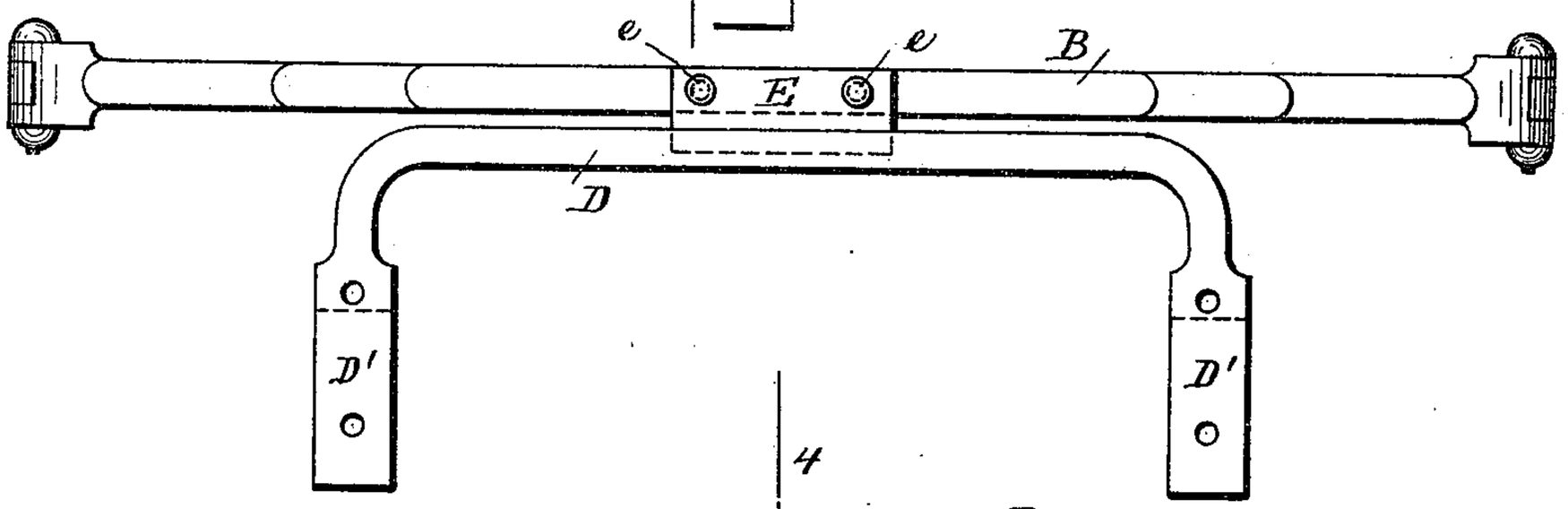
Fig. 2.



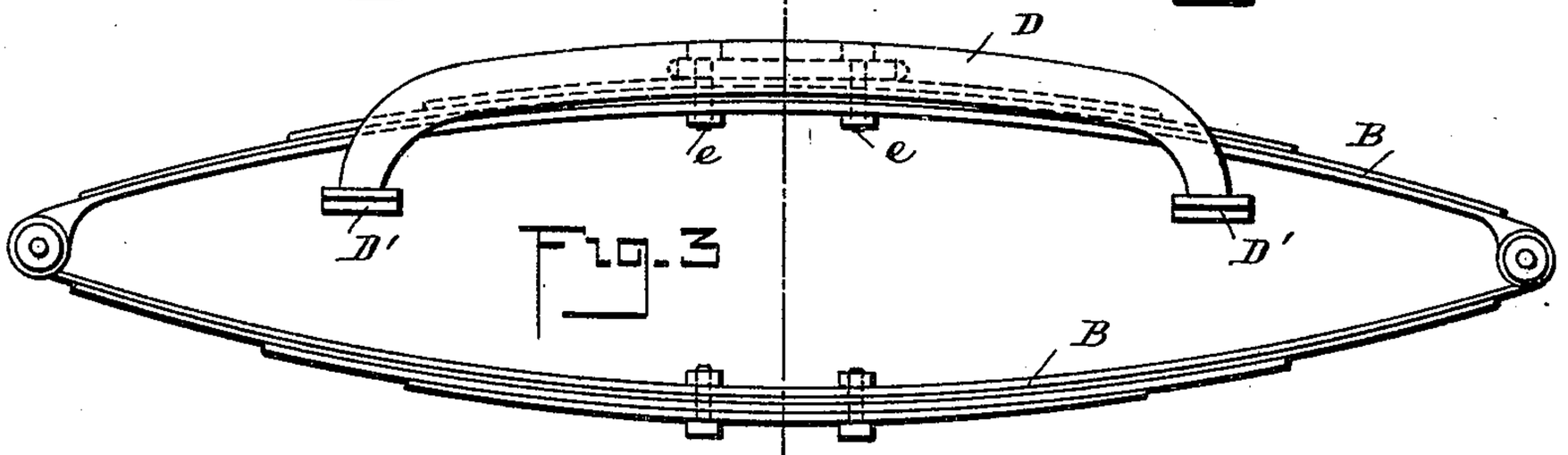


Fig. 3.

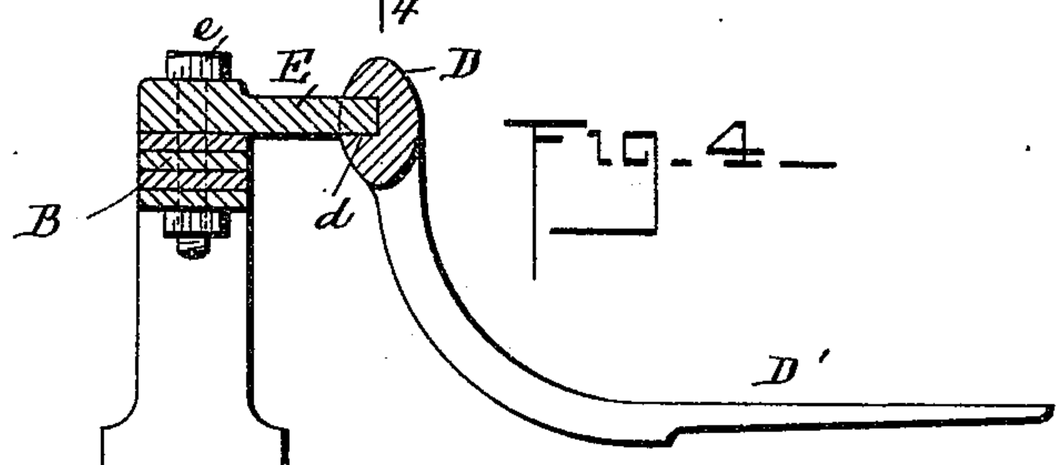


Fig. 4.

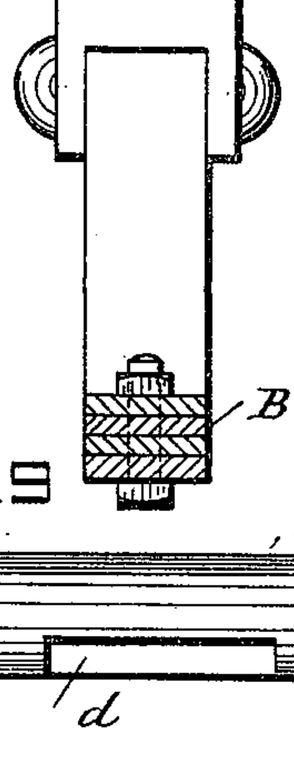


Fig. 5.

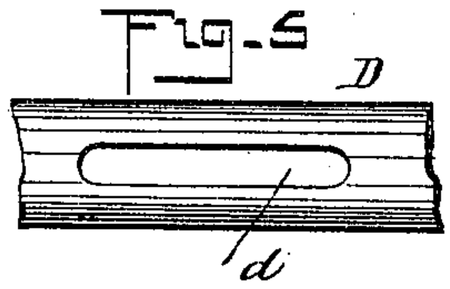


Fig. 6.

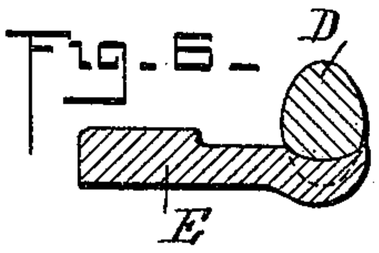


Fig. 7.

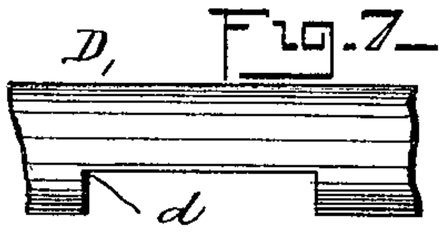


Fig. 8.

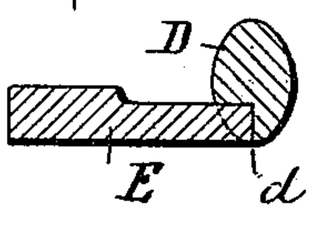


Fig. 9.

Fig. 10.

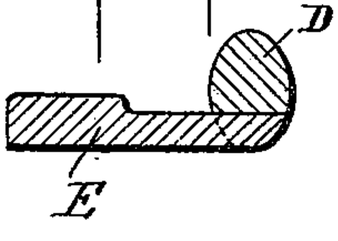
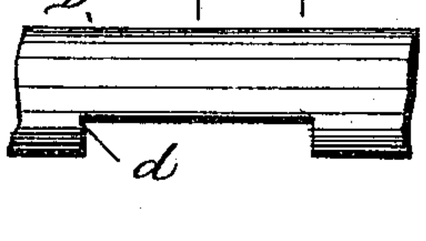


Fig. 11.



Witnesses

Louis Drucker.

Charles A. Harris.

Inventor

Samuel R. Bailey

by Albert Gudrich

his atty.

UNITED STATES PATENT OFFICE.

SAMUEL R. BAILEY, OF AMESBURY, MASSACHUSETTS.

BODY-HANGER FOR CARRIAGES.

SPECIFICATION forming part of Letters Patent No. 653,607, dated July 10, 1900.

Application filed February 3, 1900. Serial No. 3,765. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL R. BAILEY, a citizen of the United States, residing at 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 is a specification.

This invention relates to improvements on the patent granted to me December 7, 1897, No. 595,133, for body-hangers for carriages, and it is carried out as follows, reference being had to the accompanying drawings, wherein—

Figure 1 represents a side elevation of a carriage provided with my improved body-hanger device. Fig. 2 represents a top plan view of the improved body-hanger shown as attached to the upper portion of an elliptic leaf-spring. Fig. 3 represents a side view of Fig. 2. Fig. 4 represents an enlarged cross-section on the line 4 4 shown in Fig. 3. Fig. 5 represents a rear view of the middle portion of the metal body-loop. Figs. 6 and 7 represent in section and elevation a modification of the attachment of the body loop and flange that is secured to the top portion of the elliptic leaf-spring. Figs. 8 and 9 represent in section and elevation another modification of such attachment, and Figs. 10 and 11 represent in section and elevation still another modification of said attachment.

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

In the drawing Fig. 1, 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 two parts—namely, a metal body-loop D and a metal lip or flange E—made separate and brazed or welded together, as will hereinafter be more fully shown and described. The lip or flange E is secured to the top of the leaf-spring B, preferably by means of fastening-bolts *e e*, as shown.

D′ D′ are the hanger-brackets, made integral with the body-loop D, which latter is arranged on one side of and free of the carriage-springs for the purpose of enabling said springs to be compressed to their fullest extent without interference with said body-loop like that shown and described in my aforesaid patent.

In practice I make a recess *d* in the body-loop D, into which is fitted the projecting end of the lip or flange E, as shown in the drawings, after which said parts are brazed or welded firmly together. In Figs. 2, 3, 4, and 5 such recess *d* is shown as being made about midway between the top and bottom edges of the body-loop D; but this exact arrangement is not material, as I may make such recess on the under side of the body-loop and adapted to receive the projecting end of the lip or flange E, as represented in Figs. 6, 7, 8, 9, 10, and 11, without departing from the essence of my invention.

In all the constructions shown it will be noted that the recess *d* is formed in the body-loop D, so as to provide end shoulders, and is of the same width as the lip or flange E, so that the latter fits snugly therein throughout its entire width. Thus when the parts are brazed or welded together they are practically integral and form a rigid connection wherein endwise or lateral displacement is practically impossible.

In my aforesaid patent the body-loop and the lip or flange were made integral; but this is very costly, as ordinary commercial iron cannot be used for making the body-hanger as one solid single piece. By making the body-loop as a separate piece from such lip or flange I can readily make the body-loop from ordinary commercial iron at a reduced cost in labor and material as compared with a construction in which the body-loop and lip or flange are made integral. The parts after being welded or brazed together are practically as firmly and rigidly secured as if originally made integral.

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

In a body-hanger for carriages, the combination with the spring B, of a lip or flange E, secured thereto, and a body-loop D, having a

transverse recess or cut-out portion *d*, formed therein intermediate its ends, the free end of said lip or flange fitting closely within the said recess or cut-out portion of the body-loop and welded or brazed therein, substantially as described.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

SAMUEL R. BAILEY.

Witnesses:
ALBAN ANDRÉN,
THOMAS J. MURPHY.