

No. 654,440.

Patented July 24, 1900.

G. F. COLLMER.
BODY LOOP FOR VEHICLES.

(Application filed May 19, 1900.)

(No Model.)

Fig. 1.

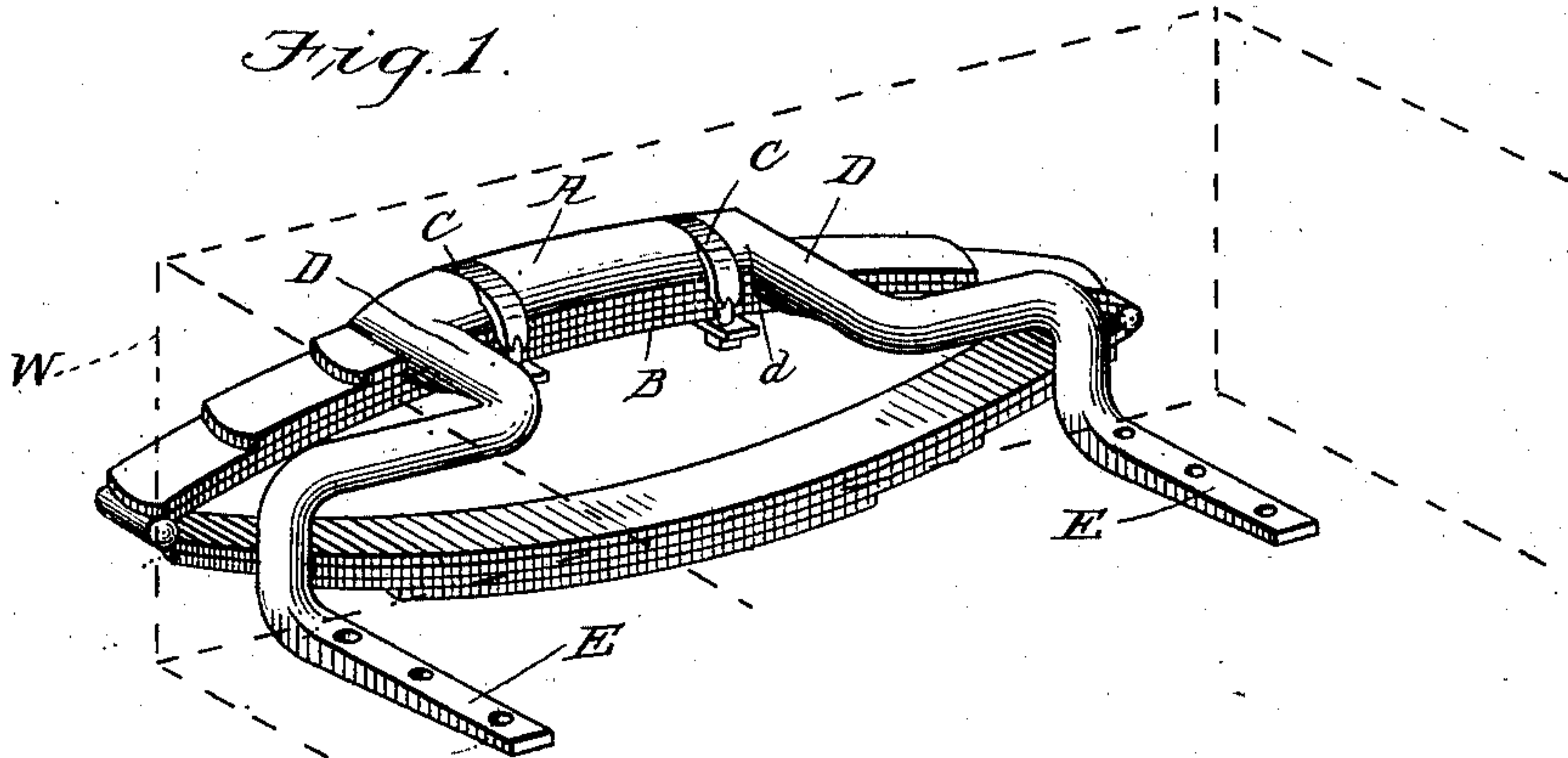


Fig. 2.

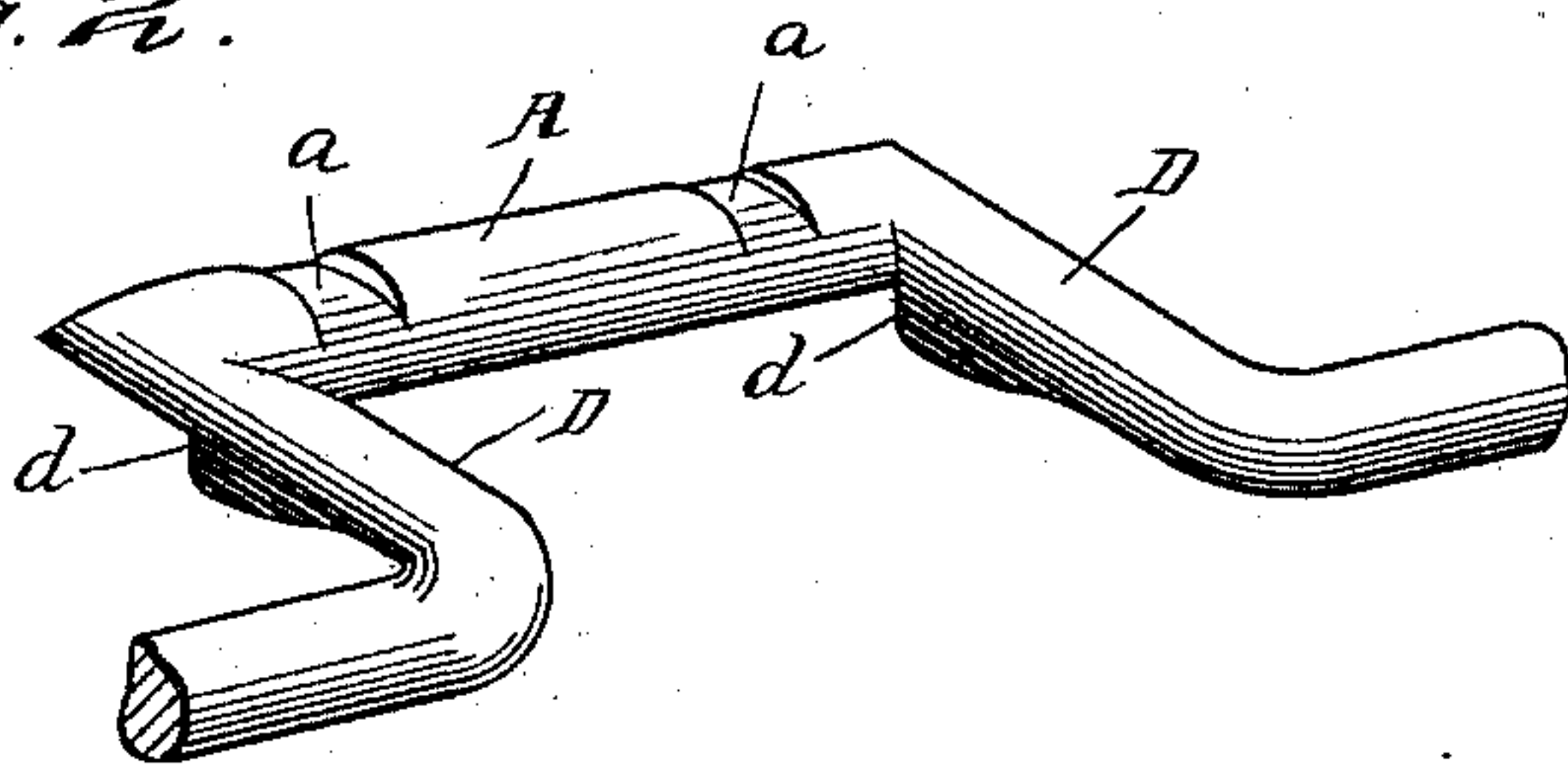


Fig. 3.

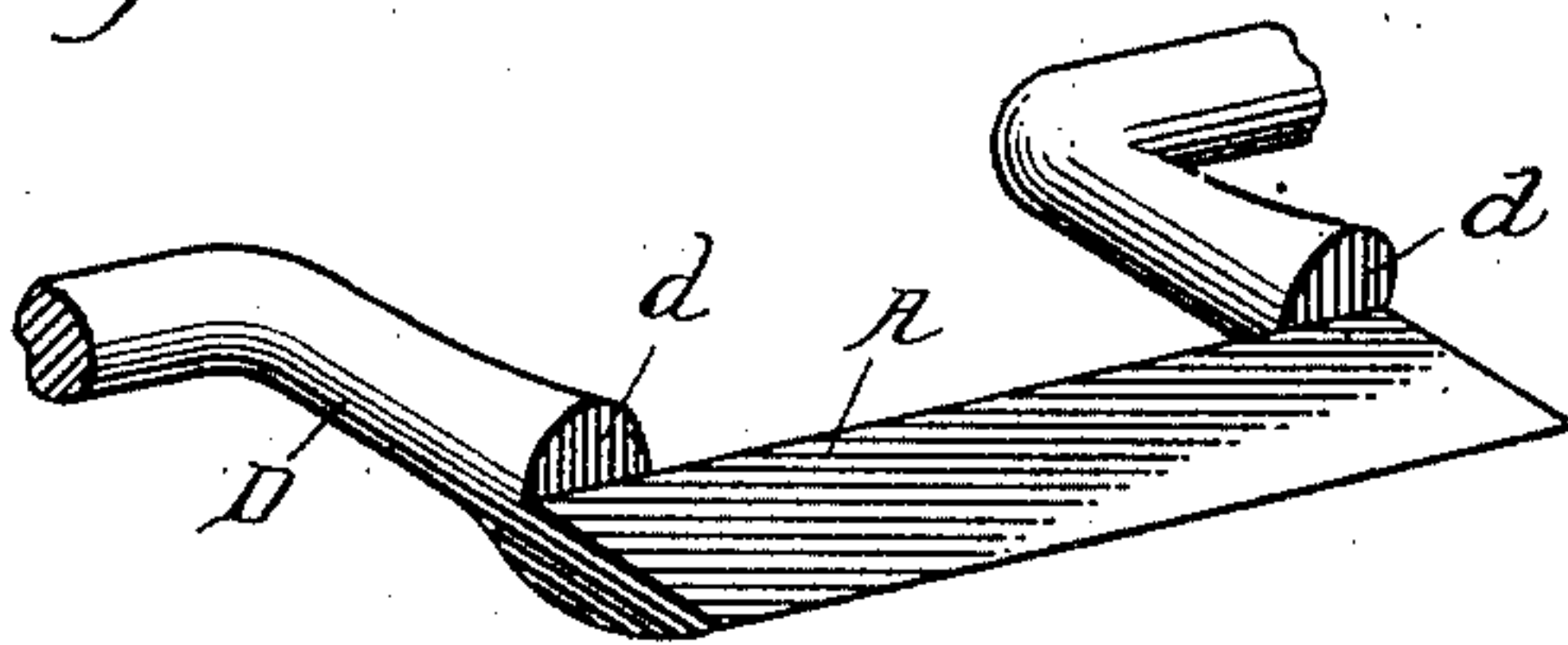
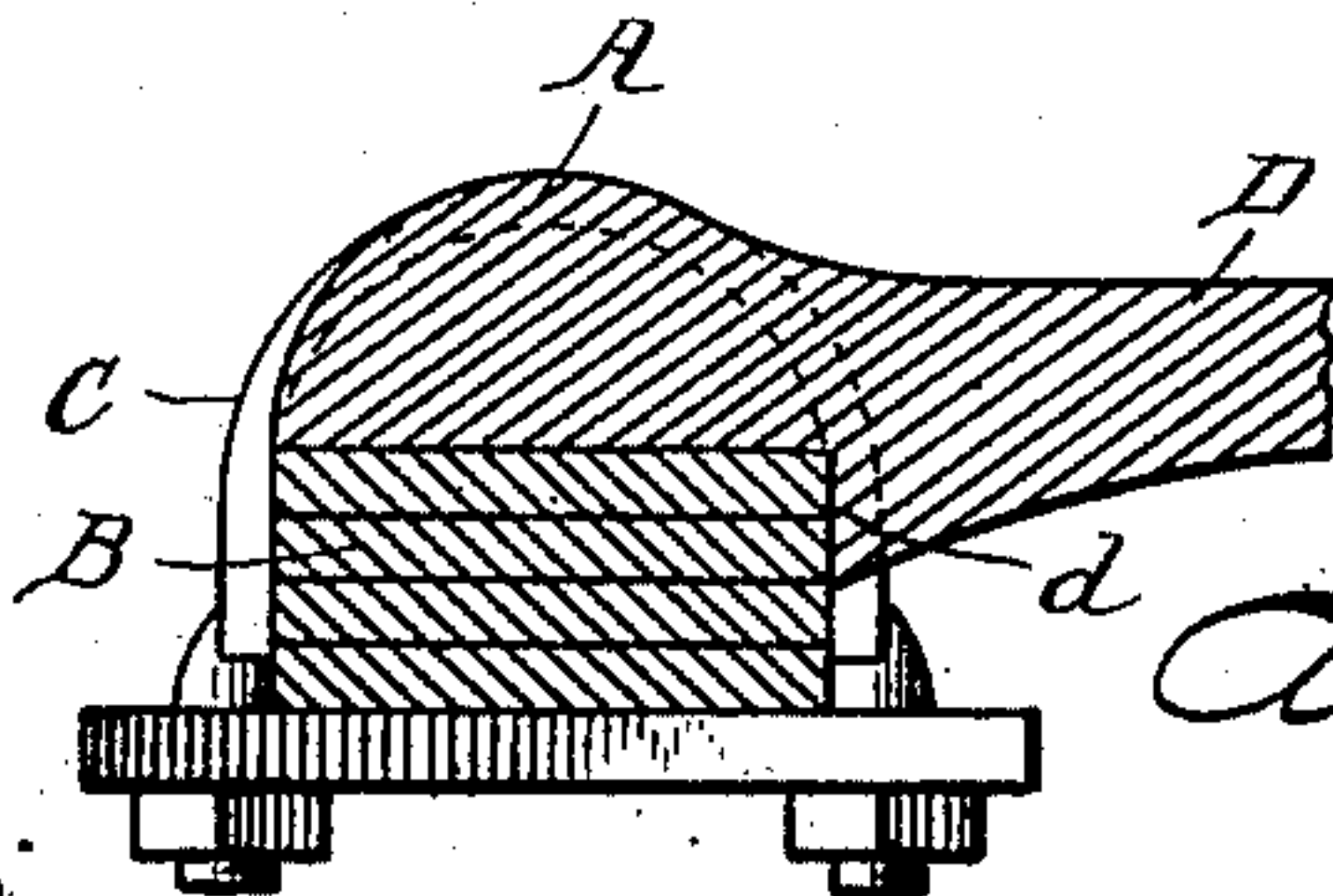


Fig. 4.



Witnesses
E. W. Hart.
James O. Mansfield.

Inventor
George F. Collmer.
By: Alexander F. Lowell
Attorneys

UNITED STATES PATENT OFFICE.

GEORGE F. COLLMER, OF SOUTH BEND, INDIANA.

BODY-LOOP FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 654,440, dated July 24, 1900.

Application filed May 19, 1900. Serial No. 17,272. (No model.)

To all whom it may concern:

Be it known that I, GEORGE F. COLLMER, of South Bend, in the county of St. Joseph and State of Indiana, have invented certain new and useful Improvements in Body-Loops for Vehicles; and I hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, which form part of this specification.

This invention is an improvement in vehicle body-loops which are used to support the body upon the springs. The loops as ordinarily constructed are fastened to the body by bolts passing through holes in the central portion of the loop and through the springs, and the jarring of the body in use gradually shears off these bolts and loosens the connection between the body-loop and the spring. In the present invention the loop is fastened to the spring by straps or clips which are passed across the top of the loop and are secured beneath the spring, binding the loop and spring firmly together, and the loop is provided with shoulders which abut against the side of the spring and prevent lateral play or racking backward and forward of the loop upon the springs, and by reason of this connection the strain upon the spring members is largely relieved, as the motions of the parts are confined to vertical ones. The loop is forged from a round bar of steel, and the grain of the iron runs continuously through the entire loop, avoiding the breaking of the grain, as in other constructions of loops.

The invention therefore consists in the novel construction of the body-loop shown in the drawings and hereinafter described and claimed.

Referring to said drawings, Figure 1 is a perspective of part of a vehicle, showing the body-loop. Fig. 2 is a top perspective view of the spring-engaging portion of the loop. Fig. 3 is a bottom perspective view thereof. Fig. 4 is an enlarged sectional view showing the relation of the loop-shoulders to the spring.

The loop is forged with a central portion A, approximately semicircular in cross-section, flattened on the under side and adapted to rest upon the upper side of a spring B, to which it is secured by means of clips C, which

embrace the loop and the spring, and thus perforation of the loop and spring for through-bolts is avoided. The part A may have transverse grooves *a* forged in its upper side to accommodate the clips C, which fit therein, thus preventing side movement of the clips. The arms D of the loop branch off from the part A, at the ends thereof, and are forged with depending vertical shoulders *d* at their junctions with the part A. The arms extend parallel a short distance and then diverge, curving outwardly and extending toward opposite sides of the vehicle-body, and are then bent inwardly, their extremities E extending parallel and being adapted to be attached to the adjoining end of the body W, as usual, to suspend same on the spring.

As shown in Fig. 4, the flattened part A of the loop rests upon the top of the spring B, and the shoulders *d* abut against the inner edges of the uppermost leaves of the spring, preventing relative twisting of the spring and loop and insuring their continual alinement. The shoulders take much of the strain off the clips and prevent shearing off of the latter.

The loop can be used on the half-platform or full-platform extension-top carriages, the loop being attached to the top of cross-spring and bolted to the sills of the body at the end thereof. It can also be used on the phaeton-front deliveries instead of the bars that ordinarily extend from the top of the spring to the body behind.

Having thus described my invention, what I therefore claim as new is—

1. The herein-described body-loop for vehicles, comprising a central flattened portion and divergent arms springing laterally from the ends of said central portion and having vertical shoulders at their junctions with said body portions, the vertical shoulders being beside the flattened side of the body portion.

2. The herein-described body-loop having a central flattened portion and divergent arms springing laterally from the ends thereof having vertical shoulders at their junctions with said central portion, beside the flattened side thereof; with the spring upon which said flattened portion rests, and clips for fastening said body-loop to the spring, for the purpose and substantially as described.

3. In a vehicle, the combination of the

spring, the body-loop having a central flattened portion supported on the spring and provided with transverse notches in its upper side; and the oppositely-extending arms
5 springing from the ends of said central portion and having vertical shoulders on the under side at the junction of said arms with said body portion, said shoulders being adapted to bear against the upper leaves of
10 the spring, substantially as described.

4. In a vehicle, the combination of the body, and the spring; with a body-loop having a central flattened portion provided with transverse notches in its upper side and supported
15 on the spring, and oppositely-extending arms

springing from the ends of said body portion and having vertical shoulders on their under sides at the junction of said arms with said body portion, said shoulders bearing against
20 the upper leaves of the spring; and clips securing said loop to the spring, said clips engaging the said notches in the body-loop, for the purpose and substantially as described.

In testimony that I claim the foregoing as my own I affix my signature in presence of
25 two witnesses.

GEORGE F. COLLMER.

In presence of—

WILLIAM B. STOVER,
JAS. DU SHANE.