No. 714,024. Patented Nov. 18, 1902.

H. K. PELL.

SPRING HANGER FOR VEHICLES.

(Application filed Feb. 10, 1902.)

(No Model.)

FIG. 1

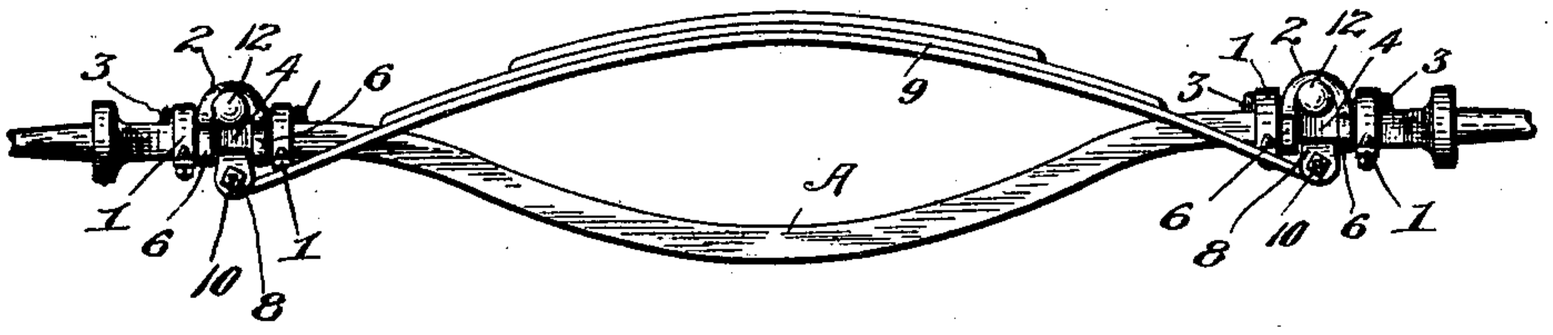


FIG. 2

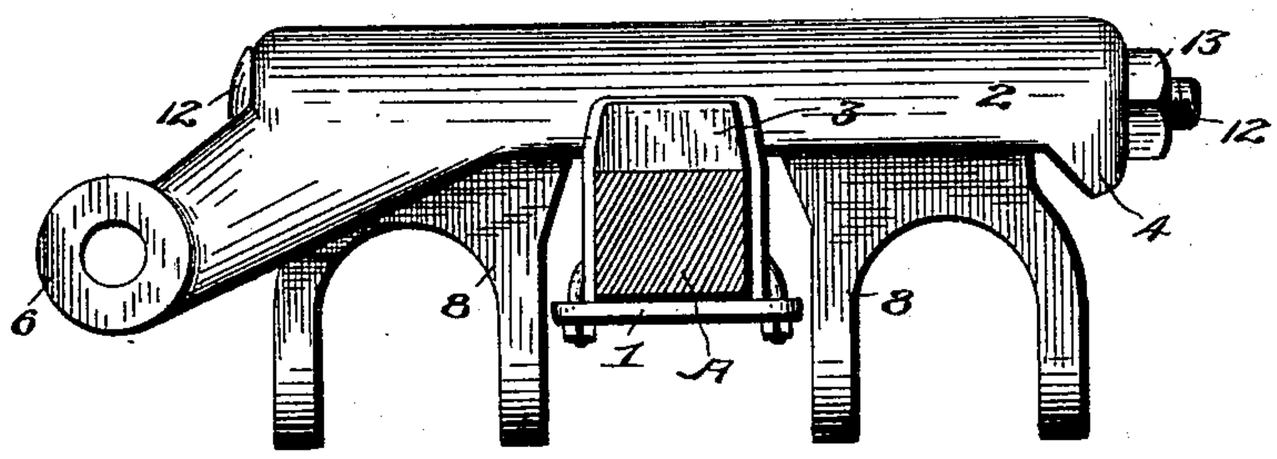


FIG. 3

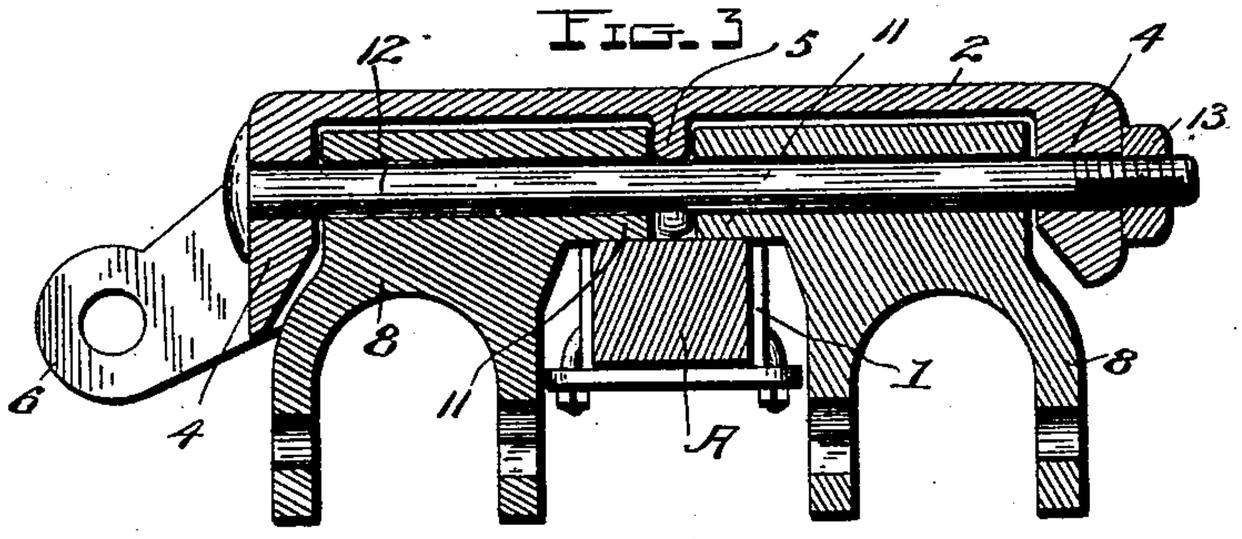
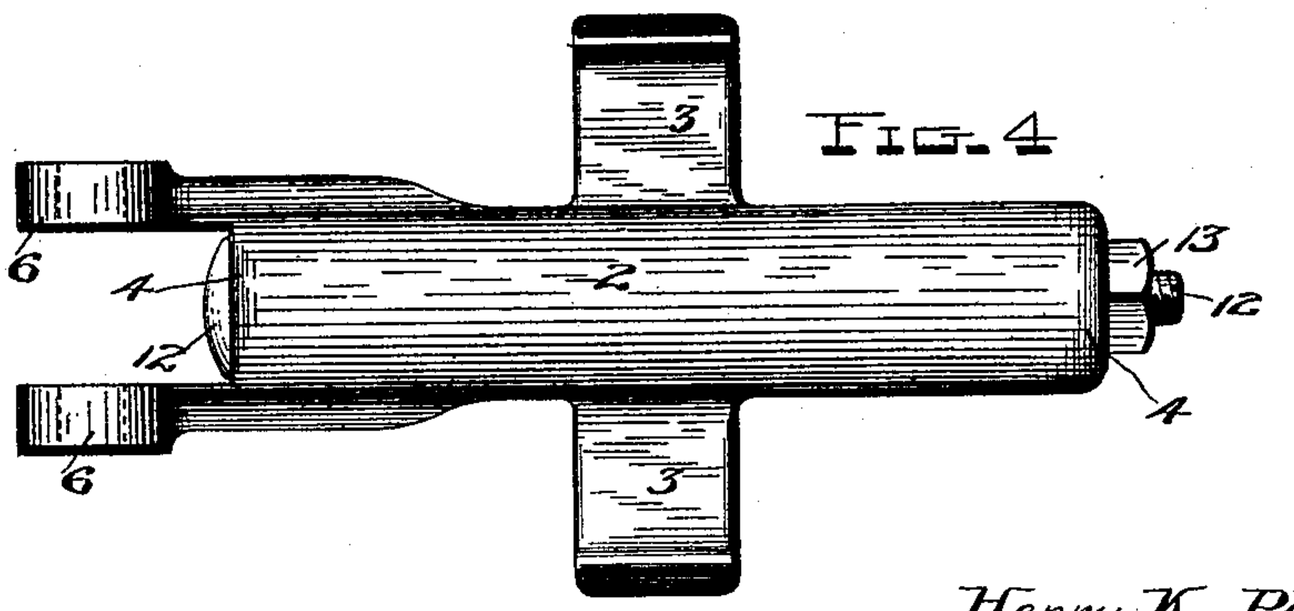


FIG. 4



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UNITED STATES PATENT OFFICE.

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SPRING-HANGER FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 714,024, dated November 18, 1902.

Application filed February 10, 1902. Serial No. 93,391. (No model.)

To all whom it may concern:

Be it known that I, HENRY K. PELL, a citizen of the United States, residing at Rome, in the county of Oneida and State of New York, have invented certain new and useful Improvements in Spring-Hangers for Vehicles; 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.

The invention relates to improvements in spring-hangers for vehicles, usually designated "duplex-spring vehicles," in which two semi-elliptic springs are arranged at opposite sides and parallel with the axle and hung on the same.

The object of the invention is to provide a spring-hanger which shall be simple of construction, durable in use, comparatively inexpensive of production, and efficient in action.

With this and other objects in view the invention consists of certain novel features of construction, combination, and arrangement of parts, which will be hereinafter more fully described, and particularly pointed out in the appended claim.

In the accompanying drawings, Figure 1 is a front elevation of a vehicle-axle and springs connected thereto, illustrating the manner of hanging the springs to the axle by my invention. Fig. 2 is an enlarged side elevation of my improved barrel and the connecting devices for securing the ends of the springs thereto, the vehicle-axle being shown in section. Fig. 3 is an enlarged sectional view of the same parts shown in Fig. 2, the barrel being cut through vertically, illustrating more particularly the manner of securing the shackles in the barrel of the hanger mounted on the axle and supporting the extended ends of the shackles on the axle; and Fig. 4 is an enlarged top plan view of the hanger.

Referring to the drawings, A denotes the vehicle-axle, which may be either straight or upwardly deflected in the form of the so-called "coach-bed" axles, as best shown in Fig. 1 of the drawings. To the end portions of the axles, preferably at the tops thereof, I secure by clips or other suitable means 1 the barrel 2 of the hanger, said clips extending around laterally-projecting lugs or arms 3, cast integral with the barrel approximately midway its length. The barrel is provided at its ends with integral perforated ears 4 and approximately midway its length on its lower face with a semicircular rib 5, which serves to strengthen the barrel at that point. If desired, the barrel may be provided at one end with parallel transversely-perforated lugs 6, to which may be attached by bolt and nut the ends of the shaft, thus constituting in a single device a combined spring-hanger and shaft-coupling.

8 denotes shackles for supporting the ends of the spring 9, which are connected to said shackles by bolts 10. The upper ends of the shackles are located within the barrel and are provided with inwardly-projecting extensions 11. A bolt 12 extends through the perforated ears of the barrel and through bores formed in the upper ends of the shackles and through the extensions and is secured in place by a nut 13. The extensions of the shackles rest upon the axle, as more clearly shown in Fig. 3, and thus relieve the bolt of undue strain and prevent it from being bent, which would not be the case were the shackles solely supported by the bolt. It will be observed by referring to Fig. 3 that the rib 5, in addition to its function of strengthening the barrel, serves to separate the extensions of the barrel.

From the foregoing description, taken in connection with the accompanying drawings, the construction, mode of operation, and advantages of the invention will be readily understood without requiring an extended explanation.

Various changes in the form, proportion, and details of construction may be made within the scope of the invention without departing from the spirit or sacrificing any of the advantages thereof.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

A spring-hanger comprising a barrel having

end pieces, shackles provided with inwardly-projecting extensions which are adapted to rest upon the upper surface of the axle, and a bolt passed through the end pieces of the barrel and through the shackles, substantially as set forth.

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

HENRY K. PELL.

Witnesses:
A. L. F. PELL,
M. E. MCGILL.