No. 757,623. PATENTED APR. 19, 1904.

H. JONES.

BODY HANGER FOR VEHICLES

APPLICATION FILED JUNE 11, 1903.

NO MODEL.

Fig. 1.

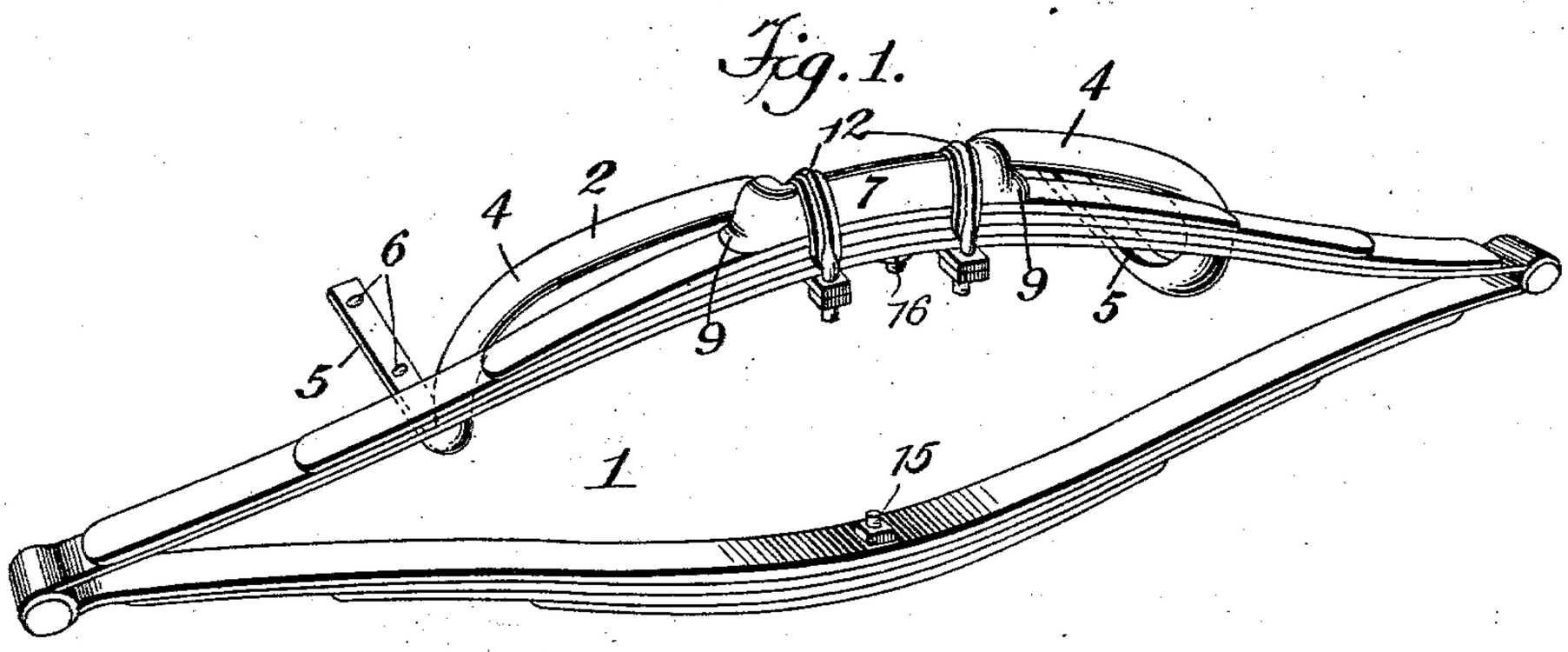


Fig. 2.

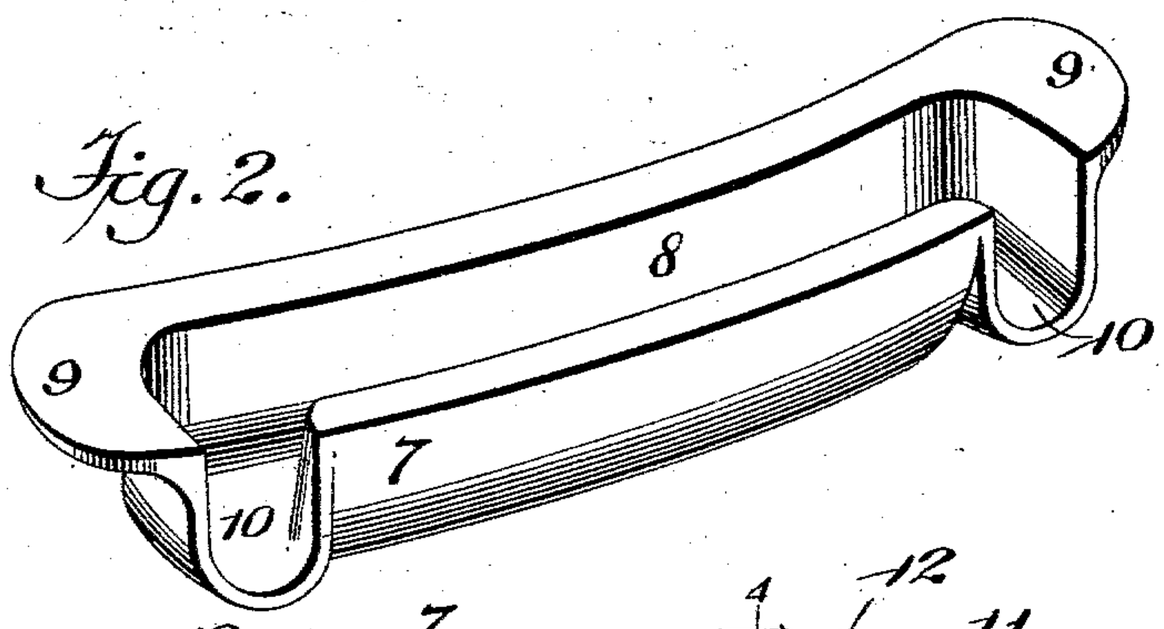


Fig. 3.

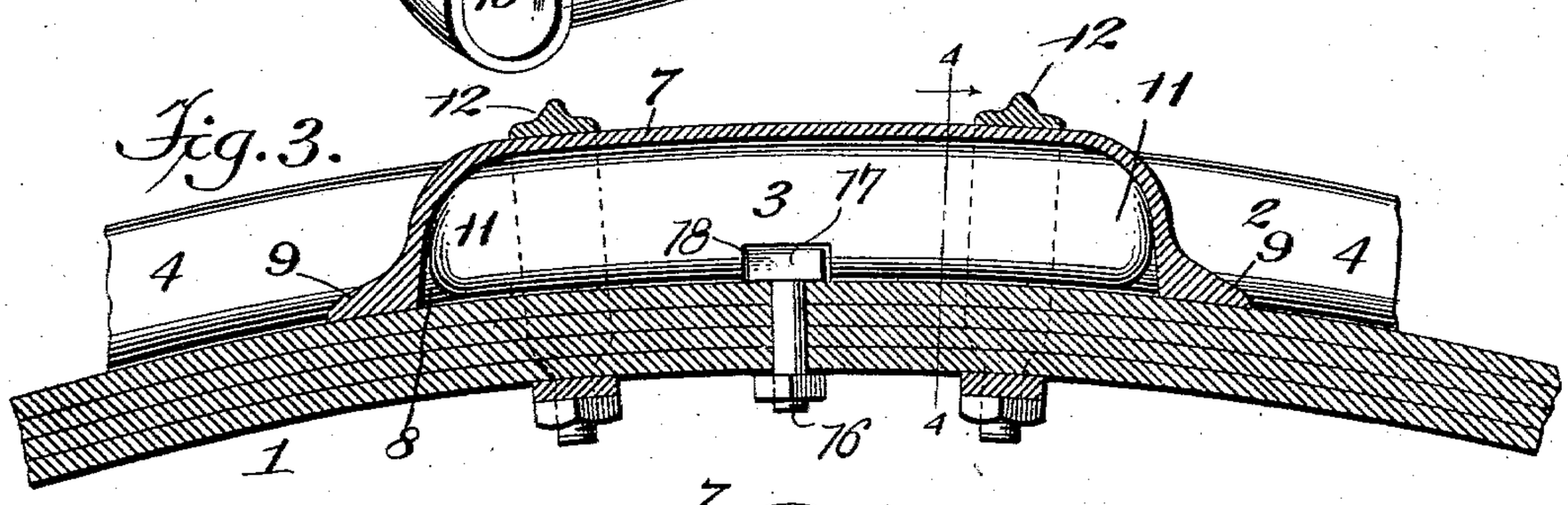
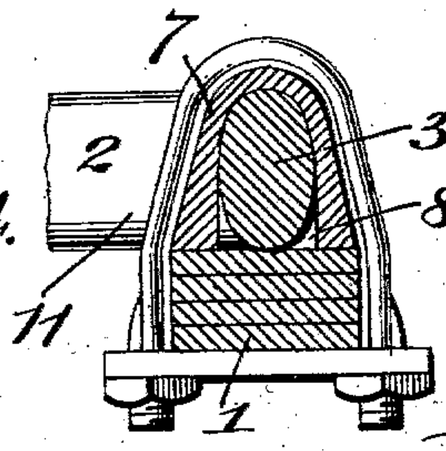


Fig. 4.



Witnesses
E. F. Stewart
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No. 757,623. Patented April 19, 1904.

UNITED STATES PATENT OFFICE.

HARRIETT JONES, OF WAUKESHA, WISCONSIN.

BODY-HANGER FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 757,623, dated April 19, 1904.

Application filed June 11, 1903. Serial No. 161,041. (No model.)

To all whom it may concern.

Be it known that I, HARRIETT JONES, a citizen of the United States, residing at Waukesha, in the county of Waukesha and State of Wisconsin, have invented a new and useful Body-Hanger for Vehicles, of which the following is a specification.

This invention relates to body-hangers for vehicles of that class in which the hanger is supported by or upon an ordinary leaf-spring; and it has for its object to provide a device of this class which shall possess superior advantages in point of simplicity, durability, and general efficiency and in which the central or main portion of the hanger shall be supported directly upon the upper side of the spring, thus causing an equal pressure to be exerted upon the latter.

A further object of my invention is to provide means for connecting the hanger with the spring, said means consisting of a peculiarly-constructed cap adapted to receive the central portion of the hanger and to be connected with the spring by means of clips, whereby the leaves of said spring are also connected, thus utilizing a single pair of clips for the purpose of connecting the spring-leaves, the cap, and the hanger.

With these and other objects in view my invention consists in the improved construction, arrangement, and combination of parts, which will be hereinafter fully described, and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is a perspective view showing a part of a spring provided with my improved body-hanger and cap connecting said hanger and spring. Fig. 2 is a perspective detail view of the cap detached. Fig. 3 is a longitudinal sectional view of the device as illustrated in Fig. 1. Fig. 4 is a transverse sectional view taken on the line 4 4 in Fig. 3.

Corresponding parts in the several figures are indicated by similar numerals of reference.

The leaf-spring, of which a portion is shown at 1, is of ordinary construction. The body-hanger, which is designated 2, is constructed of oval iron—that is, oval in cross-section—the same being bent to form a centrally-disposed yoke 3 and laterally-extending downwardly-curved arms 4, terminating in horizontal brackets 5, which have perforations or bolt-holes 6, whereby they may be connected with the vehicle-body to be supported thereon.

7 designates a cap, which is provided in its under side with a recess 8, the walls of which are upwardly curved, so as to form a seat for the central portion of the yoke 3 of the body-hanger. The ends of the cap 7 are closed and are provided with lugs 9, whereby they may have a firm support upon the upper leaf of the spring 1, and one side of said cap is provided, at or near the ends thereof, with openings 10, communicating with the longitudinal recess 8 and adapted for the passage of the angularly-extending shouldered portions 11, which form the ends of the yoke 3 and which lie in approximately the same horizontal plane as the latter. The cap in which the yoke portion of the hanger is inserted and within which it is tightly fitted is mounted and supported upon the top leaf of the spring, with which it is connected by means of a pair of clips 12 of ordinary construction, which embrace the said cap and the leaves composing the upper portion of the spring.

The operation and advantages of this invention will be readily understood from the foregoing description, taken in connection with the drawings hereto annexed.

An important feature of the invention is its extreme simplicity, it being composed simply of a cap having closed ends and openings in one side thereof to seat the yoked or shouldered portion of the hanger, which is thereby effectively prevented from turning or swiveling in its bearings, which even the elliptical shape thereof will not always prevent it from doing. The shoulders 10 may be described as being supported crosswise upon the tip of the spring, the cap 7 serving to form an extremely rigid and secure connection. Said cap and the body-hanger are connected with the spring by a single pair of clips of the ordinary U-shaped construction, which serve not only to connect the hanger with the cap, but both of these elements with the spring and the leaves of the latter with each other. This is a construction the effectiveness and simplicity of which will be duly appreciated by

those skilled in the art to which my invention appertains.

Flat leaf-springs of the class in connection with which my invention is used as ordinarily constructed are provided with connecting-bolts, as 15 and 16, extending through the several leaves forming the lower and the upper parts of such springs. In order to accommodate the head 17 of the upper bolt, the under side of the yoke 3 is provided with a recess 18, as clearly shown in Fig. 3 of the drawings.

I desire it to be understood that I do not limit myself to the precise construction and arrangement of parts herein shown and described, but reserve the right to any changes and alterations within the scope of my invention and which may be resorted to without departing from the spirit or sacrificing the utility of the same.

Having thus described my invention, I claim—

1. In a body-hanger for vehicles, a cap provided in its under side with a longitudinal recess, closed at the ends and having openings in one side thereof.

2. In a body-hanger for vehicles, a cap having a longitudinal recess in its under side, closed ends and openings in one side thereof, in combination with a hanger having a shouldered portion forming a yoke fitted in said cap.

3. In a device of the class described, a hanger having supporting-brackets for a vehicle-body and provided with a central shouldered portion forming a yoke, in combination with a cap having a seat in its under side to accommodate the yoke of the hanger, openings in its front side for the passage of the arms of said yoke, a supporting-spring, and means for securing the yoke-carrying cap in position upon said spring.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

HARRIETT JONES.

Witnesses:

IRA KIMBALL,

GEO. E. GERKEN.