

No. 839,845.

PATENTED JAN. 1, 1907.

E. G. HINES.
SUPPORT FOR VEHICLE BODIES.
APPLICATION FILED MAR. 2, 1906.

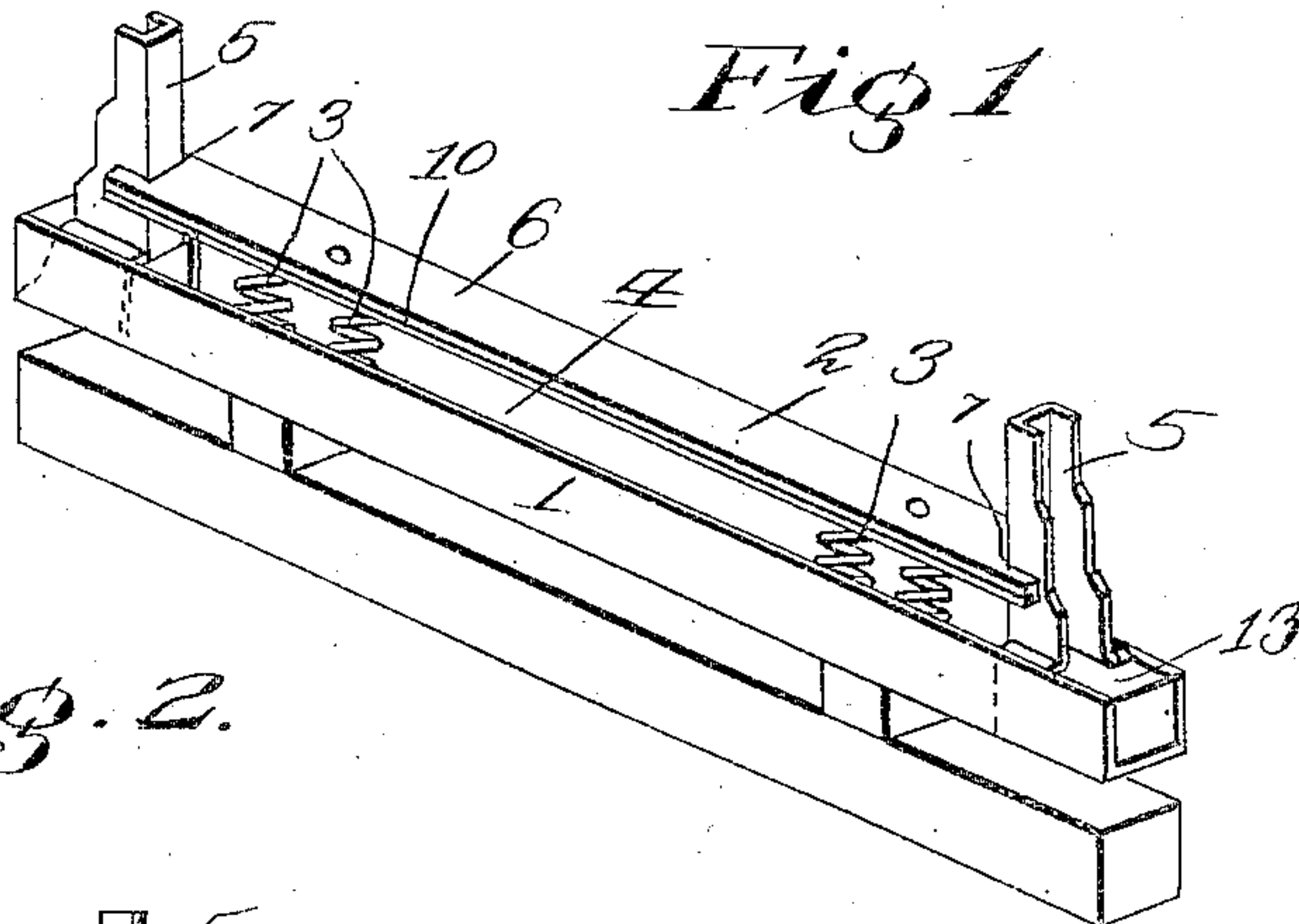


Fig. 2.

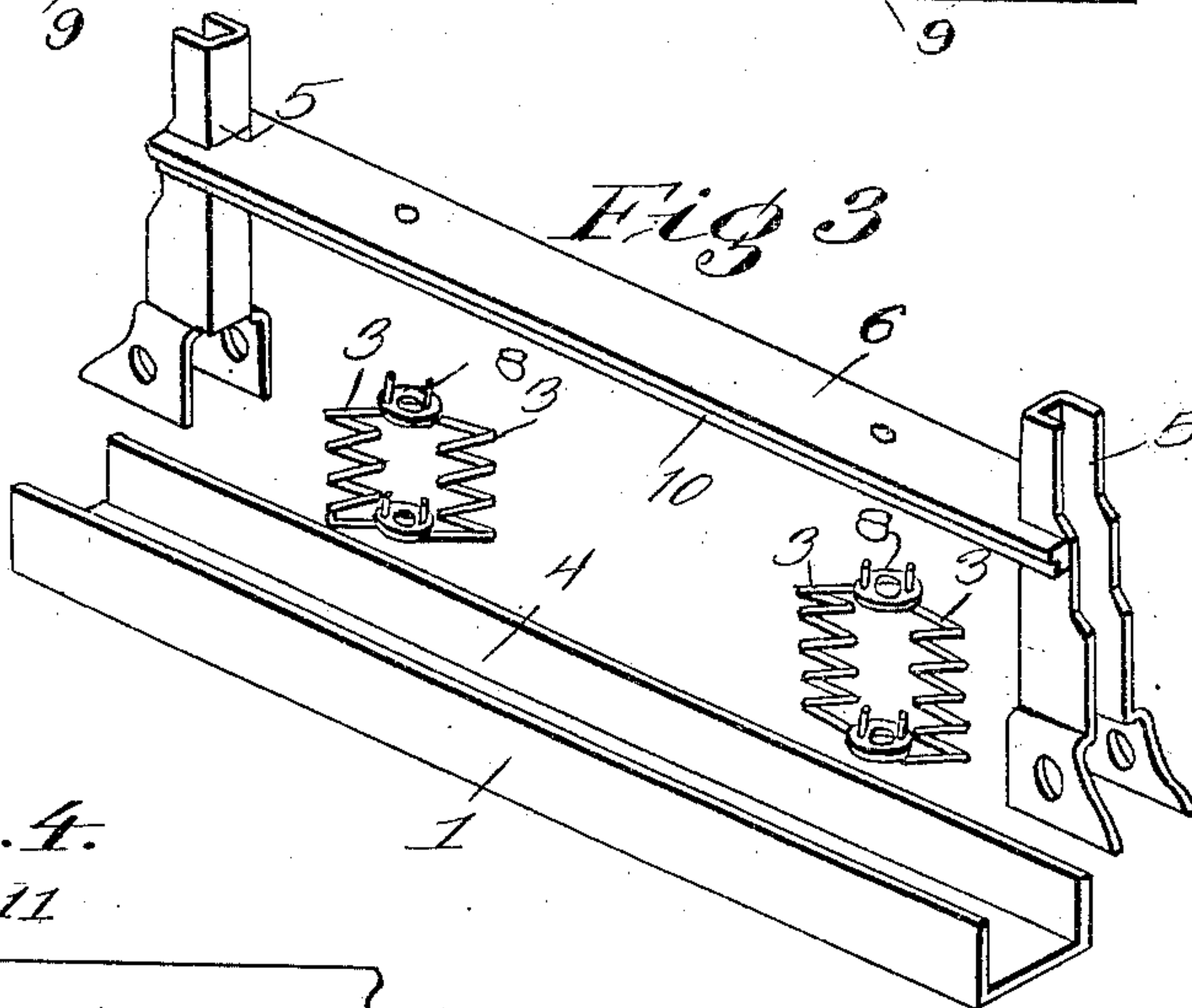
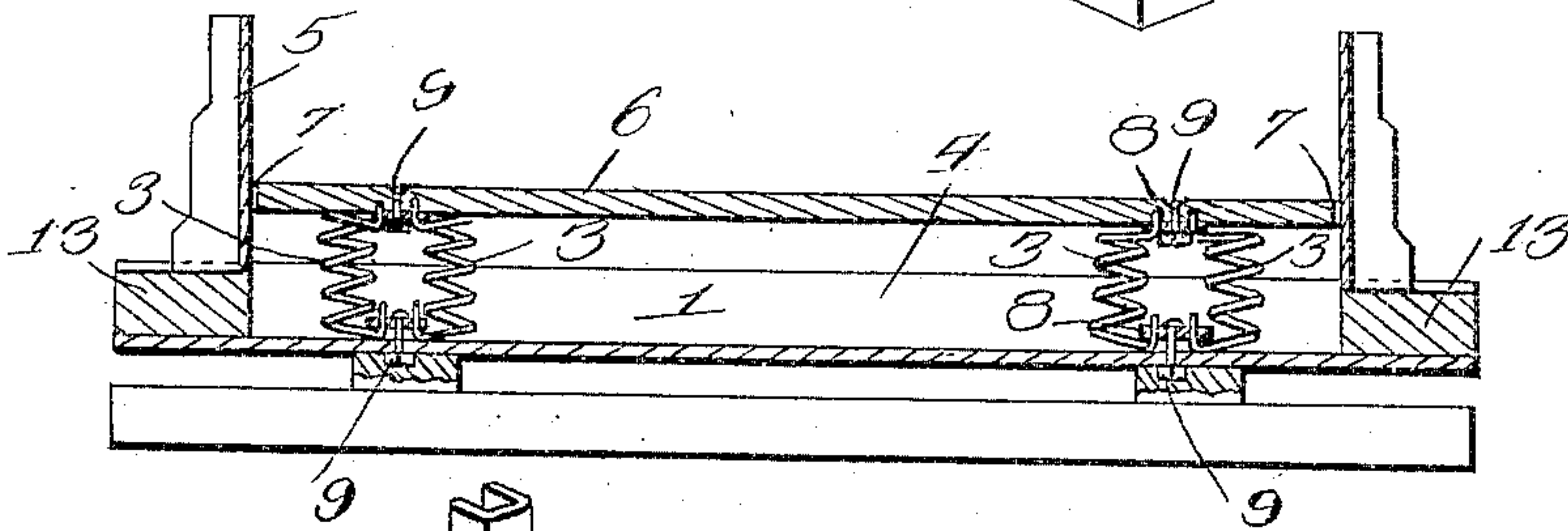
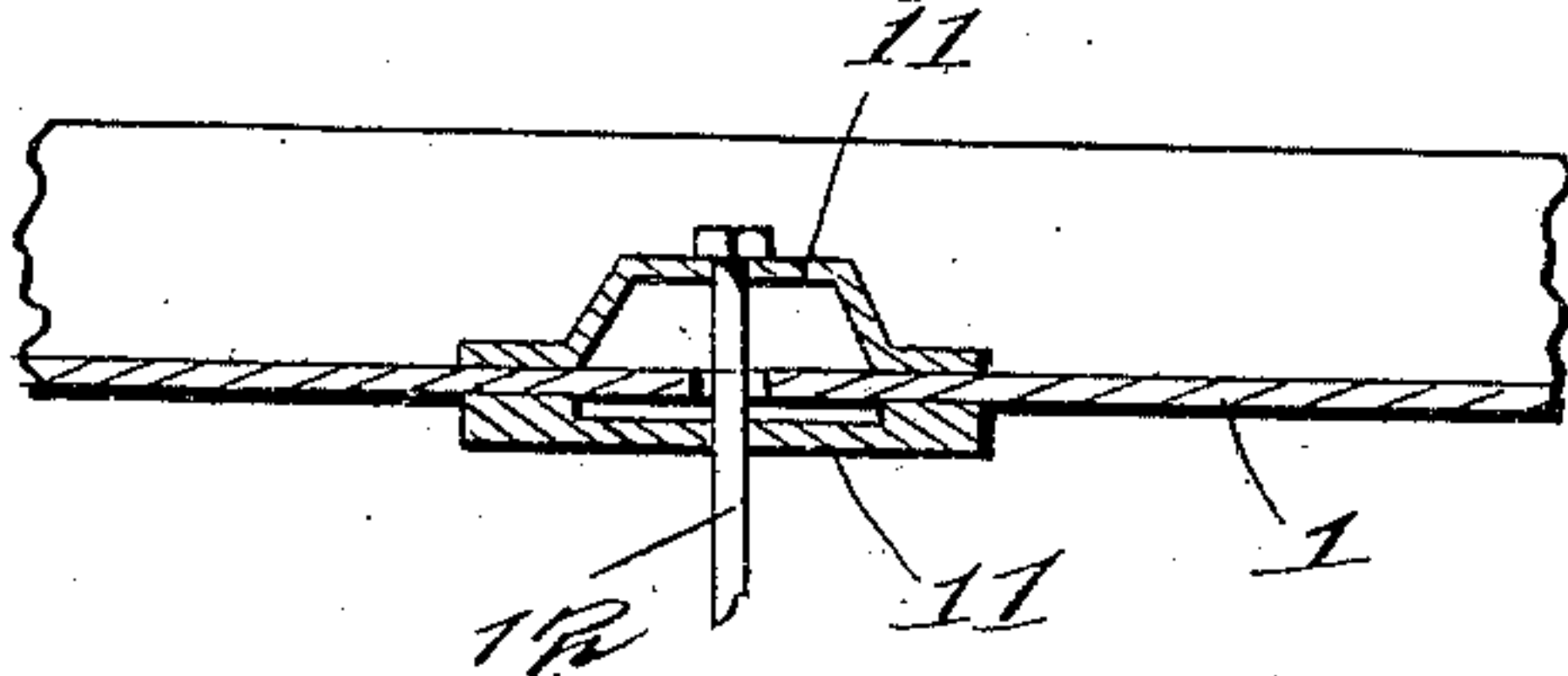


Fig. 4.



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SUPPORT FOR VEHICLE-BODIES.

No. 839,845.

Specification of Letters Patent.

Patented Jan. 1, 1907.

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To all whom it may concern:

Be it known that I, EDWIN GEORGE HINES, a citizen of the United States, residing at Drums, in the county of Luzerne and State of Pennsylvania, have invented certain new and useful Improvements in Supports for Vehicle-Bodies, of which the following is a specification.

This invention relates to an improved spring-support for the bodies of wagon-trucks or bob-sleds, and has for its object to provide a support of this character which will cause the vehicle to ride smoothly and which will enable it to be employed for the hauling of any kind of goods.

A further object is to so design the support as to comprise few parts, which can be readily constructed out of the ordinary forms of structural metal commonly found upon the market.

For a full description of the invention and the merits thereof and also to acquire a knowledge of the details of construction of the means for effecting the result reference is to be had to the following description and accompanying drawings, in which—

Figure 1 is a perspective view showing a support as constructed in accordance with my invention. Fig. 2 is a longitudinal sectional view through the same. Fig. 3 is a detail perspective view showing the various parts as separated; and Fig. 4 is a front elevation showing the method of using a king-bolt in connection with the support, parts being broken away.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

The essential feature of this invention resides in the peculiar construction of the bolster and sand-board upon which the body of the vehicle rests. Both the sand-board and bolster are formed in two longitudinal sections 1 and 2, having springs 3 interposed between them, the lower section 1 being rigidly secured to the axle, while the upper section 2 is secured to the wagon-body. The lower section 1 is provided upon its upper face with a longitudinal groove or depression 4, which runs the full length of the member, and, if desired, the lower section may be formed out of a piece of channel-iron. The standards 5, between which the wagon-body rests, are gradually broadened out toward the lower

ends, which are secured between the flanges of the channel-iron. The upper section 2 of the support comprises a bar 6, which is preferably formed of metal and which has its ends formed with notches 7. These notches fit around the standards 5 and have a sliding connection therewith. It will thus be seen that when the wagon-body is secured to the section 2 the same can move freely up and down, but is prevented from having any lateral movement. The springs 3, which are interposed between the upper and lower sections, are shown as in the form of coil-springs and have their ends secured to the respective members by means of plates or disks 8. These disks 8 are shown as having an approximately circular formation and are secured to the respective sections by means of bolts 9.

The edges of the plates 8 are formed with a plurality of openings which are adapted to receive the ends of the springs 3. In the preferred construction the lower ends of the springs pass under the plates 8 and then upward through the openings, while the upper ends of the springs pass through the openings from the lower side thereof and are shown as entering the upper section 2.

Attention is directed to the formation of the upper section 2, in that the lower edges thereof are rabbeted at 10 so as to fit within the flanges of the lower section 1, while the portion of the bar above the rabbeted section would bear against the flanges of the lower section, and thus form a rigid support for the wagon-body if the load were too heavy for the springs.

Where the support takes the place of the sand-board at the rear of the vehicle, it may be secured to the axle by means of bolts or other securing members, which also pass through the hounds in the usual manner, as shown in Fig. 1.

Where the support is employed at the front of the wagon as a bolster, means are provided, as shown at Fig. 4, for the reception of the king-bolt. For this purpose strips 11 are secured upon opposite sides of the base of the lower section 1, the central portion of the strips 11 being spaced from the said base, while the ends thereof are bent inwardly and secured to the base. The king-bolt 12 is then passed through openings in the spaced portions of these strips and is thereby held rigidly in an upright position.

The spring-securing disks 8 may be located wherever desired within the channel-bar 1, and, if desirable, blocks 13 may be placed in the ends of the channel-bar and against the lower portions of the standards 5. These blocks 13 would add very greatly to the strength and appearance of the finished product.

Having thus described the invention, what is claimed as new is—

1. A support for vehicle-bodies comprising a transverse bar having a longitudinal depression extending along its upper face, standards projecting upwardly from the transverse bar and located upon opposite sides of the vehicle-body, a supporting-bar having its ends formed with notches which engage with the standards, the longitudinal edges of the supporting-bar being rabbeted so as to fit over the longitudinal depression in the transverse bar, and springs interposed between the transverse bar and the support-

ing-bar and housed within the before-mentioned depression.

2. A support for vehicle-bodies comprising a transversely-disposed bar of channel-iron, standards projecting upwardly from the bar of channel-iron upon opposite sides of the vehicle-body and having their lower ends secured between the flanges of the channel-iron, a supporting-bar having its ends formed with notches which engage with the standards, the longitudinal edges of the supporting-bar being rabbeted so as to fit over the flanges of the channel-iron, and spring members interposed between the channel-iron and the supporting-bar and housed within the former.

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

EDWIN GEORGE HINES. [L. s.]

Witnesses:

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