No. 840,781. PATENTED JAN. 8, 1907.

T. J. LINDSAY.

BODY SUPPORT FOR AXLES.

APPLICATION FILED APR. 9, 1906.

Fig. 1.

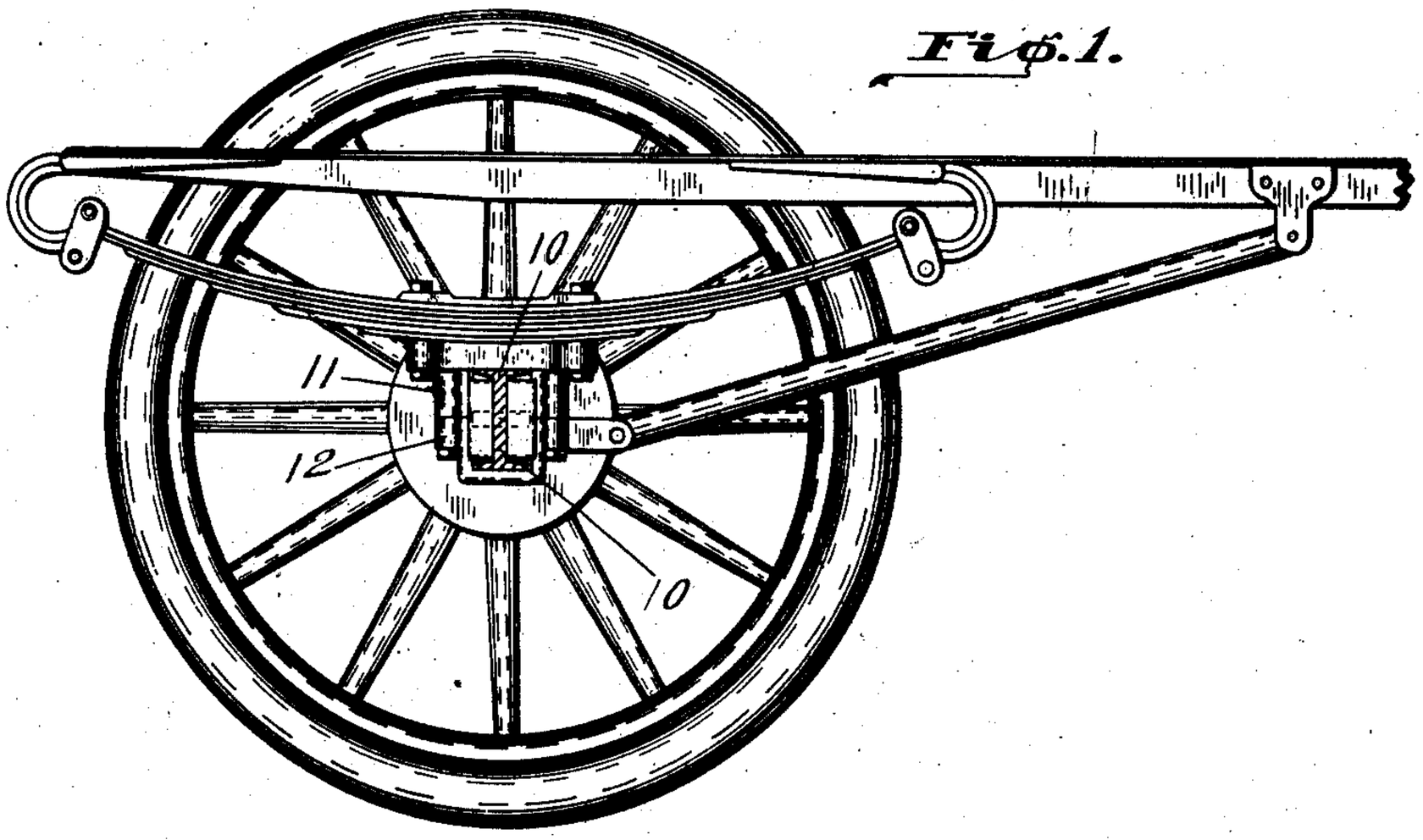


Fig. 2.

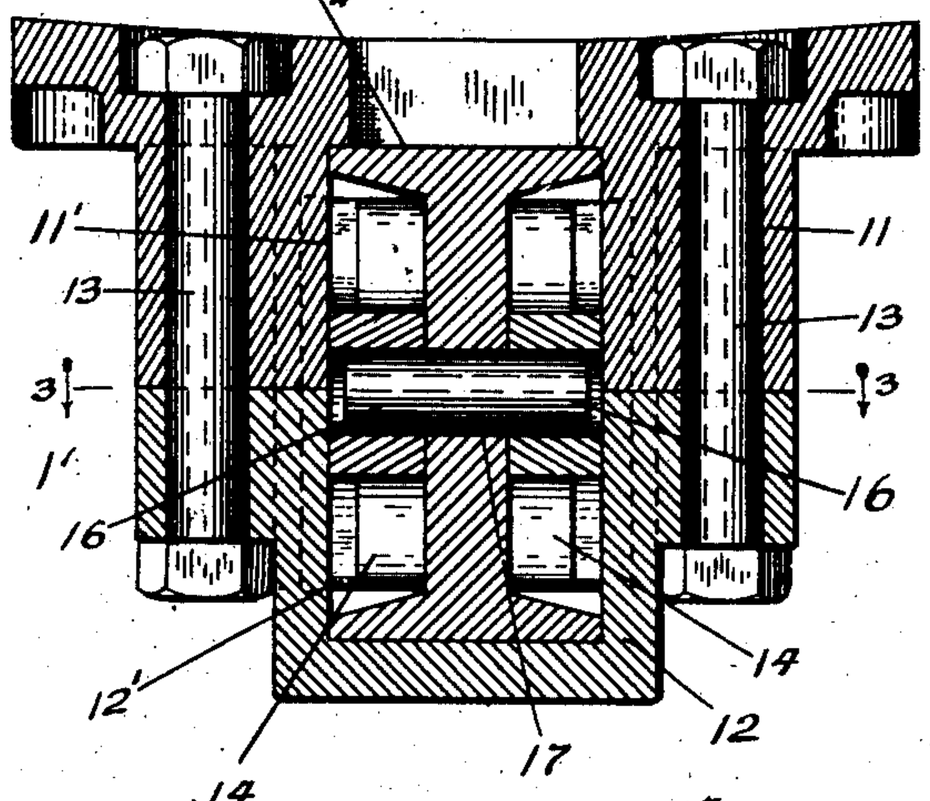


Fig. 3.

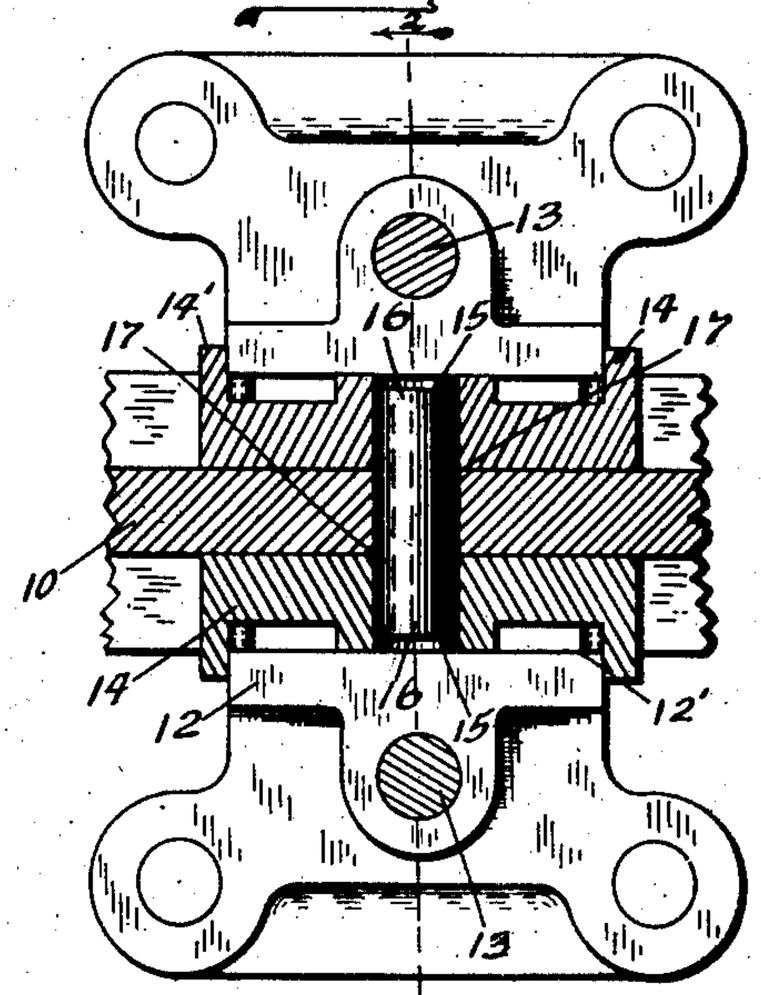
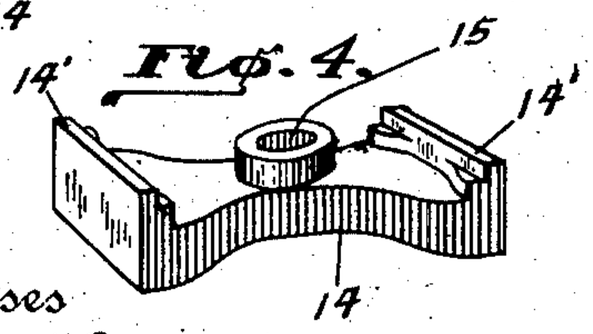


Fig. 4.



Witnesses
Vernon Plummer.
Thomas W. McMeans.

Inventor
Thomas J. Lindsay.

By
Bradford & Hood
Attorneys

UNITED STATES PATENT OFFICE.

THOMAS J. LINDSAY, OF INDIANAPOLIS, INDIANA.

BODY-SUPPORT FOR AXLES.

No. 840,781. Specification of Letters Patent. Patented Jan. 8, 1907.

Application filed April 9, 1906. Serial No. 310,727.

To all whom it may concern:

Be it known that I, THOMAS J. LINDSAY, a citizen of the United States, residing at Indianapolis, in the county of Marion and State of Indiana, have invented certain new and useful Improvements in Body-Supports for Axles, of which the following is a specification.

The object of my invention is to produce a superstructure-support or spring-seat for automobiles, the construction being such that it may be readily attached to and detached from the axle, the number of parts and the amount of necessary machine-work thereon being reduced to a minimum.

The accompanying drawings illustrate my invention.

Figure 1 is a side elevation of my improvement in operative position upon an **I**-beam axle shown in section. Fig. 2 is a vertical section on line 2 2 of Fig. 3. Fig. 3 is a horizontal section on line 3 3 of Fig. 2, and Fig. 4 is a perspective view of one of the holding-clips.

In the drawings, 10 indicates the axle structure to which the spring-seat is to be applied, being shown in the present case as the standard **I**-beam. The spring-seat proper consists of a seat member 11 and a cap member 12, which are provided, respectively, with transverse channels 11′ and 12′, which together form a chamber adapted to receive the axle 10. The parts 11 12 are so proportioned that they may be clamped together by suitable bolts 13 upon the axle; but the clamping need not be very tight.

In order to hold the structure longitudinally upon the axle, I provide a pair of holding-clips 14 14, each of which is adapted to lie alongside the axle inside the structure, in the present case lying within one or the other of the side channels of the **I**-beam axle. Each clip 14 is provided with a perforation 15, adapted to receive a spud 16, projecting transversely from the axle 10. In the present case the spuds 16 are the projecting ends of a pin which is projected through a transverse opening 17, formed through the axle 10. Each clip 14 is provided with a pair of projecting lips 14′, which are adapted to embrace the spring-seat structure, as clearly shown in Fig. 3, the said lips being preferably of such length as to embrace both the seat member 11 and the cap member 12.

In practice where the opening 17 is formed at a point which lies within the desired position of the spring-seat the fit of pin 16 within holes 17 and 15 need not be tight, as the parts will be automatically retained in position when the parts are clamped together by the bolts 13. The axle should be preferably polygonal in cross-section, although not necessarily so.

It will of course be understood that the structure described may be used as an immediate support for the superstructure of the vehicle without the interposition of the spring, if desired.

I claim as my invention—

1. A vehicle superstructure-support comprising a pair of separable members provided on their adjacent faces with portions adapted to receive an axle structure, a clip provided with means for engaging and holding one of said members against longitudinal movement on the axle structure, and adapted to lie within one of said transverse grooves between one of the members and the axle, and means for holding said clip against longitudinal movement on the axle structure.

2. The combination, with an axle structure, of a pair of separable members provided on their adjacent faces with portions adapted to receive the axle structure, a clip extending through one of said members between it and the axle structure and provided with portions embracing one of said members, and means for holding said clip against longitudinal movement on the axle structure.

3. The combination, with an axle structure, of a superstructure-supporting device comprising a pair of separable members provided on their adjacent faces with transverse grooves adapted to receive the axle structure, a clip provided with a medial opening and adapted to extend through one of said members between the axle structure and said member, interengaging portions between said clip and said member for preventing longitudinal movement of the member on the axle structure, and a projecting pin carried by the axle structure and adapted to be received in the opening of the clip.

In witness whereof I have hereunto set my hand and seal, at Indianapolis, Indiana, this 31st day of March, A. D. 1906.

THOMAS J. LINDSAY [L. S.]

Witnesses:

ARTHUR M. HOOD,

THOMAS W. MCMEANS.