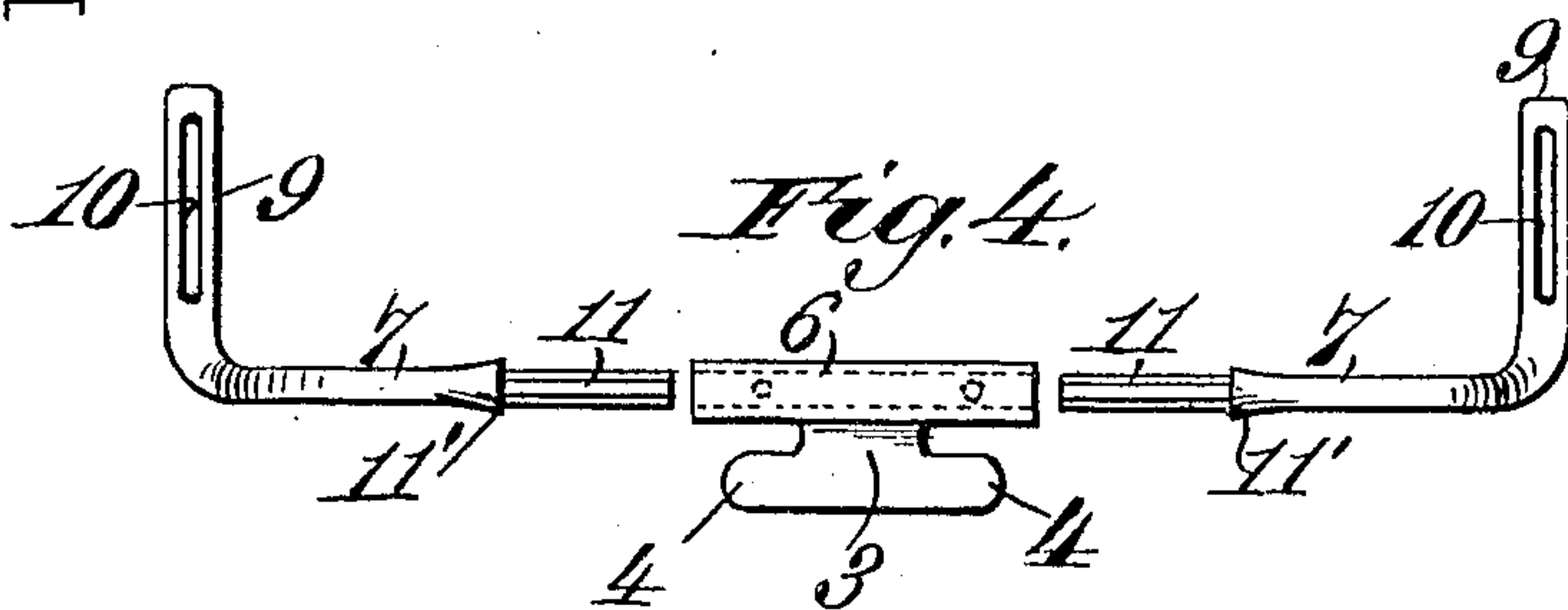
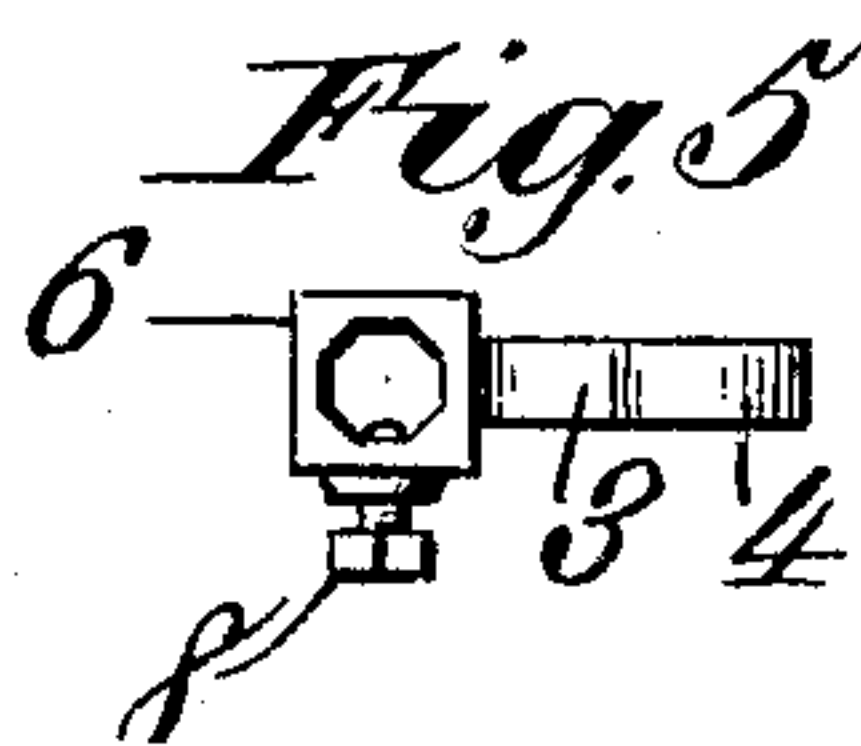
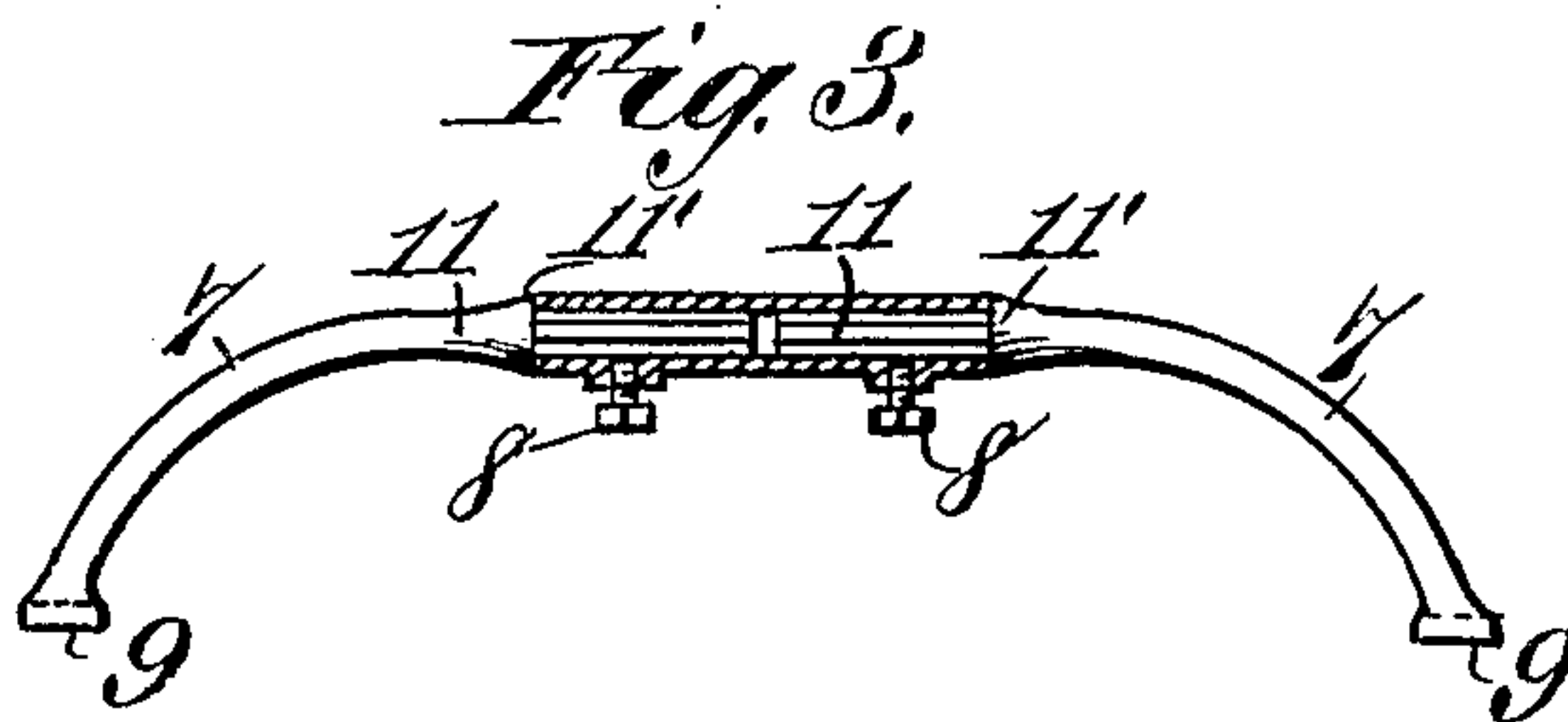
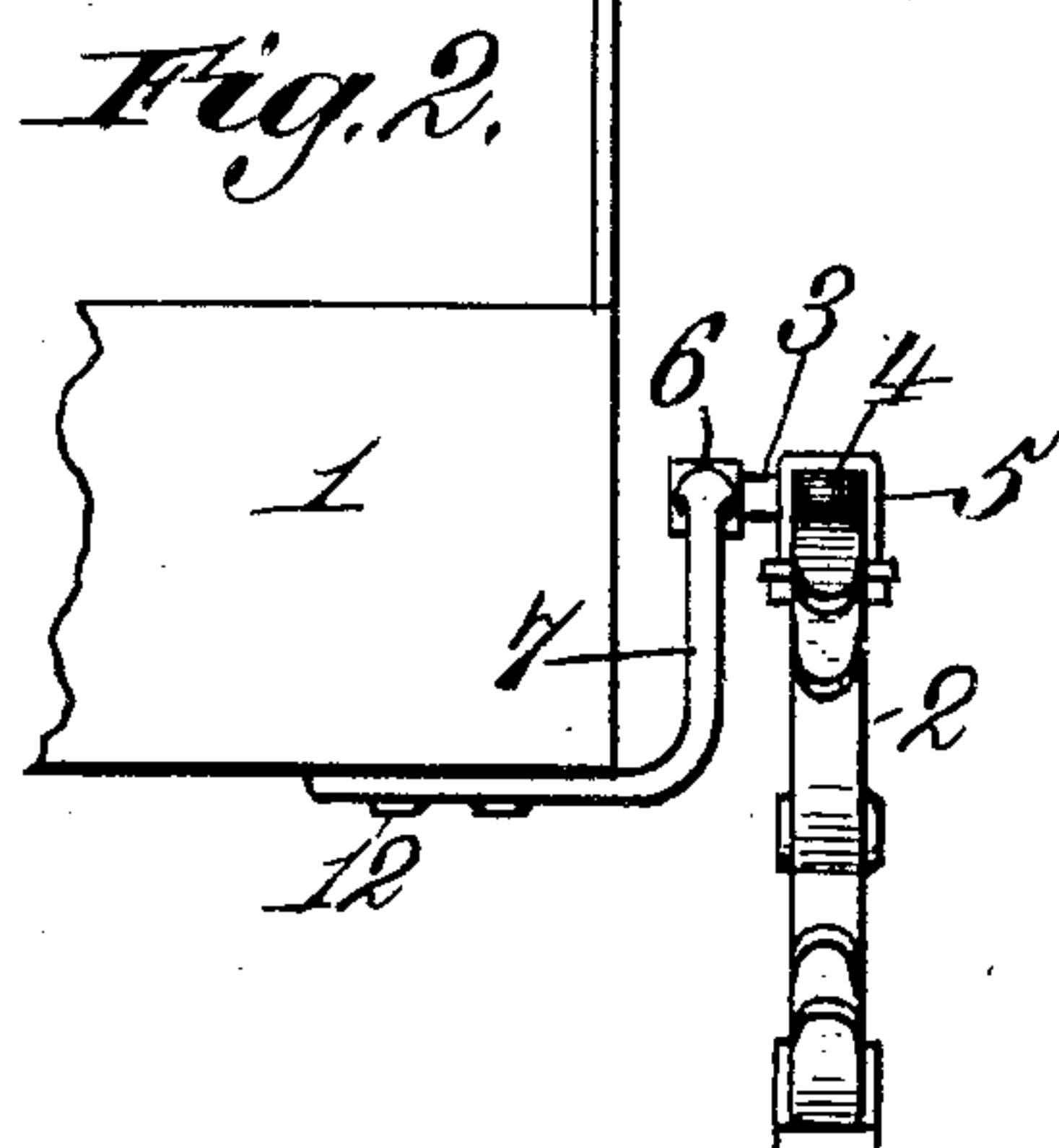
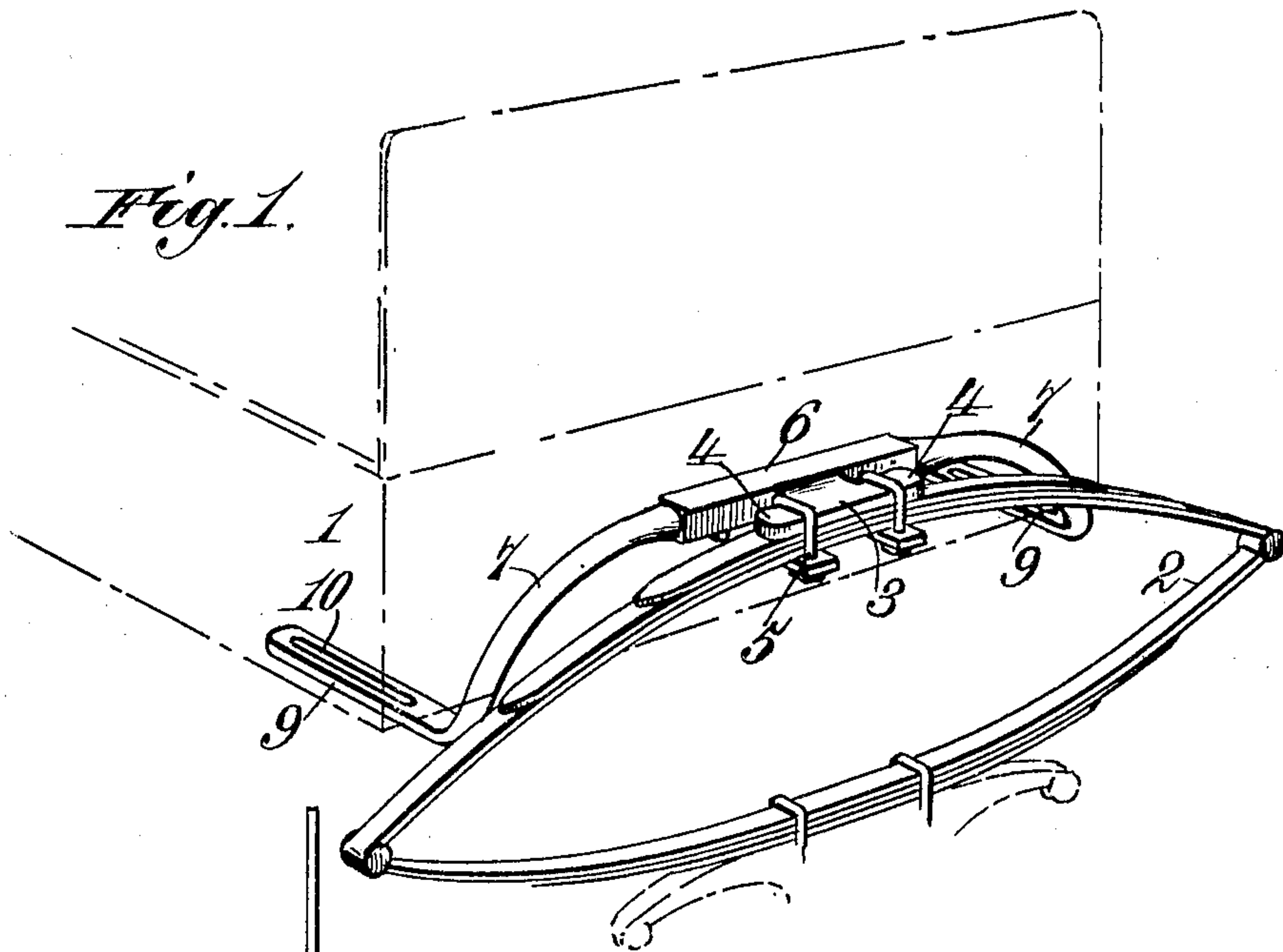


No. 887,606.

PATENTED MAY 12, 1908.

C. DRUCK.
BODY LOOP OR HANGER.
APPLICATION FILED MAY 4, 1907.



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UNITED STATES PATENT OFFICE.

CHARLES DRUCK, OF SHAWANO, WISCONSIN.

BODY LOOP OR HANGER.

No. 887,606.

Specification of Letters Patent.

Patented May 12, 1908.

Application filed May 4, 1907. Serial No. 371,850.

To all whom it may concern:

Be it known that I, CHARLES DRUCK, a citizen of the United States, residing at Shawano, in the county of Shawano and State of Wisconsin, have invented new and useful Improvements in Body Loops or Hangers, of which the following is a specification.

My invention relates to the art of carriage or wagon construction, and has particular reference to means for supporting the body of such vehicles upon the running gear through the agency of suitable body loops or hangers.

The primary object of my invention resides in a simplified arrangement of an adjustable body loop and its correlative attachments, in the facility with which the parts may be assembled, in the consequent reduction in cost of construction, and the general efficiency incident to such arrangement and combination of parts, hereinafter described, illustrated in the accompanying drawings, and embraced within the scope of the appended claims.

In said drawings: Figure 1 represents, in perspective, a portion of a carriage body with my improved hanger secured in its relative position upon an ordinary elliptic spring and applied to said body. Fig. 2 is a side elevation thereof. Fig. 3 is an elevation of the hanger showing the coupling in section. Fig. 4 is a plan view of the hanger and coupling. Fig. 5 is an end elevation of the coupling member and attaching plate.

Like reference characters designate corresponding parts throughout the views.

In the drawings, 1 and 2 represent respectively an end portion of a carriage body and an elliptic spring, both being of the ordinary type. Arranged at the top and preferably at the center of the spring 2 is an attaching plate 3, having laterally extending projections or flanges 4, the latter being of a width equal to the width of the top leaf of the spring and being adapted to be rigidly connected to said spring by clips 5. Formed integrally with the attaching plate 3 and extending rearwardly therefrom is a hollow coupling 6, which is preferably angular in cross-section and which is adapted to receive correspondingly shaped terminals of the hanger sections 7, the latter being held in their adjusted position through the medium of screw-bolts 8. It will, of course, be noted that the coupling 6 is of sufficient length to permit of a varied adjustment of the hanger

sections 7. The sections 7 of the hanger may be of any suitable shape, but for the sake of illustration they are shown to be of semi-arched contour with angular terminals or seats 9. These seats are provided with elongated slots 10 and are adapted to be secured to and at the same time sustain the body in a horizontal position. The other terminals of the hanger entering the coupling are preferably straight for a portion of their length, as at 11, and provided with shoulders 11', thus guarding against any liability of the parts becoming disconnected by reason of overweight or sudden jarring of the vehicle.

Having proceeded thus far it will be well to note some of the material advantages which result from such a construction and arrangement. Assuming that it is desired to remove a body hanger of this type from one vehicle to another of radically different dimensions, it is only necessary to relatively adjust the sectional hanger transversely of the body of said vehicle, and then secure the hanger to the sill of the body. It is evident, therefore, that the hanger may be made to accommodate itself to any kind of vehicle regardless of its size, and at the same time maintain its proper functions with respect to the vehicle. Then again, owing to the fact that the seats 9 are provided with the slots 10, the hanger may be adjusted longitudinally of the vehicle without necessitating the removal of the fastening means 12.

My invention is applicable to vehicles supported on side springs as well as those supported on end springs; and it should be understood that in its broader aspects it comprehends the employment not only of the means described, but of equivalent means for performing the recited functions; therefore, while the arrangement shown is thought at this time to be preferable I desire to reserve the right to effect such modifications or variations thereof as may come fairly within the scope of the appended claims.

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

1. The combination with a vehicle body and a spring, of an attaching plate secured to said spring, a coupling carried by said plate, hanger sections adjustably mounted in said coupling and attached to the body, and means for locking said sections in their adjusted position.

2. The combination with a vehicle body and a spring, of an attaching plate secured

to said spring, a hollow coupling formed integral with said plate, hanger sections adjustably mounted in said coupling and attached to the body, and means for locking

5 said sections in their adjusted position.

3. The combination with a vehicle body and a spring, of an attaching plate secured to said spring, a coupling carried by said plate, hanger sections adjustably mounted in said

10 coupling and attached to the body, and screw-bolts for locking said sections in their adjusted position.

4. The combination with a vehicle body and a spring, of an attaching plate secured to said spring, a coupling carried by said plate, hanger sections adjustably mounted in said

15 coupling, the interfitting terminals of the sections and the coupling being angular in cross-section, and means for locking said terminals

20 in their adjusted position.

5. The combination with a vehicle body and a spring, of an attaching plate secured to said spring, a coupling carried by said plate, hanger sections each having one terminal adjustably mounted in said coupling

25 and the other terminal adjustably mounted on said body, and means for locking said sections in their adjusted position.

6. The combination with a vehicle body and a spring, of a coupling secured to said spring, hanger sections mounted in said coupling and adjustable transversely and longitudinally of said body, and means for locking

30 said sections in their adjusted position.

7. The combination with a vehicle body and a spring, of a coupling secured to said spring, hanger sections each having one terminal mounted in said coupling so as to be

adjustable transversely of the body and the

other terminal provided with an elongated slot for permitting a longitudinal adjustment of said hanger, and means for locking the sections in their adjusted position. 40

8. A hanger of the class described, comprising stiff sections having means whereby the same can be adjustably connected with a

suitable object, and an attaching body forming a socketed sleeve for receiving one end of each of the said sections to permit of slidable adjustment of the same in said sleeve. 45

9. A hanger of the class described, comprising a hollow coupling, and stiff sections slidably adjustable laterally in said coupling, the sections having means whereby they can

adjustably connect with a suitable object and in a direction transverse with the other adjustment. 50

10. A hanger of the class described, comprising an attaching body forming a hollow coupling, and stiff sections adjustably fitted in said coupling to permit of lateral, slidable adjustment of the sections in the said coupling, and each having means whereby the

same can be adjustably connected to an object. 55

11. A hanger of the class described, comprising a hollow coupling member, and stiff sections fitted within the hollow coupling and adjustable laterally therein, each of the sections terminating in a lateral projection

and each projection having an elongated slot. 60

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

CHARLES DRUCK.

Witnesses:

C. F. DILLET,

CHARLES RETZLAFF.