I. CORNWELL.

BODY HANGER FOR VEHICLES.

APPLICATION FILED APR. 18, 1908.

898,555.

Patented Sept. 15, 1908.

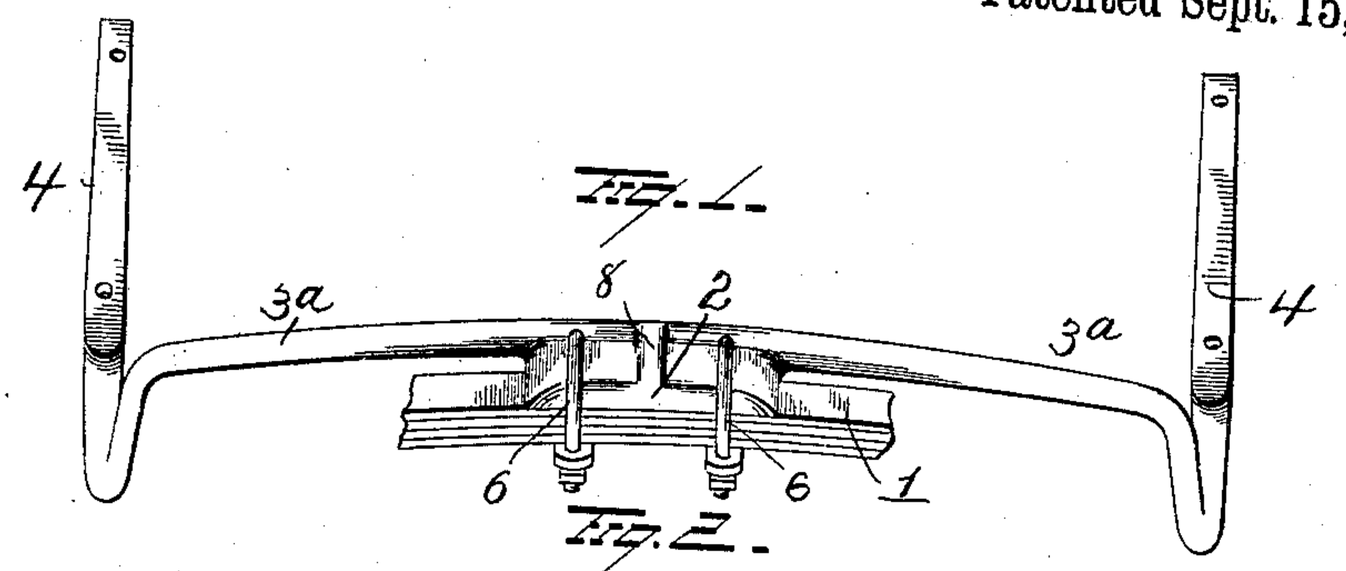

Fig. 1.

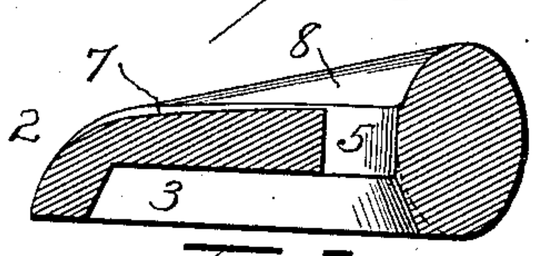

Fig. 2.

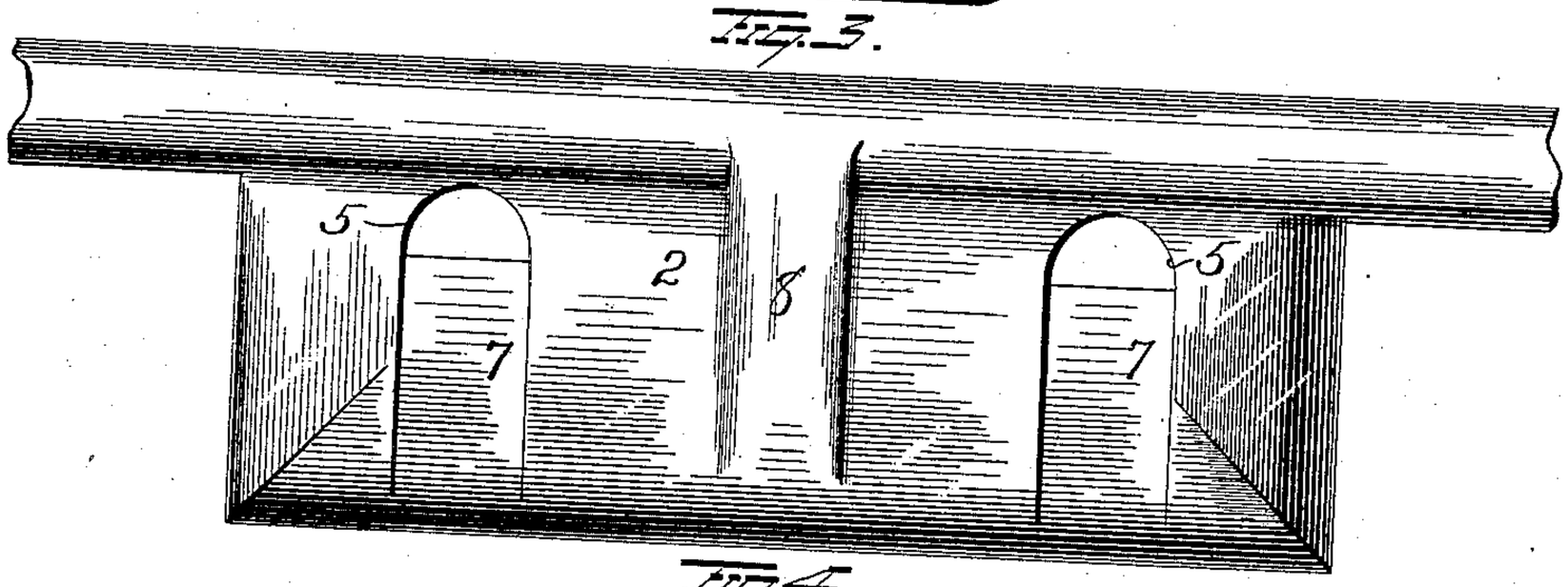

Fig. 3.

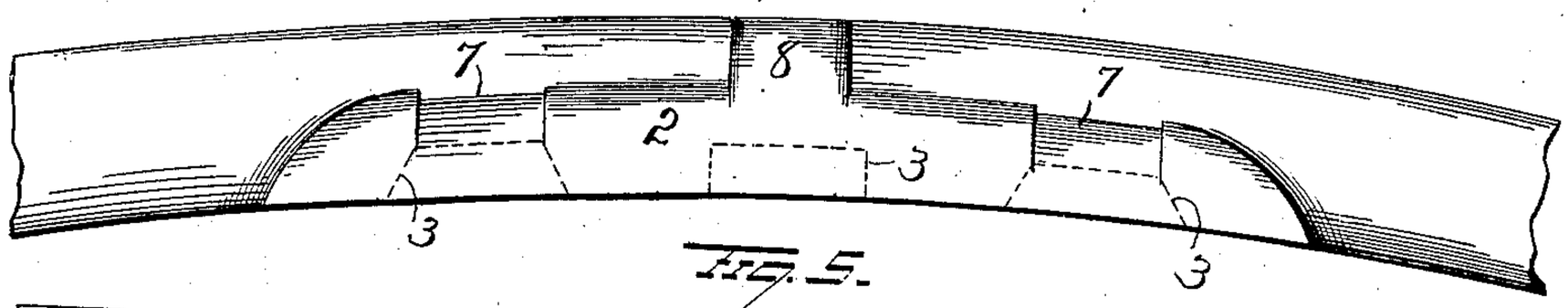

Fig. 4.

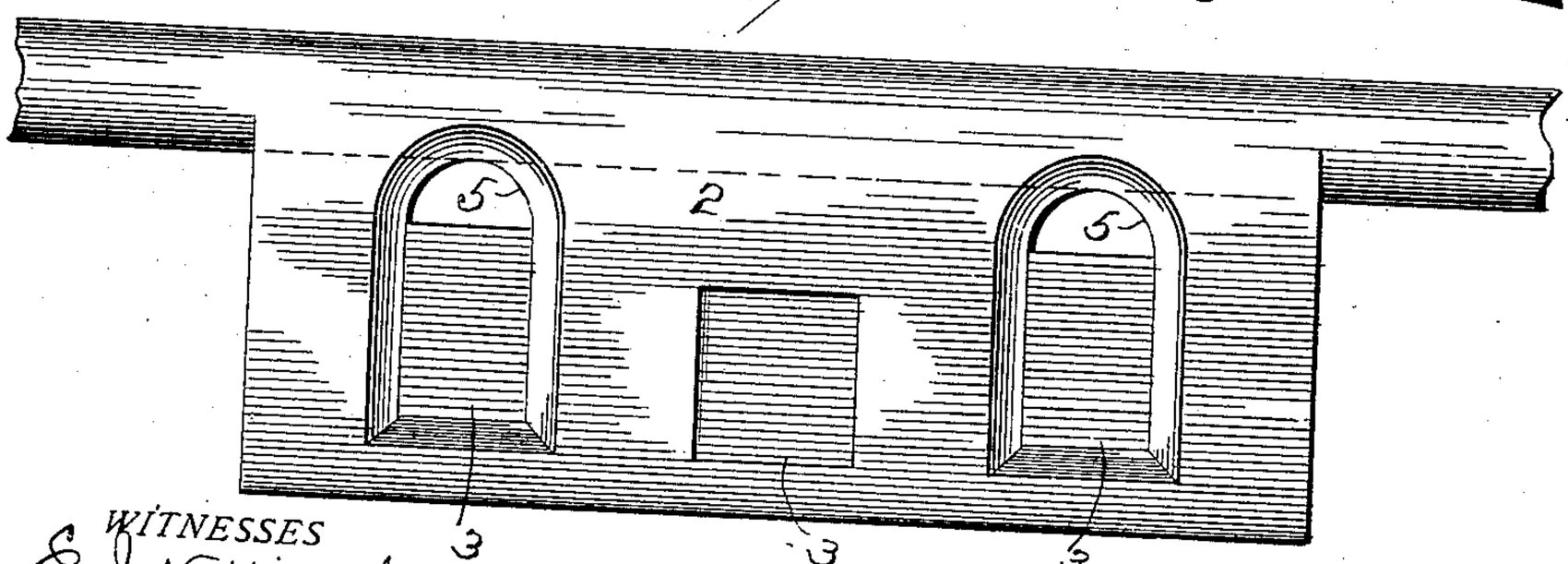

Fig. 5.

WITNESSES

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BODY-HANGER FOR VEHICLES.

No. 898,555. Specification of Letters Patent. Patented Sept. 15, 1908.

Application filed April 18, 1908. Serial No. 427,851.

To all whom it may concern:

Be it known that I, ISAAC CORNWELL, of Northumberland, in the county of Northumberland and State of Pennsylvania, have invented certain new and useful Improvements in Body-Hangers for Vehicles; and I do hereby 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.

My invention relates to an improvement in body hangers for vehicles, and it consists in the details of construction as will be more fully explained and pointed out in the claim.

In the accompanying drawings, Figure 1 is a view in perspective of a carriage spring showing my improved body hanger secured thereto. Fig. 2 is a view in cross section taken through one of the clip openings. Fig. 3 is an enlarged view in plan of the attaching plate and part of the hanger bar. Fig. 4 is a view of the same in front elevation, and Fig. 5 is a view of the underside of the attaching plate.

1 represents one of the springs of a carriage and 2 the attaching plate located centrally over the top leaf of the spring, and provided on its lower face with recessed seats 3 to receive the heads of the bolts or nuts which are employed for holding the leaves of the springs together. These hangers are attached to both springs but for convenience I will refer to it in connection with the front spring only.

Formed integral with the attaching plate, at one edge of the latter, is the hanger bar 3^a which rests in a vertical plane to the rear of the spring, and which terminates in downwardly and rearwardly extending brackets 4 the ends of which are horizontal and support the front end of the vehicle body.

Formed wholly in the attaching plate 2, in advance of the hanger bar 3^a are the holes 5 for the passage of the V-shaped securing clips 6 which latter pass over the top face of the attaching plate 2 and rest in the grooves 7 therein. These clips pass down and around the spring and are secured at their lower ends in the usual manner.

The weakest point of a body hanger of this type, is at the juncture of the plate 2 and hanger bar 3^a. Heretofore it has been customary to round both edges of the plate thus reducing the thickness of the plate at the point of its attachment to the hanger bar, and this reduced portion has been further weakened by the clip holes.

In my device I make the attaching plate, at the point of its attachment to the hanger bar, as thick as the thickest portion of plate 2, with the clip holes 5, wholly within the plate 2, and I further strengthen the connection by the integral rib 8 starting from the hanger bar 3^a, near the upper edge of the latter, and terminating near the outer free edge of the plate 2 and preferably about the center of the plate as shown in Fig. 3.

Having fully described my invention what I claim as new and desire to secure by Letters-Patent, is:—

As a new article of manufacture a hanger bar and an integral attaching plate the latter being in substantially the same plane as the body or central portion of the hanger, and provided with clip holes, the latter being formed wholly in the plate, and a centrally located integral rib connecting the hanger bar and plate intermediate the clip holes.

In testimony whereof, I have signed this specification in the presence of two subscribing witnesses.

ISAAC CORNWELL.

Witnesses:
CHAS. H. DODGE,
NELLIE L. KLINE.