

F. MESINGER.
REBOUND CHECKING DEVICE FOR AUTOMOBILES.
APPLICATION FILED MAY 15, 1909.

930,677.

Patented Aug. 10, 1909.

Fig. 1

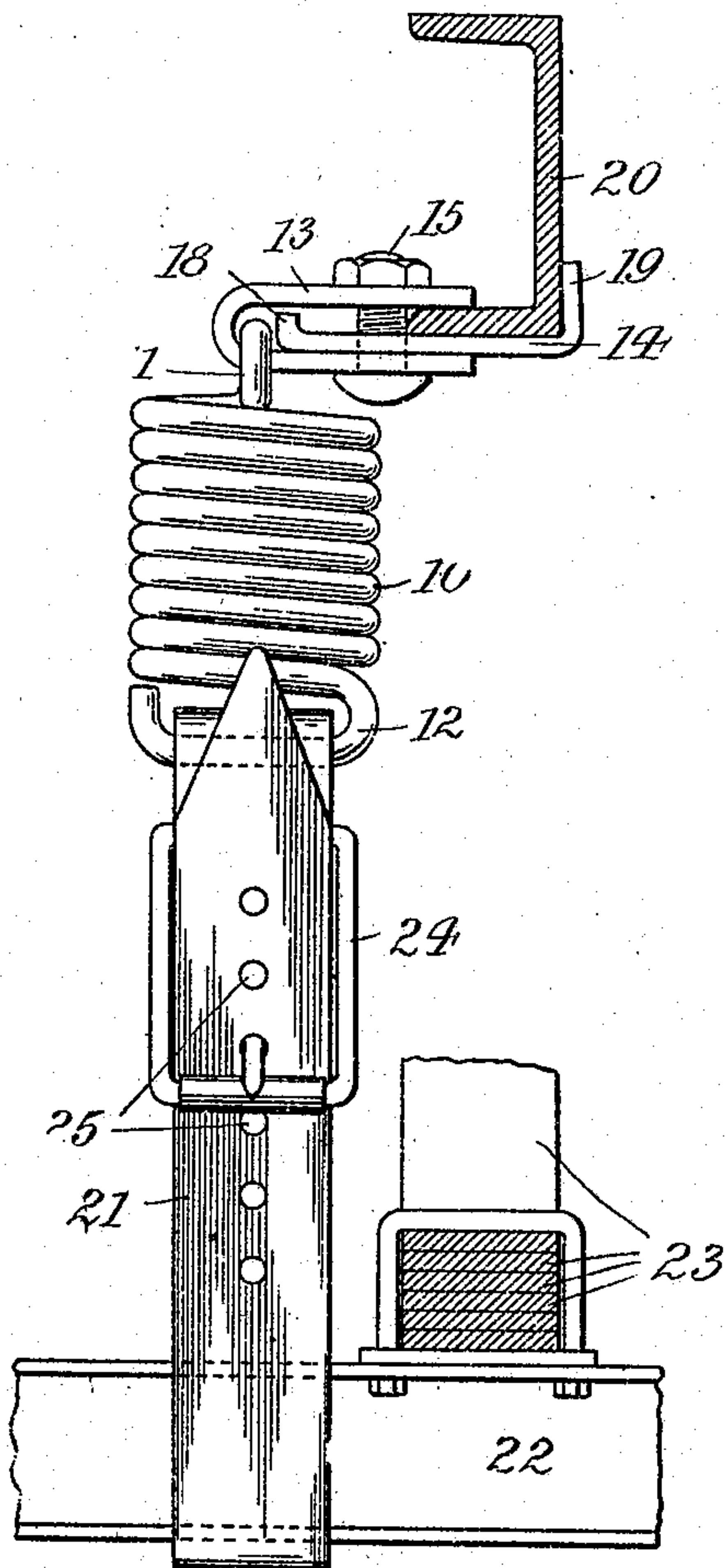


Fig. 2.

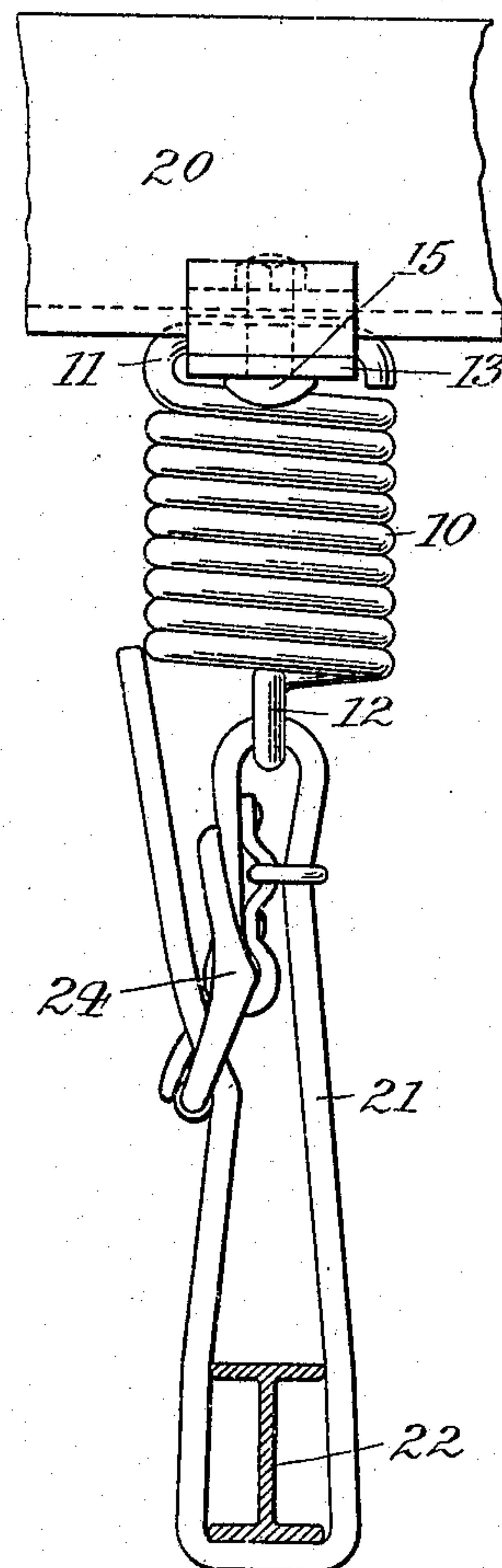


Fig. 3.

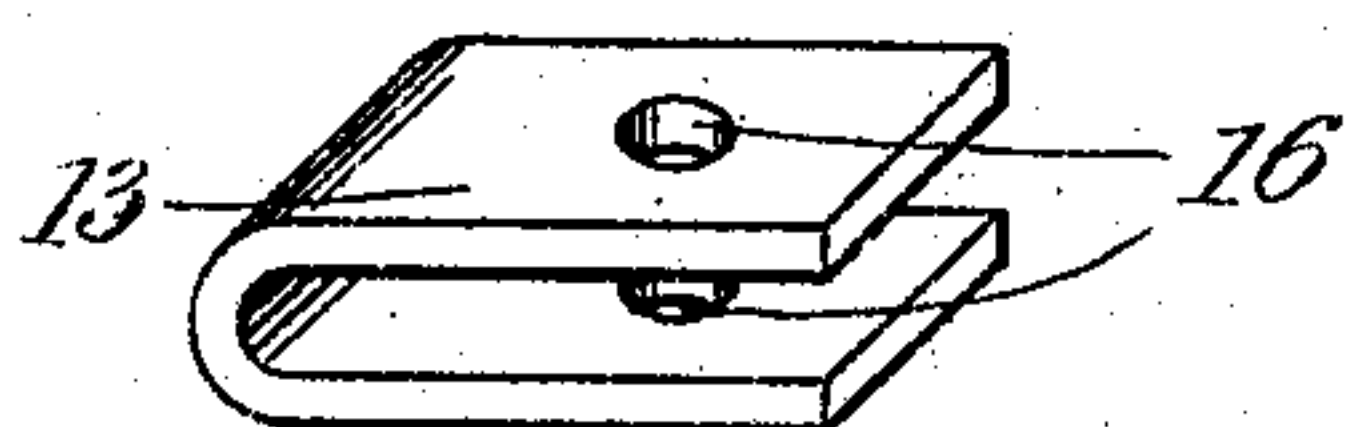
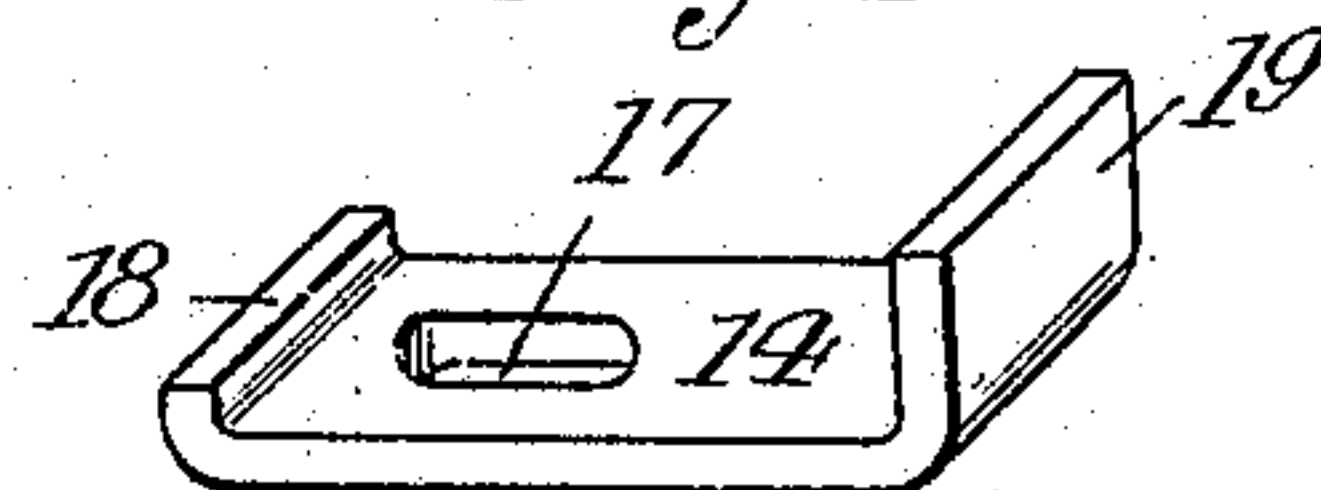


Fig. 4.



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UNITED STATES PATENT OFFICE.

FREDERICK MESINGER, OF NEW YORK, N. Y.

REBOUND-CHECKING DEVICE FOR AUTOMOBILES.

No. 930,677.

Specification of Letters Patent.

Patented Aug. 10, 1909.

Application filed May 15, 1909. Serial No. 496,179.

To all whom it may concern:

Be it known that I, FREDERICK MESINGER, a citizen of the United States, residing at New York city, Bronx, county and State of New York, have invented new and useful Improvements in Rebound-Checking Devices for Automobiles, of which the following is a specification.

This invention relates to a rebound checking device for automobiles which may be readily applied and effectively inhibits the rebounding impetus imparted by the springs to the body when traveling over uneven ground.

In the accompanying drawing: Figure 1 is a front view, partly in section, of my improved rebound checking device; Fig. 2 a side view thereof; Fig. 3 a perspective view of the clamp, and Fig. 4 a similar view of the keeper.

A spiral spring 10 is provided with an integral upper eye 11 and an integral lower eye 12, said eyes being set at right angles to each other. Eye 11 engages a U-shaped clamp 13, between the shanks of which is received a keeper 14 which is connected to clamp 13 by bolt 15. This bolt passes through aligned perforations 16 of clamp 13 and through a longitudinal slot 17 of keeper 14. The inner edge of keeper 14 is bent upward, as at 18, to constitute an abutment for eye 11. The outer end of keeper 14 extends laterally beyond clamp 13 and has an upwardly projecting flange 19 which engages the web of the U-shaped body-frame 20, the bottom flange of which enters clamp 13 above keeper 14.

The device is applied by first adjusting

keeper 14 to frame 20, slipping clamp 13, carrying spring 10, over the keeper and frame 20, and then connecting the parts by bolt 15. The lower eye 12 of spring 10 is engaged by a doubled strap 21 which is also passed over the axle 22 of the running gear carrying the body springs 23. The ends of strap 21 are adjustably connected to each other by a buckle 24 and perforations 25. By means of this connection, the combined length of spring and strap may be properly adjusted to correspond to the distance between frame 20 and axle 22.

It will be seen that my improved checking device may be readily fitted to the automobile, and that it will serve to effectively inhibit any rebounding action of the body-springs.

I claim:

1. A device of the character described, comprising a coiled spring having an eye, a U-shaped clamp engaging the eye, a keeper extending into the clamp, and a bolt engaging the clamp and keeper.

2. A device of the character described, comprising a coiled spring having upper and lower eyes, a U-shaped clamp engaging the upper eye, a keeper extending into the clamp, a bolt engaging the clamp and keeper, a strap engaging the lower eye, and means for adjustably connecting the ends of the strap.

Signed by me at New York city, (Manhattan,) N. Y., this 13th day of May, 1909.

FREDERICK MESINGER.

Witnesses:

AUGUST ERB,
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