

1,390,885.

F. H. REAM.
 SNUBBER.
 APPLICATION FILED OCT. 21, 1920.

Patented Sept. 13, 1921.
 2 SHEETS—SHEET 1.

Fig. 1.

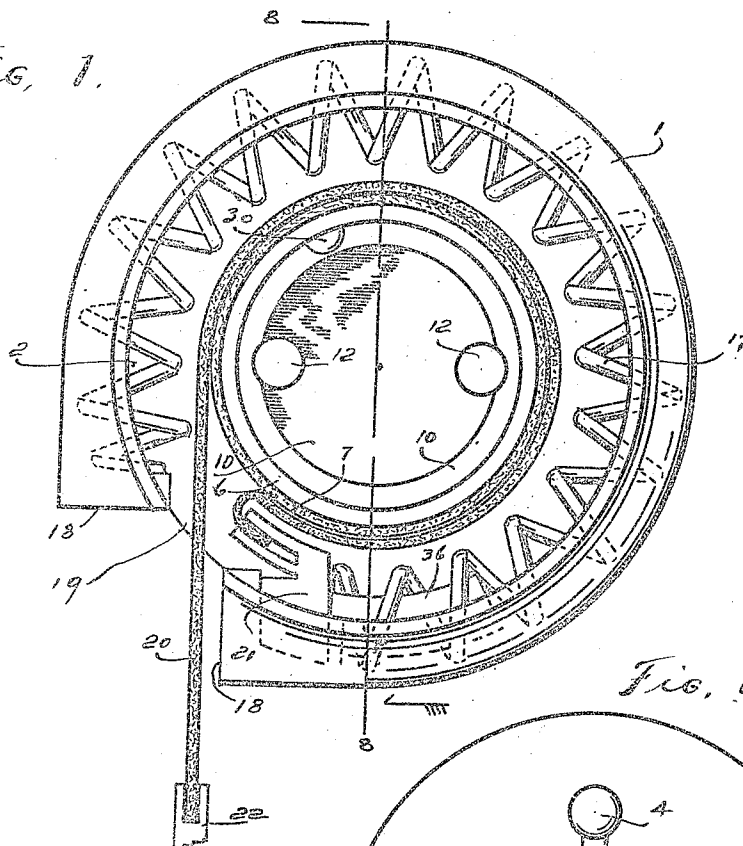


Fig. 2.

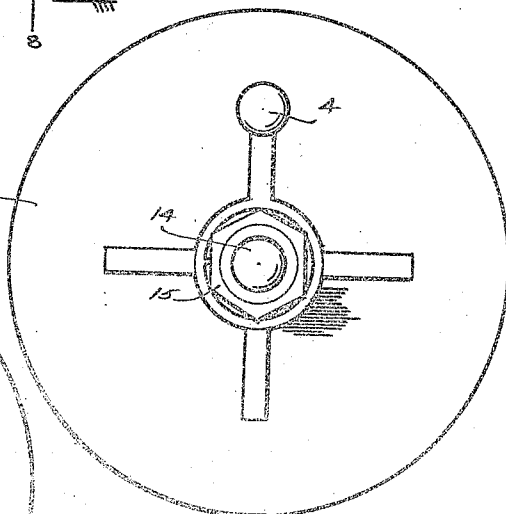
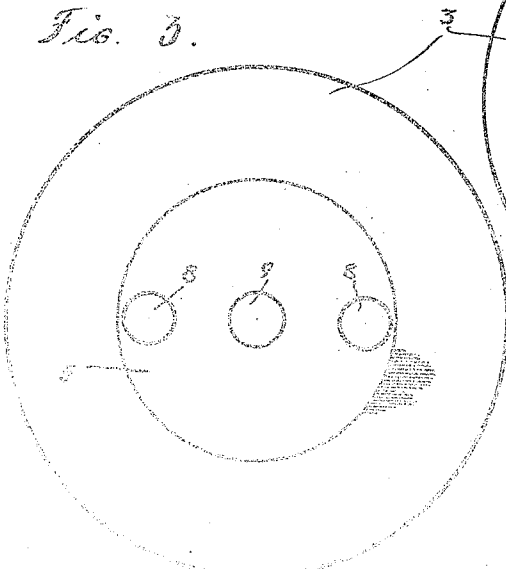


Fig. 3.



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 2 SHEETS—SHEET 2.

Fig. 4.

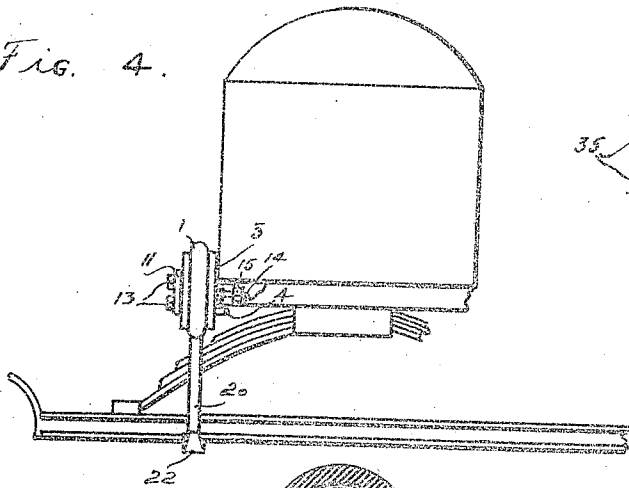


Fig. 5.

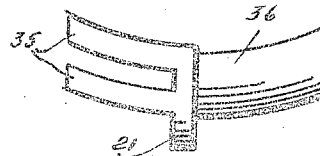


Fig. 6.

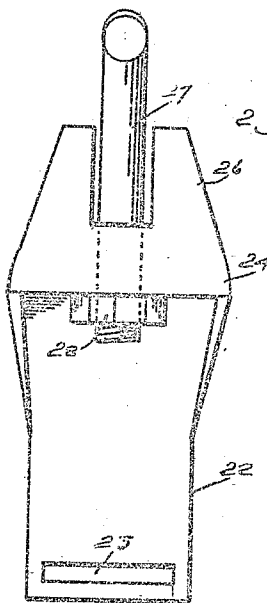


Fig. 7.

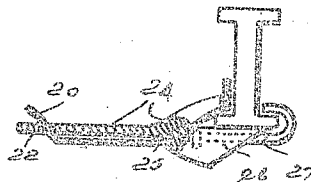
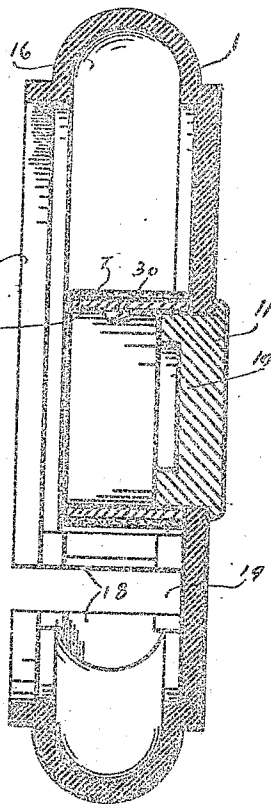


Fig. 8.



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To all whom it may concern:

Be it known that I, FRED H. REAM, a citizen of the United States, residing in the city of Dayton, in the county of Montgomery and State of Ohio, have invented a new and useful Snubber, of which the following is a specification.

My invention relates to snubbers and particularly to a device of this character which is employed on automobiles and other vehicles for absorbing shock, and the object of the invention is to provide a cheap, durable and efficient shock absorber having reversible facilities adapted for universal application of the same on automobiles and other vehicles and, also, having simple parts in association whereby the working elements are quickly accessible for repair or adjustment.

I attain these objects by means of the mechanism and combination of parts illustrated in the accompanying drawing in which—Figure 1, is a side elevation of the device, the attaching member being omitted to disclose the working parts. Fig. 2, is a plan view of the outer side of the attaching member. Fig. 3, is a plan view of the inner side of the same. Fig. 4, is a view of the device attached on an automobile. Fig. 5, is a side elevation of the plunger head for seating the tension spring, and showing the lips thereon for receiving the webbing. Fig. 6, is a top plan view of the buckle for adjustably receiving the webbing and the car axle. Fig. 7, is a side view of the same, and showing the same applied on an I-beam and Fig. 8, is a vertical section of the device, on the plane 8—8, in Fig. 1.

Similar numerals of reference refer to corresponding parts throughout the several views.

The numeral 1, designates a circular housing member having a central circular opening 2, in its rear side, in which an attaching member 3, is fitted and provided on its outer side with a stud 4, and on its inner side with a cylindrical plug 5, which is adapted for fitting in the opening 2, and projecting inwardly of the housing and frictionally enter into a hollow drum 6, on which drum a brake lining 7, is mounted. Bolt holes 8, are provided in the inner end of the plug 5, and the holes provided with internal screw threads. A through bolt hole 9, is apertured at the core of the plug and the cap of the attaching member. An opening is also aper-

tured centrally in the front side of the housing member for the reception of a cylindrical plug 10, on a cap 11, which plug projects inwardly of the housing and frictionally enters the drum 6. Bolt holes 12, are apertured through the cap and plug thereon and so spaced that they will register with the holes 8, in the inner end of the plug 5. Screw bolts 13, are entered in the bolt holes 12, and screwed into the bolt holes 8, to hold the housing assembled with the attaching member, as well as to hold the drum 6, in place. A bolt 14, is extended through the attaching member, from the inner side thereof to outwardly of the housing and through a hole provided in the chassis, not shown, and its nut 15, is screwed on the projecting end of the bolt to draw the device against the chassis. The peripheral edge of the housing member is convexed to provide within the housing an annular concaved bed 16, in which a compression spring 17, is lodged, the latter being detained in the bed by heads 18, against which the spring presses and, thereby, the spring is forced to removably lie in the bed. Between the heads 18, an opening 19, is provided for the travel therethrough of a strip of webbing or brake lining 20, the inner end of which is attached on a head 21, having lips 35, which are spaced apart for receiving the webbing and then forced together to bite the same to hold it in place and also having a concentrically formed arbor 36, upon which the spring 17, is loosely mounted and the end thereof seated against the back of the head. The strip of webbing is turned back from the head 21, and over the drum 6, and permitted to depend out of the opening 19, a suitable distance. On the outer end of the webbing a buckle 22, is adjustably mounted. At the outer end of the buckle a transverse slotted aperture 23, is provided for the reception of the webbing and, through the head portion 24 of the buckle a throat 25, is provided for the further reception of the webbing, the throat opening into a crocodile-jaw 26, integral with the buckle, which jaw is adapted for receiving therein the flange of the automobile axle. The lower jaw portion is provided with an adjustable hook member 27, the jaw portion being recessed longitudinally to receive the member, the buckle being thus adapted for a grip. The inner end of the hook member is provided with screw threads, on which a nut 28, is mounted to

draw the hook 29, on the hook member inwardly. A stop 30, is mounted on the inner side of the drum 6, and is adapted for engaging one of the bolts 13, in the event the drum is rotated and lock the latter in place.

In Fig. 1, the device is shown ready for attaching on the left side of the automobile. If the spring 17, is reversed the device is ready for attaching on the right side of the car. The reversing of the spring reverses the travel over the drum of the webbing.

The attaching member 3, is first mounted on the chassis of the car, by suitably perforating the same and then placing the member against the part selected, in such a manner that the stud 4, thereon shall project under the part and thereby prevent rotative movement of the member, thereafter entering the bolt 14, inwardly in the hole in the chassis and turning the nut 15, thereon to draw the member tight against the same. Then enter the plug in the end of the drum 6, and enter the plug 10, in the other end thereof, turning the same until the bolt holes 12, therein shall register with the holes 8, in the plug 5, after which enter the bolts 13, through the plug 10, and screw the same into the holes 8. The device is thus operatively assembled and mounted on the automobile. The free end of the webbing which protrudes from the housing, is then pulled outward a suitable distance to further tension the spring 17, to allow the webbing to be connected on the axle, whereupon, a nail or other suitable article, not shown, is forced to pierce the webbing adjacent the housing and the webbing released, the reaction of the spring effecting a drawing inwardly of the webbing until the nail encounters the housing across the opening 19, therein, and thereby the spring is held until the webbing is connected with the axle. To connect the webbing on the axle, the end of the webbing is passed upwardly through the slot 23, in the buckle 22, and then passed on farther through the throat 25, to and along the lower side of the upper member of the jaw 26, and a little distance beyond the latter. The jaw is then made to receive the

lower flange of the axle, the latter wedging the webbing against the lower side of the upper member of the jaw and, thereafter, the hook member is adjusted inwardly until the hook thereon shall engage the opposite side of the lower flange of the axle, the hook member and the jaw of the buckle operating to simultaneously grip the axle and webbing. The inner end of the strip of webbing is inserted between the lips 35, and the lips then forced together to bite the webbing. After the adjustments above described are made, the nail is withdrawn and the webbing released, whereupon, the reaction of the spring will draw the webbing taut and the device is ready to function to absorb shock. If the drum should rotate the stop 30, will encounter one of the posts or shanks of the bolts 13, and prevent any further movement thereof.

Having described my invention what I claim is—

A snubber device for automobiles, consisting of a circular housing member, a concaved bed in the periphery of said member, a compression spring lodged in said bed and conforming therewith, an attaching member demountably mounted in the rearward side of said housing member and provided with an inwardly projecting cylindrical plug, a hollow cylindrical drum mounted on the projecting plug on said attaching member and provided externally with brake lining, a strip of brake lining connected with one end of said spring and arranged to travel on said drum and extend outwardly of the housing member, a buckle adjustably mounted on said strip, said buckle having a rigid jaw portion and an adjustably mounted hook member cooperating with the jaw to form a grip, and a cap member demountably mounted in the front side of said housing member and having an inwardly projecting plug entering the adjacent end of said drum.

Dated, October 11th, 1920.

FRED H. REAM.

Witnesses:

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