

No. 763,530.

PATENTED JUNE 28, 1904.

W. H. WANSBROUGH.
ATTACHMENT FOR VEHICLES.

APPLICATION FILED NOV. 7 1903.

NO MODEL.

2 SHEETS—SHEET 1.

Fig. 1.

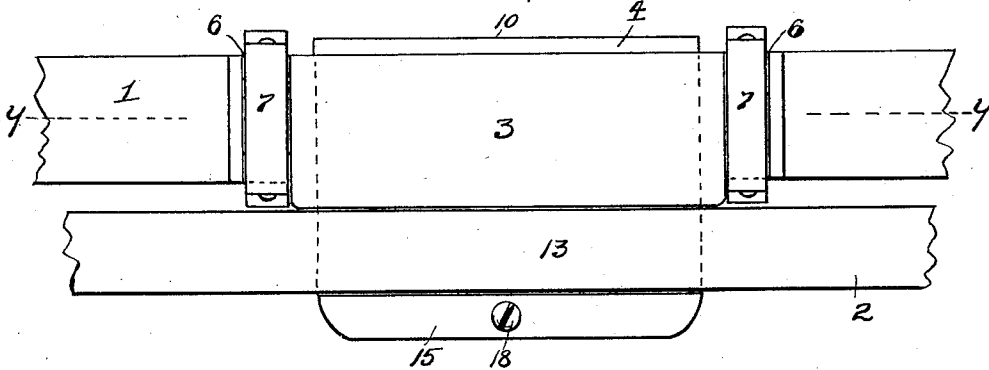


Fig. 2.

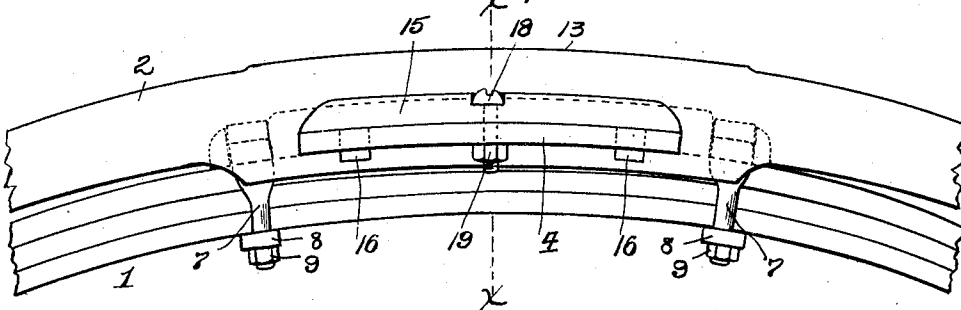


Fig. 3.

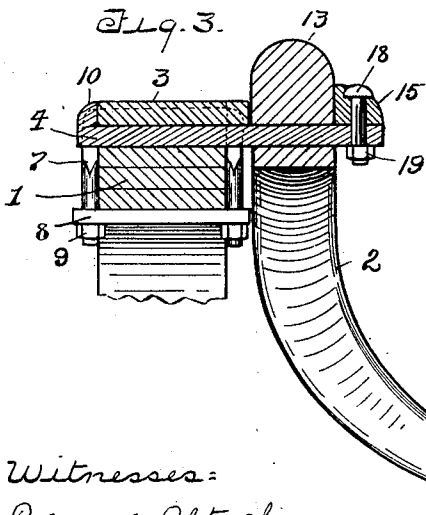
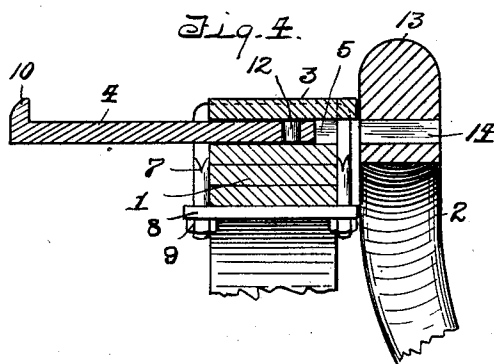


Fig. 4.



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2 SHEETS—SHEET 2.

Fig. 5.

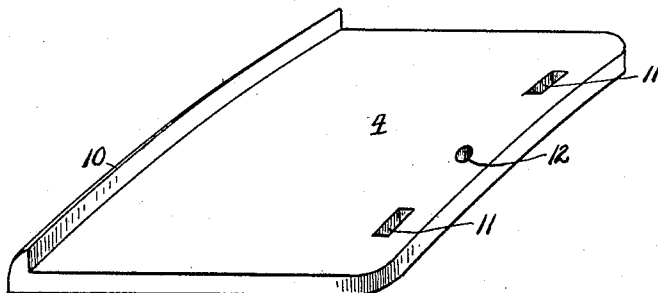


Fig. 6.

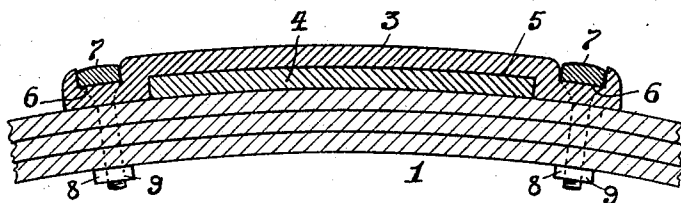
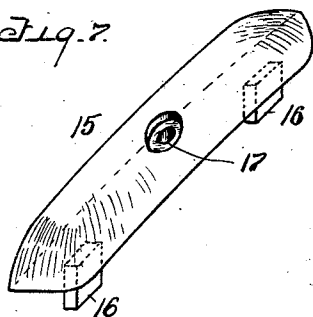


Fig. 7.



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UNITED STATES PATENT OFFICE.

WILLIAM H. WANSBROUGH, OF SOUTH BEND, INDIANA.

ATTACHMENT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 763,530, dated June 28, 1904.

Application filed November 7, 1903. Serial No. 180,212. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. WANSBROUGH, a citizen of the United States, residing at South Bend, in the county of St. Joseph and State of Indiana, have invented certain new and useful Improvements in Attachments 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.

This invention relates to an attachment for vehicles, and has especial reference to the means for connecting the running-gear to the vehicle-body, being an improvement upon my application filed March 21, 1903, bearing Serial No. 148,991.

The object of the present invention is to provide a connection of the kind named and for the purpose stated which will permit of the parts being readily separated, so that the bodies and running-gears may be interchanged, whereby a certain style of body may be fitted to different running-gears or various types of bodies supplied with a uniform pattern of running-gears.

In the application above referred to the connecting element between the hangers of the vehicle-body and the springs of the running-gear is permanently secured to the latter and the operation of attaching and detaching the parts is experienced with some difficulty, owing to the weight of the body on the connecting element, it being necessary to impart continued lateral thrusts to the spring and running-gear in order that the connecting element may be disengaged from the hangers of the body.

It is the object of the present invention to obviate this difficulty by providing a detachable connecting member which is free from connection with the spring of the running-gear and which may be readily slid into and out of engagement with the hanger of the body without moving the running-gear.

A full understanding of the merits and advantages of the present invention will be apparent from the following description and the accompanying drawings, in which like characters of reference indicate correspond-

ing parts throughout the several views, and wherein—

Figure 1 is a plain view of the attachment applied to the spring and hanger of the vehicle. Fig. 2 is a front elevation of Fig. 1. Fig. 3 is a transverse section on the line *xx* of Fig. 2. Fig. 4 is a transverse section on the same line with the bracket-plate disengaged from the hanger. Fig. 5 is a perspective view of the bracket-plate detached. Fig. 6 is a vertical sectional view of the keeper and bracket-plate on a line *yy* of Fig. 1. Fig. 7 is a perspective view of the locking element for the bracket-plate.

Making renewed reference to the drawings, 1 designates a portion of an elliptical spring which is adapted to be secured to the running-gear of a vehicle, and 2 designates a vehicle-body hanger which is adapted for permanent attachment to the body of the vehicle.

The means for connecting the spring 1 of the running-gear to the hanger 2 of the body comprises a keeper-plate 3 and a bracket-plate 4. The keeper and bracket plates are concavo-convex to conform to the curvature of the spring, and the former is provided on its under face with a recess 5, which extends transversely from the rear to the front edge thereof and which forms a slot or space above the top of the spring when it is secured thereto. The ends of the keeper are provided with transverse recesses 6 in the upper face thereof, and these ends terminate short of the front edge of the keeper-plate to permit the forward arms of the clip 7 to lie snugly against the spring and out of the way of the hanger 2 when the parts are assembled or joined as shown in Figs. 3 and 4, the crown portion of the clips being disposed within the transverse recesses to prevent endwise movement of the keeper. The clips 7 are secured to the spring by a suitable plate 8 and nuts 9, which engage the under face of the spring.

Mounted to slide in the slot formed by the recess 5 of the keeper is the bracket-plate 4, one end of which is formed with a flange 10, which fits against the outer edge of the keeper-plate when the parts are assembled as shown in Figs. 1 and 3, and in the bracket-plate near its front edge are formed angular openings

11, the purpose of which will hereinafter be pointed out. Between these angular openings is an aperture 12. The central or crown portion 13 of the hanger 2 is provided with a horizontal slot 14, which extends entirely through it transversely and is of such length as to form a snug fit for the end of the bracket-plate 4, which may be slid transversely in its keeper to engage or be disengaged from the slot 14 in the hanger, and when engaged the end will project beyond the hanger with the openings 11 and aperture 12 in front of the hanger.

The bracket-plate is locked in the hanger by means of a locking member 15. (Shown in Fig. 7.) This locking member is provided with a pair of lugs 16, which project from the under face thereof and which engage the openings 11 in the bracket-plate. The locking member is further provided with an aperture 17, which aligns with the aperture 12 of the bracket-plate, and through this aperture is let a bolt or pin 18, having a nut 19 thereon.

From the description thus far given it will be obvious that a detachable connection is established between the running-gear or springs and the vehicle-body and that this connection is made by means of a sliding bracket-plate 4, which is securely locked against displacement by means of the locking element 15, and when it is desired to detach the parts it is only necessary to remove the bolt or pin 18, when the lugs 16 of the locking member 15 may be readily disengaged from the openings in the bracket-plate, and that element may then be slid transversely in its keeper to the position shown in Fig. 4.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. In a device of the class described, the combination with a body-hanger and a vehicle-spring, of a bracket-plate carried by and movable relatively to the spring and having a detachable engagement with the hanger.

2. In a device of the class described, the combination with a body-hanger and a vehicle-spring, of a bracket-plate carried by the spring and having a sliding engagement therewith and with the hanger.

3. In a device of the class described, the combination with a body-hanger and a vehicle-spring, of a bracket-plate slidably mounted on the spring and detachably engaged with the hanger, and means engaging the end of the plate in front of the hanger to lock the bracket-plate against displacement.

4. In a device of the class described, the combination with a body-hanger and a vehicle-spring, of a bracket-plate slidably mounted

on the spring and detachably engaged with the body-hanger, and a locking member secured to the end of the bracket-plate and engaging the outer face of the hanger.

5. In a device of the class described, the combination with a vehicle-spring, of a keeper-plate secured thereto, a bracket-plate mounted to slide between the keeper and the spring, and a body-hanger having a slot adapted to be engaged by the bracket-plate, and means engaging the end of the bracket-plate in front of the hanger to lock the bracket-plate in the hanger.

6. The combination with a vehicle-spring and a body-hanger, of a keeper-plate secured to the spring and provided with a recess in its under face, a bracket-plate mounted to slide in said recess and adapted to extend through the body-hanger with its end projected therebeyond, and a locking member engaging the projecting end of the bracket-plate to hold the hanger thereon.

7. The combination with a vehicle-spring, of a keeper-plate having a recess in its under face and also provided at each end with recessed extensions which terminate short of the front edge of the plate, clips engaging the recessed extensions and straddling the spring, whereby the plate is held against endwise movement, a bracket-plate slidably mounted in the first-mentioned recess of the keeper, and a body-hanger having a slot adapted to be engaged by the bracket-plate.

8. In a device of the class described, the combination with a vehicle-spring, of a keeper-plate secured to the spring and having a recess in its under face, a bracket-plate slidably mounted within the recess and having openings therein and also provided with an aperture between said openings, a body-hanger having a slot adapted to be engaged by the bracket-plate, a locking member having lugs engaging the openings of the bracket-plate, and a pin piercing the locking member and the aperture in the bracket-plate to hold the bracket-plate against displacement, substantially as specified.

9. In a device of the class described, the combination with a vehicle-spring, of a keeper-plate secured thereto, a bracket-plate mounted to slide between the keeper and the spring, and a body-hanger detachably engaged by the bracket-plate.

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM H. WANSBROUGH.

Witnesses:

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HARRY A. PRESTON.