No. 635,763. Patented Oct. 31, 1899.

W. FETZER.

BODY LOOP FOR VEHICLES.

(Application filed Sept. 7, 1897.)

(No Model.)

Fig. 1.

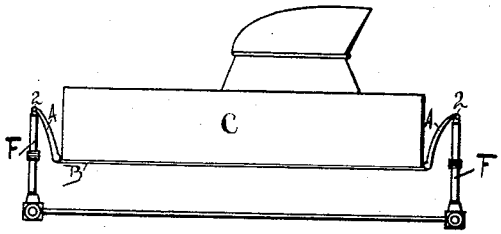


Fig. 2.

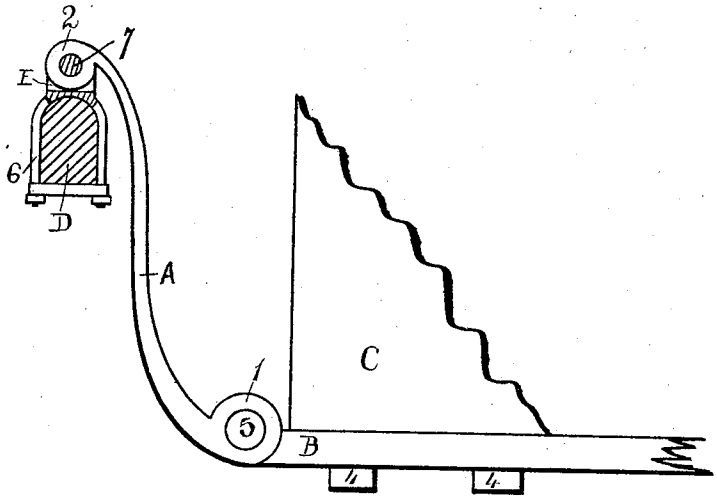
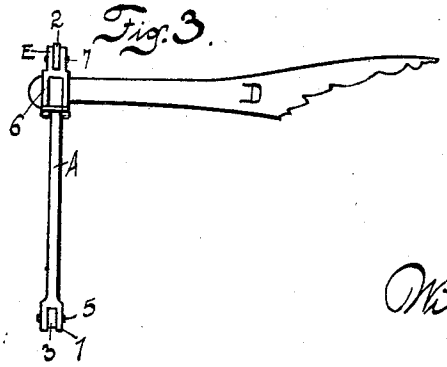


Fig. 3.



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WILLIAM FETZER, OF OMAHA, NEBRASKA.

BODY-LOOP FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 635,763, dated October 31, 1899.

Application filed September 7, 1897. Serial No. 650,864. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM FETZER, residing at Omaha, in the county of Douglas and State of Nebraska, have invented certain useful Improvements in Vehicles; and I do hereby declare that the following is a full, clear, and exact description thereof, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

This invention relates to a new and novel improvement in vehicles, and comprises a jointed body-loop adapted to hold and support the body of a vehicle in such a manner that the shock and jar incident to the passing of the vehicle over a rut or obstruction will be wholly or partly compensated by the body-loop.

In the accompanying drawings I have shown, in Figure 1, a side elevation of an ordinary piano-box buggy equipped with my improved body-loop. Fig. 2 shows a broken detached enlarged detail thereof, while Fig. 3 shows a front view disclosing the position of the body-loop.

My invention comprises, essentially, a two-part body-loop comprising the loop-bar A, which is provided below with the joint 1 and above with the swivel-head 2, and which loop-bar A is secured to the bifurcated head 3 of the lower supporting-ear B, which is secured to the vehicle-body C by means of suitable bolts 4.

To the bolsters D D, which may be of any suitable size or conformation, are attached two swivel-ears E by means of suitable clips 6, and to these swivel-ears I secure the swivel-heads 2 of the loop-bars A, as is shown in Figs. 1 and 2. The lower supporting-ears B are then bolted to the vehicle-body C, so that the body is supported by the usual spring-supported bolsters D, from which depend the body-loops A, but which loops, however, in this instance are pivotally secured to the shackles B, a pin 5 forming the pivotal support between the loop-bars A and the lower supporting-ears B. By this means if one wheel is suddenly thrown upward this movement and shock will of course be imparted to the connected and usual spring F and to the body-loop; but this body-loop being pivotally and swivelly connected to the body C the shock is lost or compensated at the joint. So also would any shock in a line in advance of the vehicle be compensated in that the body would be permitted to swing between the front and rear bolsters. The upper swivel-joint of course also greatly facilitates this swinging movement.

Having thus described my said invention, what I claim as new, and desire to secure by United States Letters Patent, is—

The combination with the clip 6 provided with an upwardly-extending ear E, of the approximately ogee-shaped loop-bar A provided with the swivel-head 2 secured to said ear E, by means of a pin 7, said bar A being provided below with the bifurcated joint 1, of a shackle B provided with the ear 3 working within said joint 1, and secured by means of a suitable pin, as and for the purpose set forth.

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

WILLIAM FETZER.

Witnesses:

ANE M. ELLEJER,

GEO. W. SUES.