

R.R. Miller.

Body Loop.

116472

PATENTED JUN 27 1871

Fig. 1.

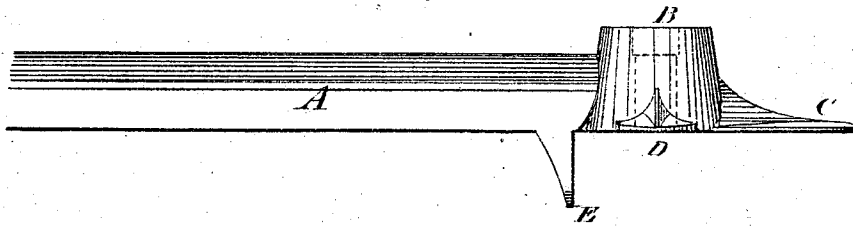
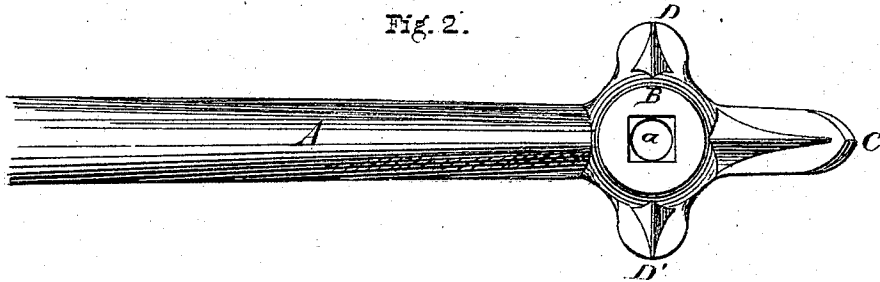


Fig. 2.



Witnesses.

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UNITED STATES PATENT OFFICE.

ROBERT R. MILLER, OF PLANTSVILLE, CONNECTICUT.

IMPROVEMENT IN BODY-LOOPS.

Specification forming part of Letters Patent No. 116,472, dated June 27, 1871.

To all whom it may concern:

Be it known that I, ROBERT R. MILLER, of Plantsville, in the county of Hartford and in the State of Connecticut, have invented certain new and useful Improvements in Body-Loop; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing making a part of this specification, in which—

Figure 1 is a side elevation of my device, and Fig. 2 a top plan view of the same.

Like letters of like kind denote similar parts in each figure.

The nature of my invention relates to improvements in the construction of body-loops for the purpose of giving them a firmer bearing upon and attachment to the spring-bar; and consists in providing the outer end or head of the body-loop with flanges, as more fully hereinafter described and set forth.

In the drawing, A represents a portion of the shank of the body-loop, the whole of which may be bent to suit convenience or taste, or make it more applicable to the particular style of carriage to which it is to be attached, and flattened or made half round, or shaped in any suitable fashion to secure it most conveniently and strongly to the body of the carriage. B represents the head of the loop, provided with a central perforation, *a*, for the bolt, the bottom of which perforation is circular, while the top is square, so that a square-headed bolt may be countersunk in it. Upon the front of this head, and making a portion of it, is a flange, C, and on either side of the head, and opposite to each other, and making a portion of said head, are flanges D and D', the bottoms of which last-named flanges are upon the same horizontal plane with the bottom of the head B. All of these flanges are thickest where they join said head and in their centers throughout their length, and taper off upon their tops and sides gradually to their extremities. Upon the under side of the shank and at or near the rear of the bottom of the head B is a flange, E,

dependent from said shank and making a part of it, presenting a vertical face to the front at right angles to the line of said shank.

The whole device, as shown in the drawing, is struck up out of a single piece of iron by means of suitable dies, and is intended as an article of manufacture for the use of the trade, and, when applied to a carriage, the remainder of the shank will be welded to it, of such length and shape as may be requisite.

In use, the flange E will press against the side of the spring-bar next to the vehicle, the flanges D and D' will rest upon the top of the spring-bar, and the flange C will be turned down at a right angle against the side of the spring-bar furthest from the vehicle.

I am aware that body-loops have been made with front flanges like that represented by the letter C, but I do not know that any have been made with the other flanges described.

The advantage of the flange E consists in the firm hold it gives upon the spring-bar, and the resistance it offers to the longitudinal strain and jar upon the spring-bar when a vehicle is in motion, which strain and jar have a tendency to wear away the wood around the bolt and make it loose in its place. The advantages of the side flanges consist in the increased bearing given to the head of the loop upon the spring-bar, and to the resistance offered to lateral wear of the bolt in the wood, arising from the lateral strain and jar while the vehicle is in motion.

Having thus described my invention, what I claim as new therein is—

A body-loop provided with side flanges D and D' and dependent flange E, constructed and arranged substantially as described and shown.

In testimony that I claim the foregoing I have hereunto set my hand this 7th day of December, 1870.

ROBERT R. MILLER.

Witnesses:

SIMEON H. NORTON,
JOHN COLLINS.