No. 693,102. Patented Feb. 11, 1902.

W. BOWKER, Sr.

MOTOR VEHICLE.

(Application filed June 22, 1901.)

(No Model.) 2 Sheets—Sheet 1.

Fig. 2.

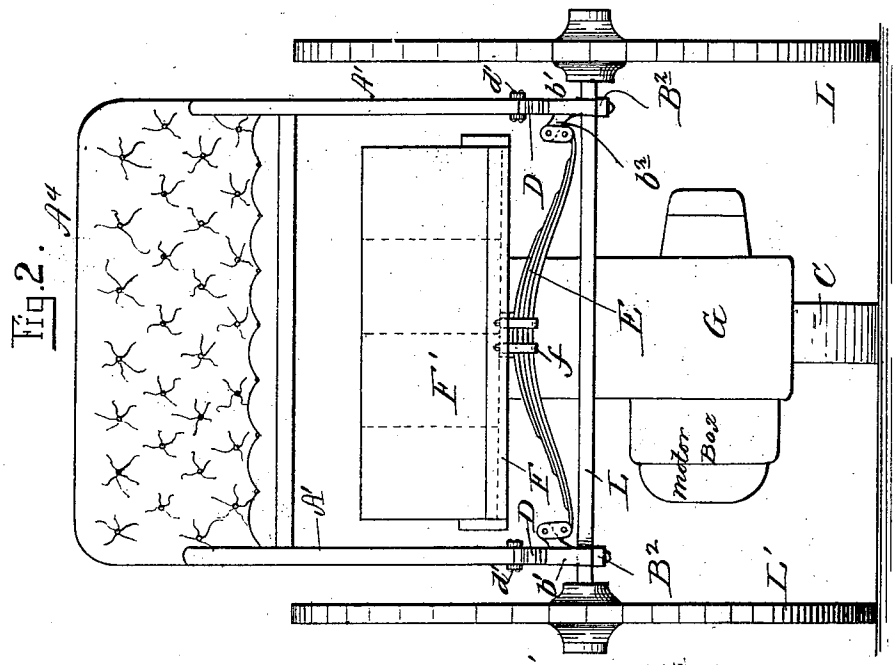
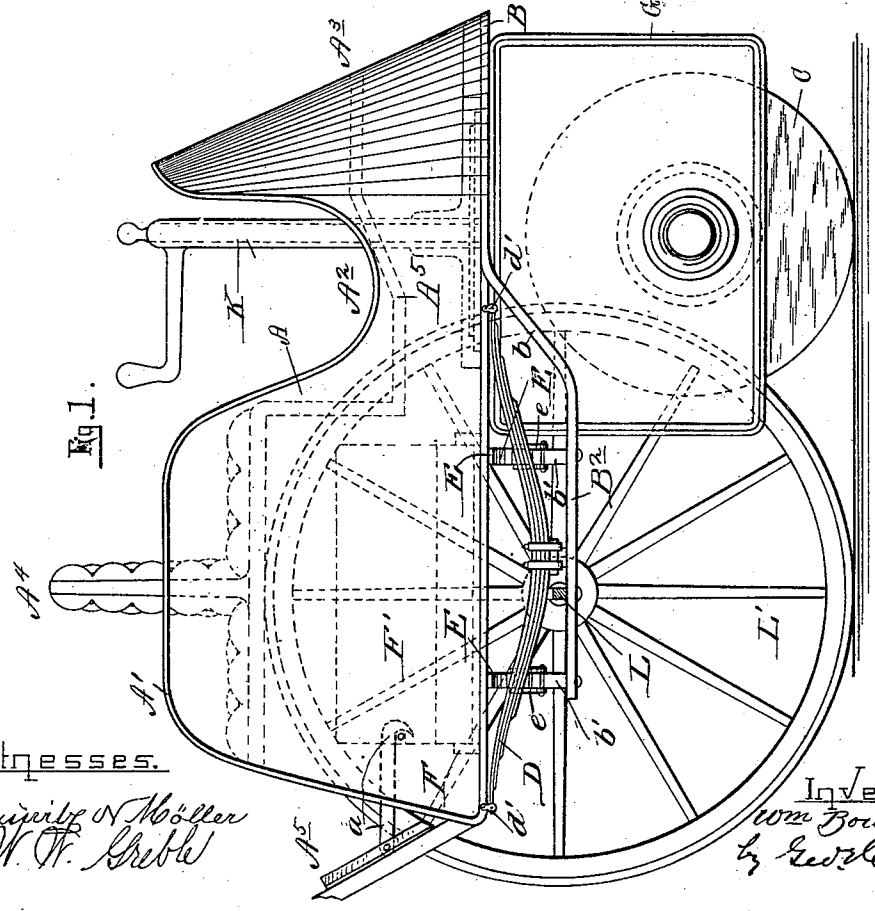


Fig. 1.



Witnesses.

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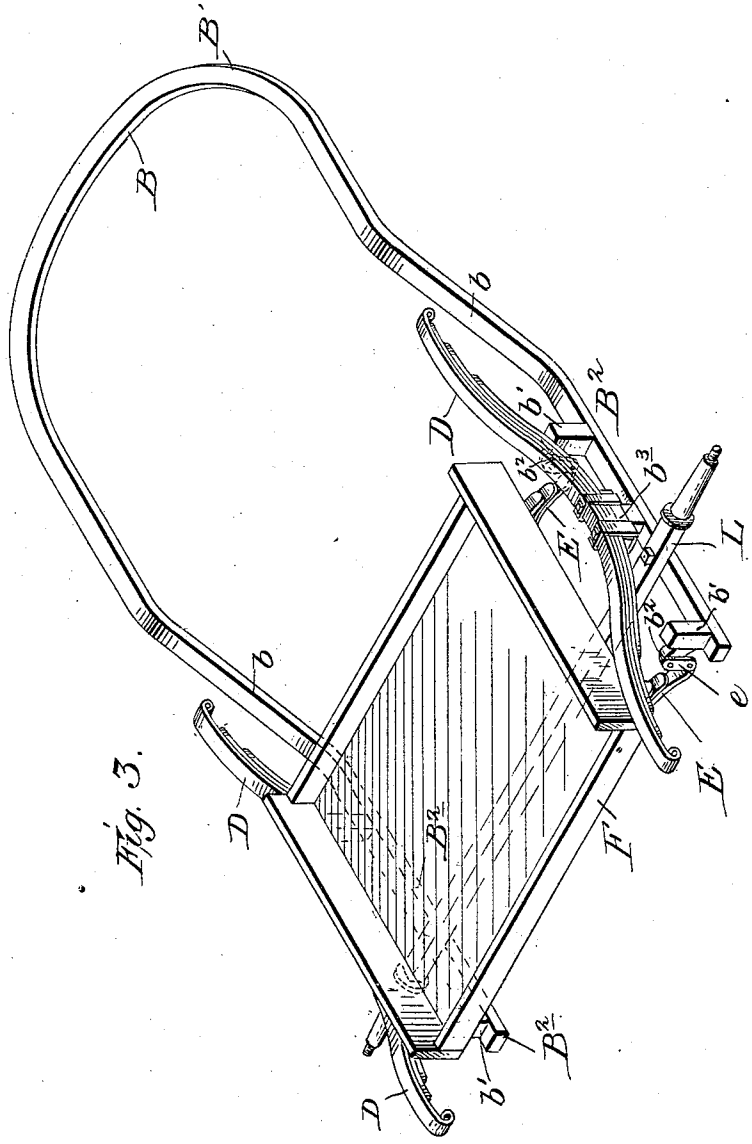


Fig. 3.

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UNITED STATES PATENT OFFICE.

WILLIAM BOWKER, SR., OF WALTHAM, MASSACHUSETTS.

MOTOR-VEHICLE.

SPECIFICATION forming part of Letters Patent No. 693,102, dated February 11, 1902.

Application filed June 22, 1901. Serial No. 65,580. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM BOWKER, Sr., a citizen of the United States, residing at Waltham, Middlesex county, Massachusetts, have invented certain new and useful Improvements in Motor-Vehicles, of which the following is a specification.

My invention relates particularly to motor-vehicles which carry storage batteries and electric motors.

The main object of the invention is to provide a construction in which the battery platform or support will be supported entirely independent from the vehicle-body, or, more definitely stated, to support the body and the battery platform or box upon separate sets of springs. These objects are accomplished by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of a motor-vehicle provided with my improvements. Fig. 2 is a rear end view thereof with the tail or end gate removed, and Fig. 3 is a perspective of the means for supporting the battery box or platform and the vehicle-body.

A designates the vehicle-body of any desired shape, but in the present case comprising parallel sides A′, connected at the front by the inclined curved dash A^3 and cut down adjacent thereto, as at A^2. Between the sides is arranged the double back-to-back seat A^4, in front of which is the foot-platform A^5, (shown in dotted lines, Fig. 1,) while the rear end of the body is provided with a tail-gate which forms a foot-rest for the occupants of the rear seat when let down and held by the hook *a*.

B designates a yoke-like frame, with its curved front end B′ supporting the front portion A^3 of the body and its parallel rearwardly-extending members B^2 offset downwardly, as at *b*, and extending beneath the sides A′ of the body. These rearwardly-projecting members of the frame B are each provided with two upwardly-projecting lugs *b′ b′*, each having an inwardly-extending apertured ear b^2, while between each pair of lugs *b′ b′* is a third or T-shaped lug b^3. To the lugs b^3 are firmly secured by clips *d* the middle portions of the longitudinally-extending body-supporting springs D D, the front and rear ends of which are shackled, as at *d′*, to the sides A′ of the body A. To opposed ears b^2 b^2 are shackled, as at *e e*, the downwardly-extending ends of the transverse battery-supporting springs E E. F designates the battery support or platform, secured, as at *f*, to the middle of both springs E and lying concealed directly under the seat A^4. (See Figs. 1 and 2, where F′ designates the batteries.)

It will be seen from the above that the vehicle-body will have an easy motion and not be affected by the movements of the heavy batteries, and so the comfort of the occupants will be greatly increased.

L indicates the rear axle, to which the frame-arms B^2 are secured, and L′ designates the rear wheels.

The propelling and steering means may be of any desired kind; but I have shown a single driving and steering wheel C, mounted in a horizontally-turning frame G, which also carries an electric motor geared to the wheel, and this frame is turned for steering purposes by the steering-shaft K. This mechanism C G K forms no part of the present invention, as it forms the subject-matter of another application filed of even date herewith, and it will not therefore be further described.

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

1. The combination with the vehicle-body, the rear axle and parallel side bars secured near their rear ends to said axle, of parallel longitudinal springs secured at their middles to the said side bars under and secured to the sides of the body, transverse springs secured at their ends to said side bars at opposite sides of the axle and a platform or box carried by said transverse springs within the sides of the vehicle-body.

2. The combination with a rear axle, the parallel side bars secured thereto and each having three lugs, longitudinal body-supporting springs secured at their middles to the middle lugs, and transverse battery-supporting springs secured at their ends to the other lugs.

3. The combination with the yoke-like frame, and the rear axle secured to the rear ends thereof, of the longitudinal springs secured at their middles to said side bars and

supporting the vehicle-body at their ends, the transverse springs secured at their ends to the side bars in front and rear of the axle and a battery box or support mounted on top of said transverse springs.

4. The combination with a vehicle-body having parallel sides, of a yoke-like frame secured at its front under the front of the body, offset downwardly and having the side bars extended rearwardly under the sides of the body, the rear wheel-carrying axle secured to said rearwardly-extending side bars, longitudinal springs secured at their ends to the body and at their middles to the said side bars, transverse bowed springs shackled at their ends to said side bars and a battery-support mounted on said transverse springs within the body.

5. The yoke-like frame downwardly offset between its ends, and provided at the rear end of each of the side bars with three spring-attaching lugs; the middle lugs being adapted for longitudinal springs and the outer lugs having transversely-apertured ears for the ends of transverse springs.

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

WILLIAM BOWKER, SENR.

Witnesses:
JOS. H. BLACKWOOD,
GEO. H. EVANS.