

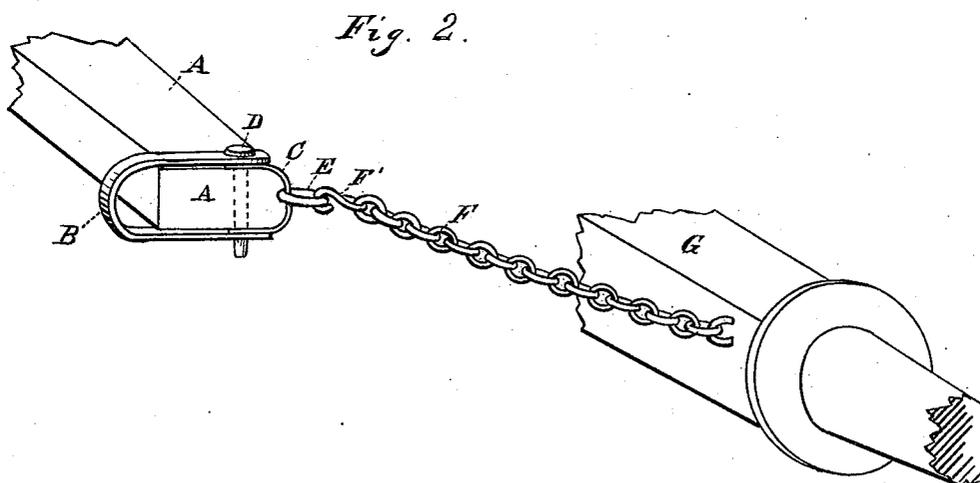
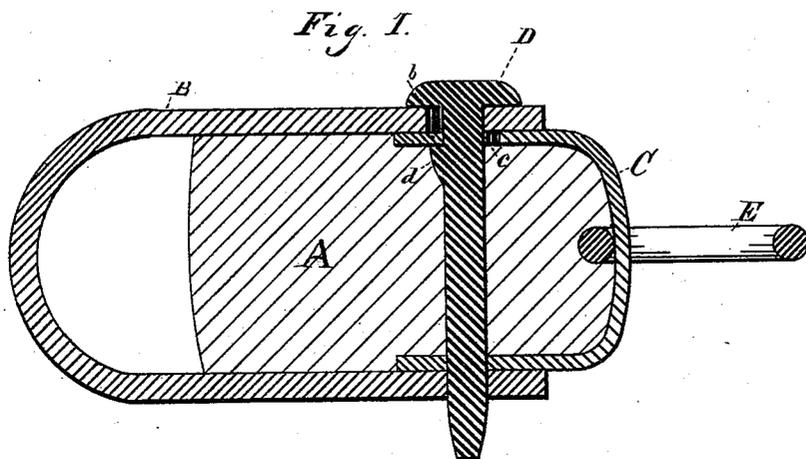
(No Model.)

S. E. BROWN & A. W. TRAIN.

CLEVIS.

No. 251,174.

Patented Dec. 20, 1881.



WITNESSES

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INVENTOR

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# UNITED STATES PATENT OFFICE.

SAMUEL E. BROWN AND ALLEN W. TRAIN, OF CLEVELAND, OHIO.

## CLEVIS.

SPECIFICATION forming part of Letters Patent No. 251,174, dated December 20, 1881.

Application filed June 18, 1881. (No model.)

*To all whom it may concern:*

Be it known that we, SAMUEL E. BROWN and ALLEN W. TRAIN, of Cleveland, in the county of Cuyahoga and State of Ohio, have invented certain new and useful Improvements in Clevises; and we 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 pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

Our invention relates to double-trees, and more particularly to an improved clevis, to be used in connection with double-trees, by means of which the whiffletree is attached thereto; and it consists in a double clevis provided with a self-locking bolt, one portion of which is adapted to pass in front of the double-tree and afford means for attaching the whiffletree, while the other portion grasps the rear part of the double-tree and forms a link to which the stay-chain is attached, and through which the double-tree is connected with the axle.

In the drawings, Figure 1 represents a vertical sectional view of our improved clevis attached to an end of an ordinary double-tree. Fig. 2 is a perspective view of a portion of a double-tree having our improved clevis attached, showing the manner in which connection is made with the axle-tree of a wagon.

In the said drawings, A represents the wooden portion of an ordinary double-tree.

B represents the forward stirrup of the clevis, which is adapted to pass around the front portion of the double-tree.

C represents the rear stirrup.

D is a bolt which passes through both stir-

rupps and also through the double-tree A. This bolt is provided with a lug, *d*. The forward stirrup is provided with a recess, *b*, through which the lug *d* of the bolt may pass. The rear stirrup is provided with a recess, *c*, for the same purpose. In order to insert the bolt or withdraw it, the openings *b* and *c* in the stirrups may be made to register. When the two stirrups of this clevis are in position for use the lug *d* of the bolt D serves as a lock, as shown in Fig. 1 of the drawings.

E is a link, which may or may not be permanently attached to the stirrup C. We prefer to make this link removably attached to this stirrup C; but in order to hold it in its proper place the double-tree A is prepared to fit closely within the stirrup C, and a recess is prepared in the rear portion of the double-tree for the reception of the link E, which holds it rigidly in its proper position. To this link E may be attached the stay-chain F, as shown in Fig. 2, by means of a hook or other suitable attaching device, F', and then connected with the axle G, substantially in the manner shown.

What we claim is—

In a double-tree clevis, the combination of the stirrup B, provided with a recess, *b*, stirrup C, provided with a recess, *c*, bolt D, provided with a lug, *d*, and the link E, substantially as and for the purposes shown.

In testimony whereof we have signed our names to this specification in the presence of two subscribing witnesses.

SAMUEL E. BROWN.  
ALLEN W. TRAIN.

Witnesses:

JNO. CROWELL, Jr.,  
ERNEST O. ORSBURN.