

(No Model.)

F. BROWN.
WAGON SHACKLE.

No. 459,991.

Patented Sept. 22, 1891.

Fig. 1.

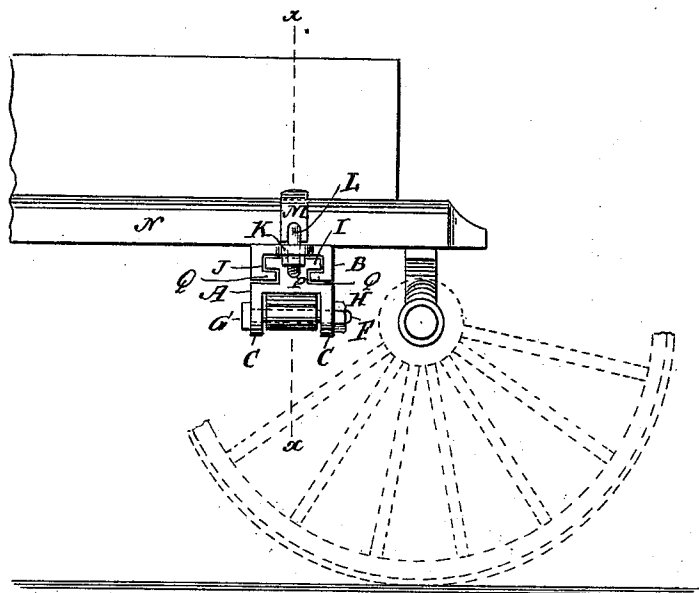


Fig. 2.

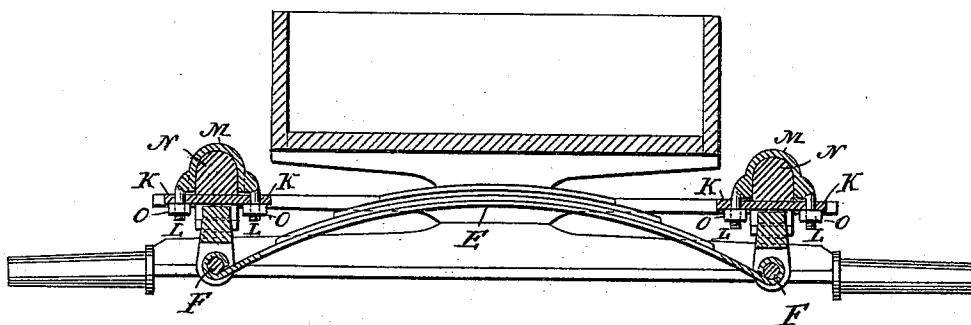


Fig. 3.

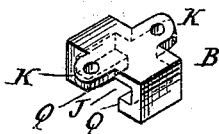
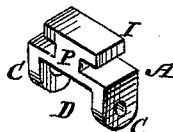


Fig. 4.



WITNESSES:

Edward Wolff.
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ATTORNEYS

UNITED STATES PATENT OFFICE.

FRANK BROWN, OF NEW YORK, N. Y., ASSIGNOR OF ONE-HALF TO DIEDRICH KATT, OF SAME PLACE.

WAGON-SHACKLE.

SPECIFICATION forming part of Letters Patent No. 459,991, dated September 22, 1891.

Application filed March 26, 1891. Serial No. 386,485. (No model.)

To all whom it may concern:

Be it known that I, FRANK BROWN, a citizen of the United States, residing at New York, in the county and State of New York, have invented new and useful Improvements in Wagon-Shackles, of which the following is a specification.

This invention has for its object to provide novel means for connecting the transverse spring of a vehicle with the side bars of the body; and to this end the invention consists in the combination, with the transverse end spring and the side bars of a vehicle, of a pair of clips, each embracing a side bar and provided at opposite sides thereof with pendent bolt ends having nuts, upper shackle-sections, each provided with horizontal laterally-projecting perforated lugs, through which the bolt ends of one of the clips extend to clamp the upper shackle-section against the under side of a side bar, and lower shackle-sections, each having a cross-head arranged in sliding engagement with an upper shackle-section and slidable back and forth between the nuts on the pendent bolt ends, whereby the nuts operate as stops to prevent displacement of the lower shackle-sections, as will be more fully hereinafter described.

Figure 1 is a side view of a portion of a wagon-body and side bar, showing my new shackle applied thereto. Fig. 2 is a cross-section on the line *xx* of Fig. 1. Figs. 3 and 4 are perspective views of the upper and lower parts of my improved shackle detached from each other and from the wagon.

In carrying out my invention I construct the shackle in two parts or sections adapted to slide upon each other, one part A being connected to the end of the spring and the other part B to the side bar. The under side of the part A is made with two flanges C C at its ends, forming a recess D, which receives the end of the wagon-spring E, which is provided with an eye F to receive the headed bolt G, that passes through holes in the said flanges C and through the eye F and is secured by a nut H on its end.

The upper side of part A of the shackle is provided with a T-shaped head I, which is adapted to slide back and forth in a T-shaped receptacle J, made in part B of the shackle. The construction and form of said parts A B of the shackle are clearly shown in Figs. 3

and 4, where the T-shaped head and T-shaped receptacle of the parts A B are seen to be adapted to interlock with each other and to admit of their sliding upon each other, the post P of the T-shaped head I being adapted to slide to and fro in the opening Q, made in the bottom of the receptacle J. The top of the said part B of the shackle is provided on its front and rear with horizontal laterally-projecting perforated lugs K K, through whose perforations extend the threaded bolt ends L L of clips M M, which pass over the side bars N N, and which are secured to them and the shackles by means of nuts O O, screwed upon the bolt ends L L of the clips.

The parts A B of the shackle are prevented from becoming separated from each other by the bolt ends L L, which, with the nuts O O, act as stops to prevent them from becoming separated or sliding off from each other.

I do not broadly claim a shackle composed of upper and lower sections so connected that the lower section can slide horizontally on the upper section, as such does not of itself constitute my invention.

What I claim as new, and desire to secure by Letters Patent, is—

The combination, with the transverse end spring E and the side bars N of a vehicle, of the clips M, each embracing a side bar and provided at opposite sides thereof with pendent bolt ends L, having a nut O, the upper shackle-sections B, each provided with horizontal laterally-projecting perforated lugs K, through which the bolt ends of one of the clips extend to clamp the upper shackle-section against the under side of a side bar, and the lower shackle-sections A, pivoted to the transverse spring, and each having a cross-head I arranged in sliding engagement with the upper shackle-section to slide back and forth between the nuts on the pendent bolt ends, so that the nuts act as stops to prevent displacement of the lower shackle-sections, substantially as described.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

FRANK BROWN.

Witnesses:

WM. C. HAUFF,
E. F. KASTENHUBER.