

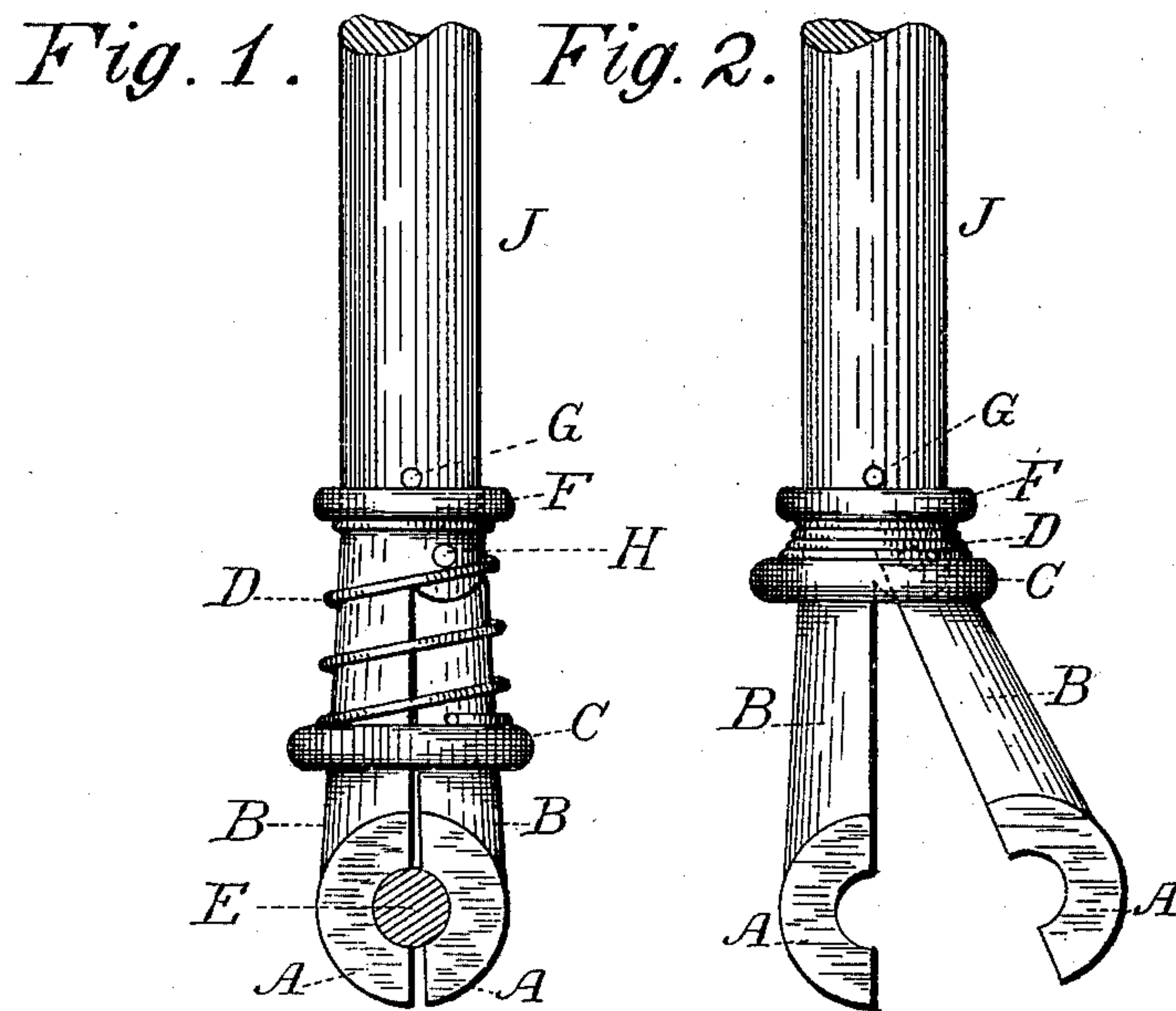
(No Model.)

J. E. BOTSFORD & T. L. CHURCH.

DRAFT SHACKLE FOR VEHICLES.

No. 378,539.

Patented Feb. 28, 1888.



Witnesses
John M. Braumard
Giles M. Gooden.

Thomas L. Church, Inventors,
James E. Botsford.

By their Attorneys.

Howland and Wheeler

UNITED STATES PATENT OFFICE.

JAMES E. BOTSFORD, OF AUBURN, AND THOMAS L. CHURCH, OF SYRACUSE, NEW YORK.

DRAFT-SHACKLE FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 378,539, dated February 28, 1888.

Application filed July 17, 1886. Serial No. 208,322. (No model.)

To all whom it may concern:

Be it known that we, JAMES E. BOTSFORD, a citizen of the United States of America, residing in the city of Auburn, Cayuga county, and State of New York, and THOMAS L. CHURCH, also a citizen of the United States, residing in the city of Syracuse, county of Onondaga, and State of New York, have invented a new and useful Improvement in a Draft-Shackle, of which the following is a specification.

The object of the invention is to have a draft-shackle for vehicles that will always be tight and close around the bolt connecting it with the clip on the axle-tree, preventing any noise or rattling, and also to have a shackle by which shafts or poles can be removed or attached quickly. We attain these objects by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of the shackle closed, and Fig. 2 represents the same open.

In the drawings, the letters A A represent the eye of the shackle. Fig. 1 represents the shackle with the eye A A closed around the bolt E of clip attached to the axle-tree of carriage. Fig. 2 represents the shackle with the eye open and spring thrown up so as to remove the thills.

B B represent the two parts of the shackle, the one part hinged to the other at point H.

C represents an adjustable yoke around the two parts of the shackle.

D represents the spring which presses the yoke C onto the shackle B B and keeps it closed tightly around the bolt E.

E represents the bolt to which the clip is attached.

F represents a tight collar around the bolt and rests against the pin G. The collar F and the pin G prevent the spring D from sliding along the shackle-bar J.

H represents the hinge of the shackle, and by means of which the shackle may be opened and shut when the spring D is pushed down to the collar F.

The two parts B B are made on an incline, so that when the shackle is attached to the carriage the adjustable yoke C is pressed along the incline by spring D, closing the eye A A and holding it firmly around the bolt E, thus making any rattling of these parts an impossibility. The slight opening in eye A A, as shown in Fig. 1, is to provide for any wear of bolt E, permitting the eye to close as the bolt may wear, the pressure from the adjustable yoke C and spring D keeping the eye A A firmly in place around bolt E.

To attach or detach thills or pole with this shackle only requires a slight pressure from the thumb and fingers, pressing back yoke C and spring D to the collar F, and thus permitting the eye A A of shackle to open, as in Fig. 2.

In the drawings the letters represent the various parts of a draft-shackle as follows: A A, the eye; E, the bolt of clip on axle-tree of carriage, said bolt resting in the eye of shackle when thills or pole are attached to carriage; B B, the two parts or jaws of the shackle, the one part hinged to the other; C, the adjustable yoke; D, the spring; H, the hinge, hinged with or without a rivet; F, the collar; G, the pin; J, the bar of the shackle.

We claim as our new invention—

A draft-shackle comprising two hinged jaws, B B, a divided eye, A A, a yoke, C, and spring D, all combined and operating as above described, together forming an improved self-adjusting draft-shackle for vehicles.

JAMES E. BOTSFORD.
THOS. L. CHURCH.

Witnesses:

E. O. WHEELER,
JOHN M. BRAINARD.