

No. 881,754.

PATENTED MAR. 10, 1908.

F. E. WILCOX.
VEHICLE CLIP.

APPLICATION FILED SEPT. 16, 1907.

FIG. 1.

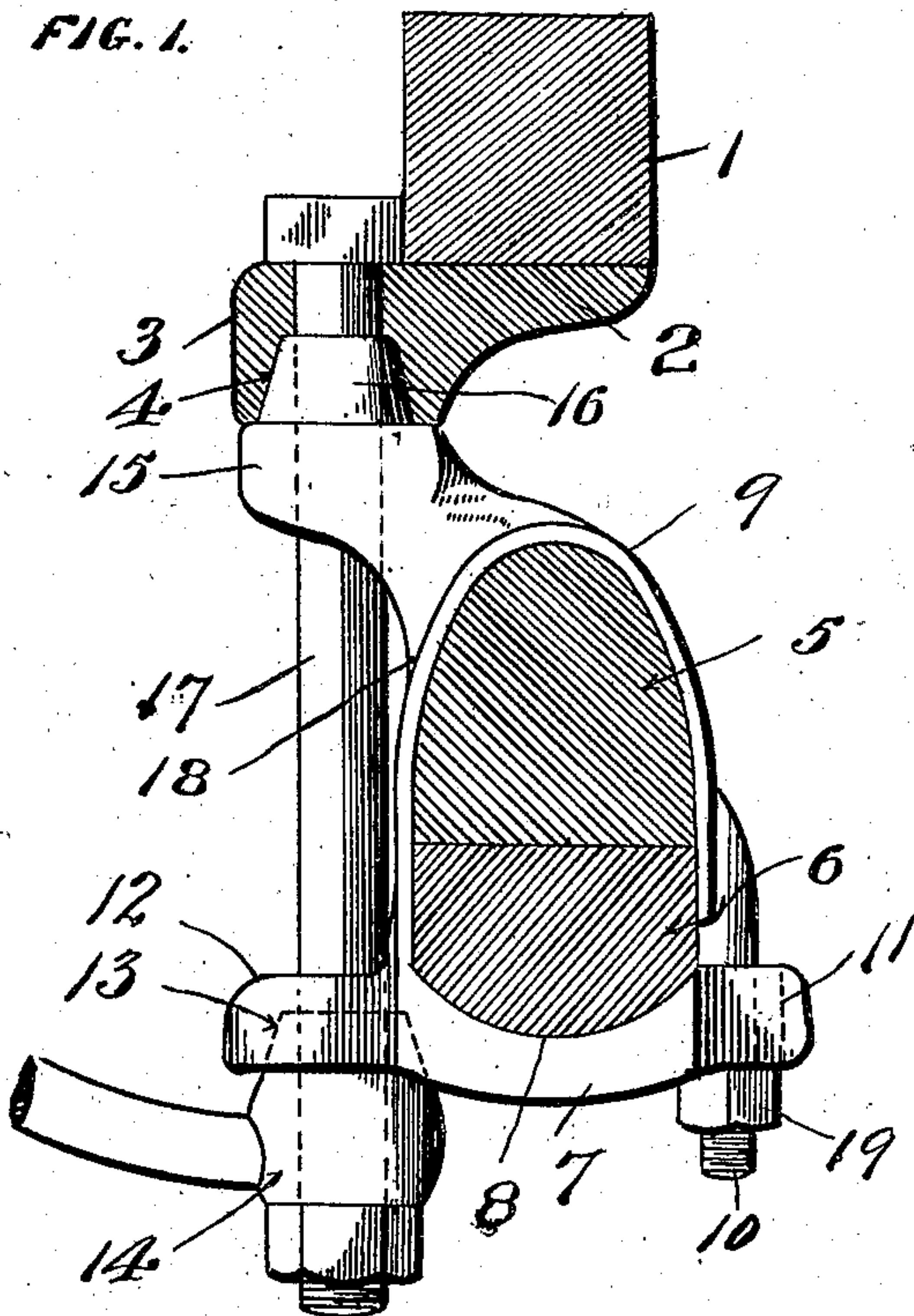


FIG. 2.

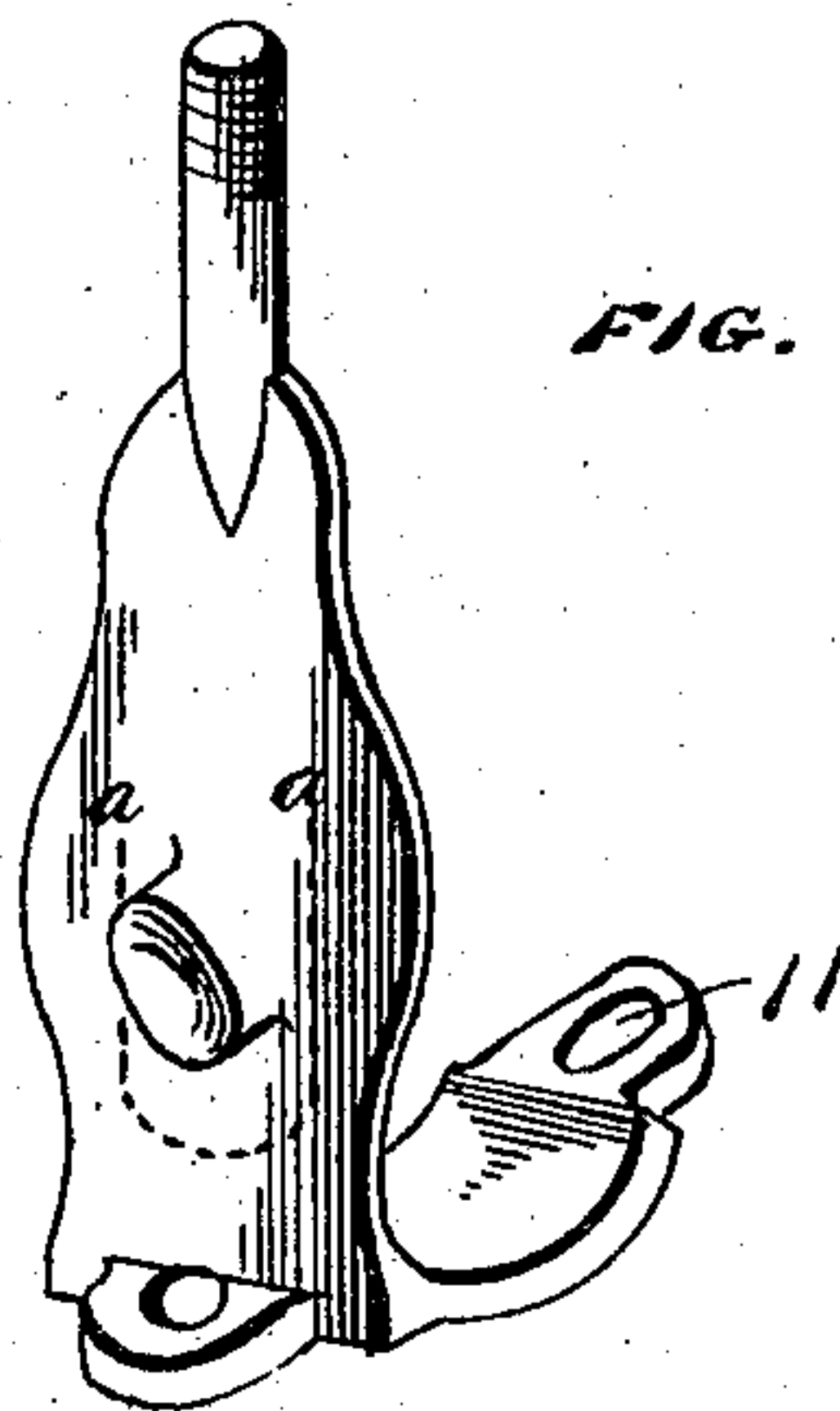


FIG. 3.

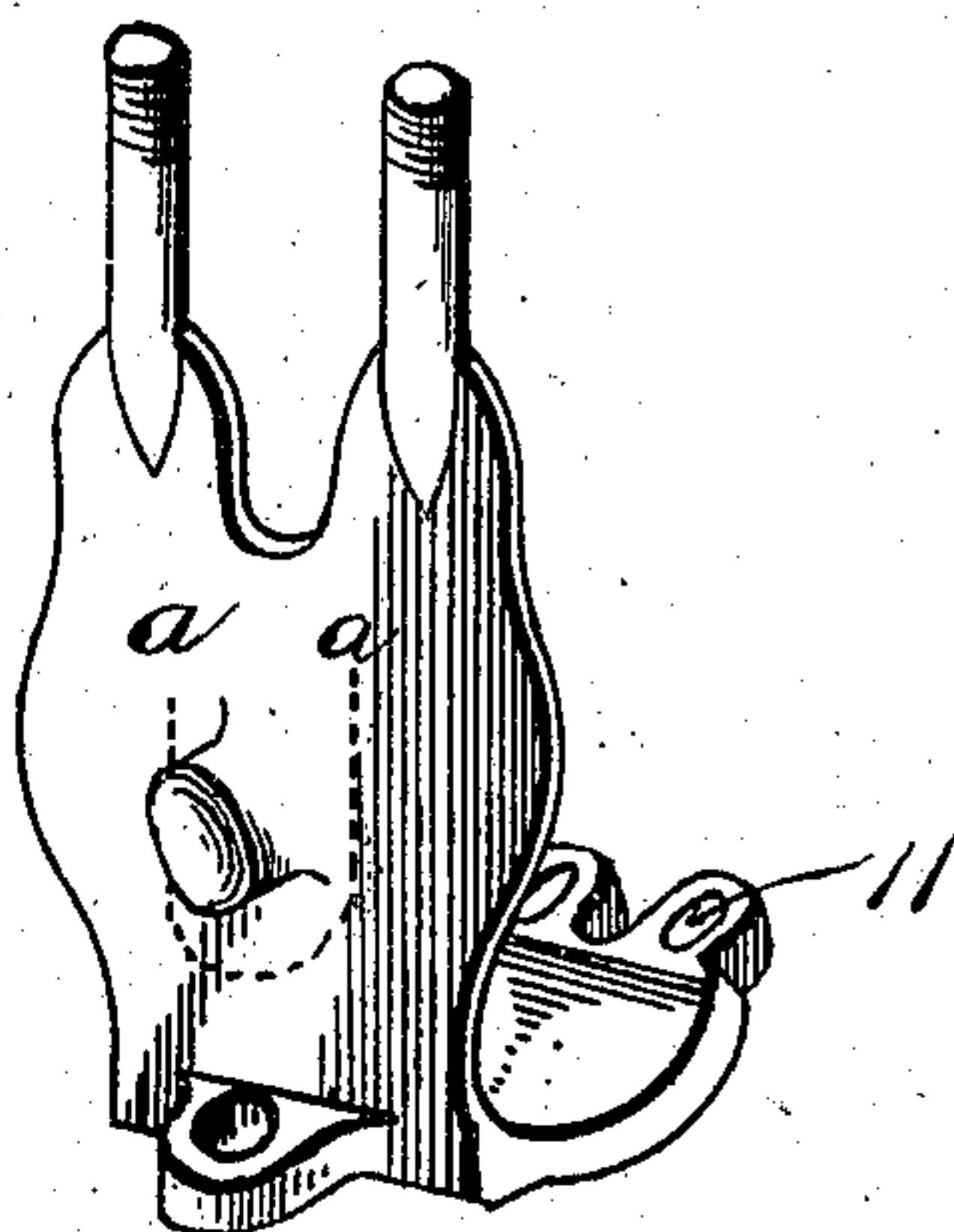
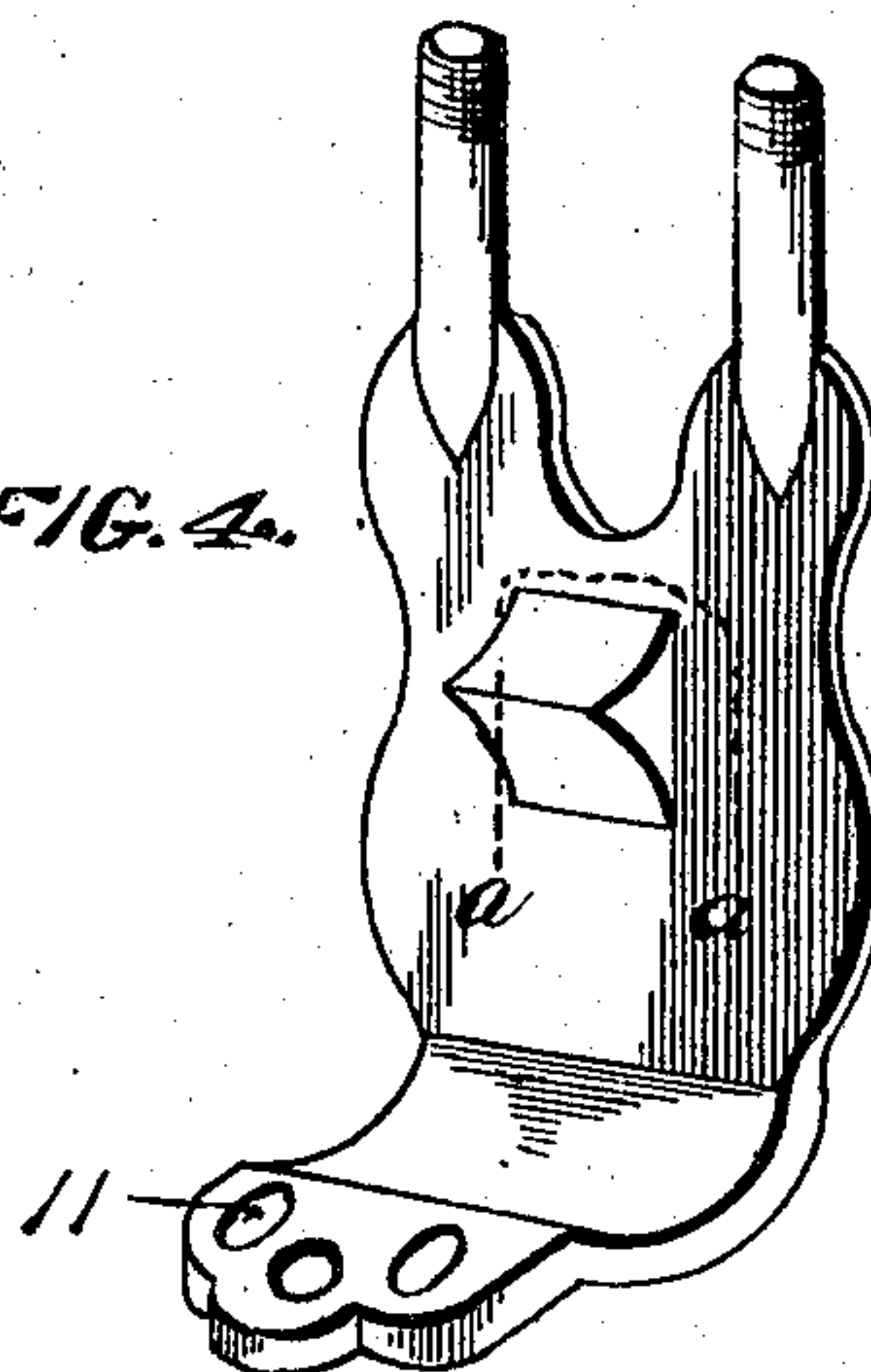


FIG. 4.



WITNESSES
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VEHICLE-CLIP.

No. 881,754.

Specification of Letters Patent.

Patented March 10, 1908.

Application filed September 16, 1907. Serial No. 393,169.

To all whom it may concern:

Be it known that I, FRANK E. WILCOX, a citizen of the United States, residing at Mechanicsburg, in the county of Cumberland and State of Pennsylvania, have invented new and useful Improvements in Vehicle-Clips, of which the following is a specification.

My invention relates generally to vehicle clips, and in particular to so-called king-bolt clips, the object being to improve the clip shown and described in the Letters Patent No. 839,913, issued to me on January 1, 1907.

My invention consists in a clip having the yoke made integral with the body thereof, and when designed for use as a king bolt clip, provided with perforated lugs for the passage of the king bolt.

The accompanying drawing illustrates three examples of the physical embodiment of the invention constructed according to the best modes I have so far devised for the practical application of the principle.

Figure 1 is a cross section of an axle, axle bed, head block plate and head block, showing a king bolt clip in position. Fig. 2 shows an integral single prong clip and yoke as forged and preparatory to cutting out, turning up, and fashioning the head or top lug which is to engage the head block plate. Fig. 3 is a view, similar to Fig. 2, showing a clip having two prongs. Fig. 4 is a view, similar to Fig. 3, of a clip which is designed for application to the axle and cap so that the prongs will be at the rear of the axle.

Referring to the figures, the numeral 1 designates the head block; 2, the head block plate having a rear perforated lug 3 and a recess 4 to receive the cylindrical portion of the head or top lug of the clip; 5, the axle cap; 6, the axle; 7, the axle yoke having a concave seat 8, as shown; 9, the body portion of the clip which when in use is of a \cap -shape; 10, the threaded prongs; 11, an elongated slot or slots at one end of a yoke, so made that the threads upon the prongs will not become abraded when being passed through the slots during the adjustment or fitting of the clip to the axle; 12, the perforated bottom king bolt lug having a seat 13 for the perforated brace head 14, as shown; 15, the perforated head or top lug having the cylindrical projection 16 which is seated within the recess at the lower surface of the lug on the head block plate; and 17 is a king bolt.

In forging the integral clip and yoke for use as a king bolt clip the body of the clip is cut on the line $a-a$ and the inclosed metal bent outwardly and upwardly and then fashioned under dies to the shape shown in Fig. 1 and so as to have a foot 18 which fits the rear surface of the axle cap.

In applying the clip the threaded prong or prongs are adapted to pass through the slot or slots at the end of the yoke and the nut or nuts 19 then adjusted.

From the foregoing description taken in connection with the drawing it will be seen that I have produced a very simple and strong clip wherein the axle yoke is integral with the body of the clip, and which latter may have one or more threaded prongs as desired. When designed for use as a king bolt clip the head or top and bottom lugs are added and the slotted end of the yoke disposed relatively to the other parts of the clip so it will be located at the front or rear surface of the axle.

What I claim is:

1. A vehicle clip made in one piece having a yoke perforated at its free end, and a body portion of a \cap shape; the free end of the body portion being provided with a threaded prong.

2. A vehicle clip made in one piece having a yoke with an elongated slot at its free end, and a body portion of a \cap shape; the free end of the body portion being provided with a threaded prong.

3. An integral vehicle clip having a yoke with a plurality of perforations at its free end, and a body portion of a \cap shape provided with a plurality of threaded prongs at its free end.

4. A vehicle clip made in one piece having a yoke perforated at its free end, a body portion of a \cap shape provided with a threaded prong, and a perforated king bolt lug.

5. A vehicle clip made in one piece having a yoke perforated at its free end, a body portion of a \cap shape provided with a threaded prong, and top and bottom perforated king bolt lugs.

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

FRANK E. WILCOX.

Witnesses:

C. T. McCUE,
H. C. BROWN.