# T. T. PEARSON.

## Vehicle-Spring Shackles.

No. 164,205. Patented June 8, 1875.

*Fig. 1.*

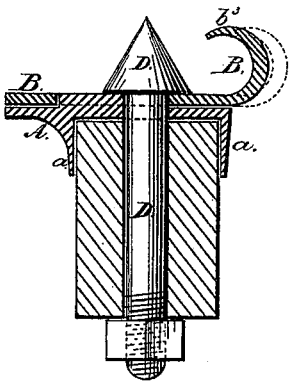



*Fig. 2.*

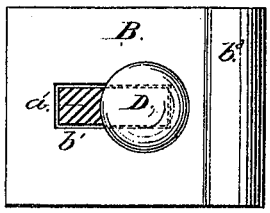



*Fig. 3.*

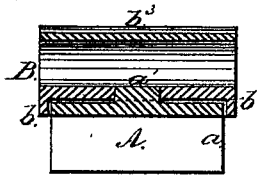



*Fig. 4.*

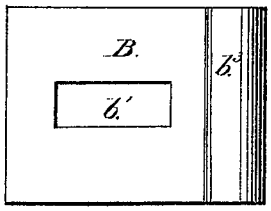
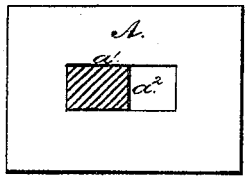



*Fig. 5.*




*Witnesses:*

Franklin Barrett

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# UNITED STATES PATENT OFFICE.

THOMAS T. PEARSON, OF HOPEWELL CORNER, CANADA, ASSIGNOR OF ONE-HALF HIS RIGHT TO CHARLES AUBREY McLANE, OF SAME PLACE.

## IMPROVEMENT IN VEHICLE-SPRING SHACKLES.

Specification forming part of Letters Patent No. **164,205**, dated June 8, 1875; application filed April 24, 1875.

*To all whom it may concern:*

Be it known that I, THOMAS TOBIAS PEARSON, of Hopewell Corner, in the county of Albert, New Brunswick, in the Dominion of Canada, have invented a new and useful Improvement in a Shackle for Holding Side Springs to Carriages; and I do hereby declare the following to be a full and clear description of the same, which will enable others to make and use my improved shackle.

The nature and object of the invention will readily appear from the following description, and from the accompanying drawings forming a part of this specification.

Figure I represents a sectional elevation of a carriage-axle with one of the improved shackles attached to it, showing in dotted lines the advanced position of the shackle. Fig. II is a plan of the same. Fig. III is a transverse section taken on the line *x x* of Fig. II, showing the shackle and its attaching-clip. Fig. IV is a plane of the shackle separated from its connections. Fig. V is a plan of the clip for holding the shackle in place.

The clip A is a small metal plate, having lugs *a a* projecting from its bottom side, so as to fit closely to the sides of the axle C, on which the clip rests. On the top side of the clip there is raised a small rectangular lug, $a^1$, the thickness of which is equal to the thickness of the plate part of the shackle B, which rests upon it. By the side of the lug is a hole, $a^2$, as shown in Fig. V, through which the assembling-bolt D passes. The shackle B is a metal plate lying on top of the clip-plate A, and having lugs *b* on its bottom face, that project down by the sides of the clip, and hold the said shackle in place laterally. A slot, *i*, in the plate of B admits the lug $a^1$ when the parts are assembled. The widths of the lug $a^1$ and slot $b^1$ are such that the lug will just fit into the slot; but the slot is enough longer than the lug to admit the assembling-bolt D at the end of the lug, and the arrangement is such that the clip may be turned around to either the front or the back side of the bolt, which must of course occupy a fixed position in the axle, and by turning the clip around the said lug will hold the shackle in an advanced or retired position, as is shown by the dotted and full lines of Fig. I. A lip, $b^3$, on the front end of the shackle is arranged to hook into the spring of a side-spring carriage, and hold the spring to its end supports. When the springs are new and stiff, the lug of the clip will be turned so as to hold the shackle in its advanced position, as shown by dotted lines in Fig. I; but after the spring shall have become worn and loose, and it is desired to tighten it, the bolt D will be withdrawn, the pieces A and B removed, and the clip turned around so as to hold the parts, as shown in full lines in Fig. I, and then the bolt again screwed in place, thus tightening up the spring without the trouble and defacement of cutting it. If the springs are not much loosened, only the shackle at one of its ends need be tightened; but, if required, those at both ends of the spring may be tightened.

Having thus described my invention, I desire to claim—

The combination of clip-piece A, adjustable lug $a^1$, and the shackle-piece B, as and for the purpose set forth.

THOMAS TOBIAS PEARSON.

Witnesses:

CHAS. A. McLANE,

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