

(No Model.)

LE ROY S. WHITE.

AXLE CLIP.

No. 379,839.

Patented Mar. 20, 1888.

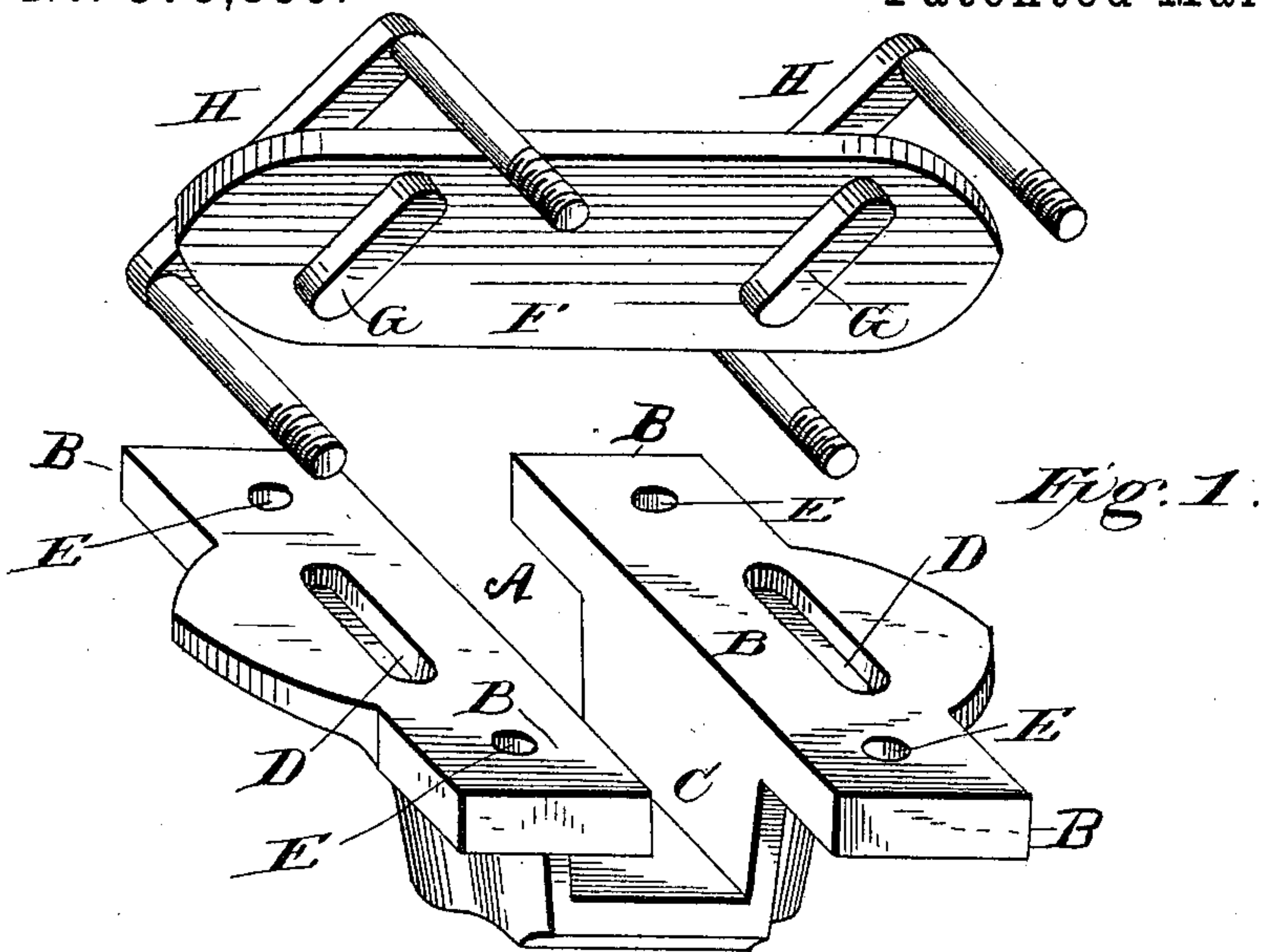


Fig. 2.

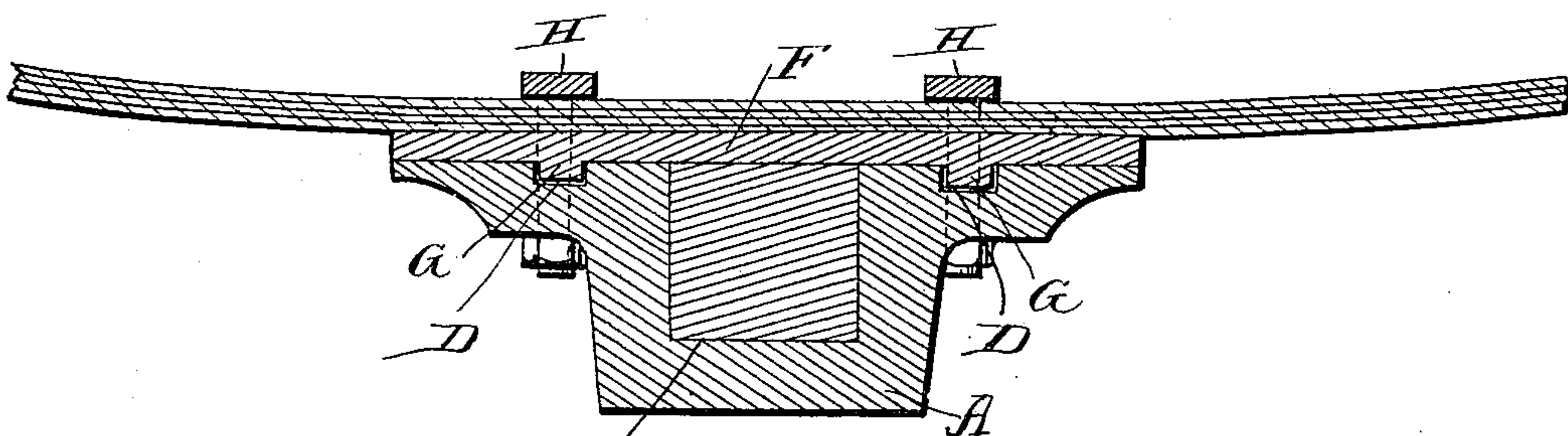
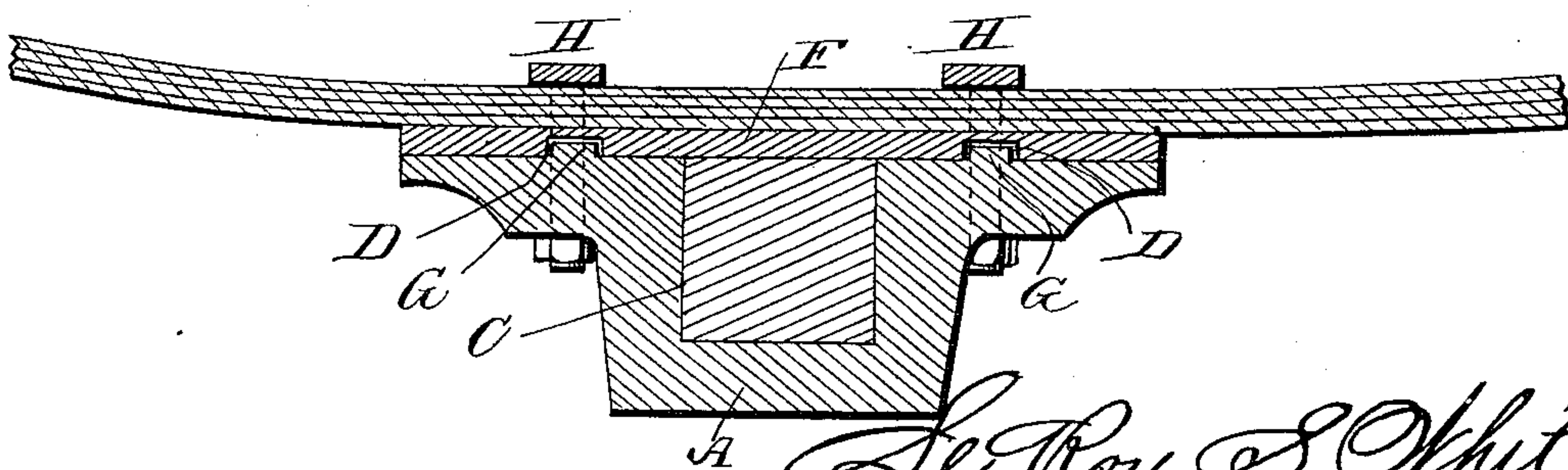


Fig. 3.



WITNESSES.

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# UNITED STATES PATENT OFFICE.

LE ROY S. WHITE, OF UNION, NEW YORK.

## AXLE-CLIP.

SPECIFICATION forming part of Letters Patent No. 379,839, dated March 20, 1888.

Application filed September 17, 1887. Serial No. 249,952. (No model.)

*To all whom it may concern:*

Be it known that I, LE ROY S. WHITE, a citizen of the United States, and a resident of Union, in the county of Broome and State of New York, have invented certain new and useful Improvements in Axle-Clips; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a perspective view of my improved axle-clip for vehicles, showing the several parts separated. Fig. 2 is a longitudinal vertical sectional view of the clip secured to the spring of a vehicle, and Fig. 3 is a longitudinal vertical sectional view of another form of my clip.

Similar letters of reference denote corresponding parts in all the figures.

My invention relates to that class of clips for securing springs to axles in which the spring stands at right angles to the axle, and has for its object to provide such a clip with a tie-bar, whereby it is prevented from spreading, as will be hereinafter more fully described and claimed.

Referring to the accompanying drawings, A indicates the clip, having the usual socket, C, for engaging with the axle, and having each side of each of its ends provided with the perforated ears B B, which extend laterally from the clip and have their inner edges in the same plane with the sides or walls of the socket C, so that when the clip is in position upon the axle these ears will bear against the sides of the axle, thus adding strength to it upon each side of the clip, besides assisting materially in keeping the clip from being turned or twisted upon the axle. The upper face of each end of the clip is provided with a socket, D, which I prefer to make nearly or quite as long as the width of the clip and about midway between the walls of the socket C and ends of the clip. A tie-bar, F, is provided upon one side with the lugs or ribs G G, of such a size and shape as to fit within the sockets D D when the tie-bar is placed in position across the top of the axle and clip. I prefer to make this tie-bar of the

same width and length as the clip, so that when it is placed in position its ends will correspond with the ends of the clip, making a neat and tidy piece of work, and also bear a portion of the strain that would come upon the clip by the backward and forward movement of the body. The upper face of this tie-bar is preferably made smooth, so that the spring can be secured in place upon it without having to fit the one to the other, and as it is of the same width as the springs when the ordinary bow-clips, H H, are placed in position, the edges of the leaves of the spring will be even or flush with the sides of the tie-bar, making the tie-bar look almost like a leaf of the spring, and especially as the tie-bar is preferably made of about the same thickness as one of the leaves of the spring.

If desired, the lugs or ribs and the sockets or recesses D D may be reversed—that is, the tie-bar may be provided with the recesses and the clip be provided with the ribs or lugs, as shown in Fig. 3. The shape and size of the ribs and sockets may also be changed or varied as desired, to better adapt the clips to some particular construction or purpose to which they are to be applied.

In applying the clip it is placed upon the axle, the socket being of such a size as to fit the axle, making the top of the ends of the clip on a level with the top of the axle, and causing the ears at the sides of the clip to bear firmly against the sides of the axle. The tie-bar is then placed across the top of the clip and axle, and the spring is then placed upon the tie-bar. The bow-clips are then placed over the spring with their ends passed down at the sides of the spring and tie-bar and through the holes E E in the ears of the clip and secured by nuts upon their ends, the holes being at such a distance apart as to permit the ends of the bow-clips passing through them. In this manner the ordinary tie-bars for securing the ends of the bow-clips together are dispensed with, and the bow-clips are kept from moving upon the clip and spring.

Having thus described my invention, I claim—

The combination, with an axle-clip for vehicles, the socket of which is of the same depth as the axle, and the ends are each pro-

vided with ears upon its sides, the inner edges  
of which ears are in the same plane as the  
walls of the socket, whereby they are adapted  
to bear against the sides of the axle, of a tie-  
5 bar the ends of which are adapted to rest  
upon and engage with the ends of the clip,  
whereby the clip is prevented from spreading,  
said clip and tie-bar being adapted to be se-  
cured to the spring and axle of a vehicle by

means of the ordinary bow-springs, the ends 10  
of which engage with the axle-clip.

In testimony that I claim the foregoing as my  
own I have hereunto affixed my signature in  
presence of two witnesses.

LE ROY S. WHITE.

Witnesses:

H. L. WHITNEY,

J. L. MEEKER.