W. S. WARD.

SPRING SADDLE-CLIP.

No. 173,245. Patented Feb. 8, 1876.

fig. 1

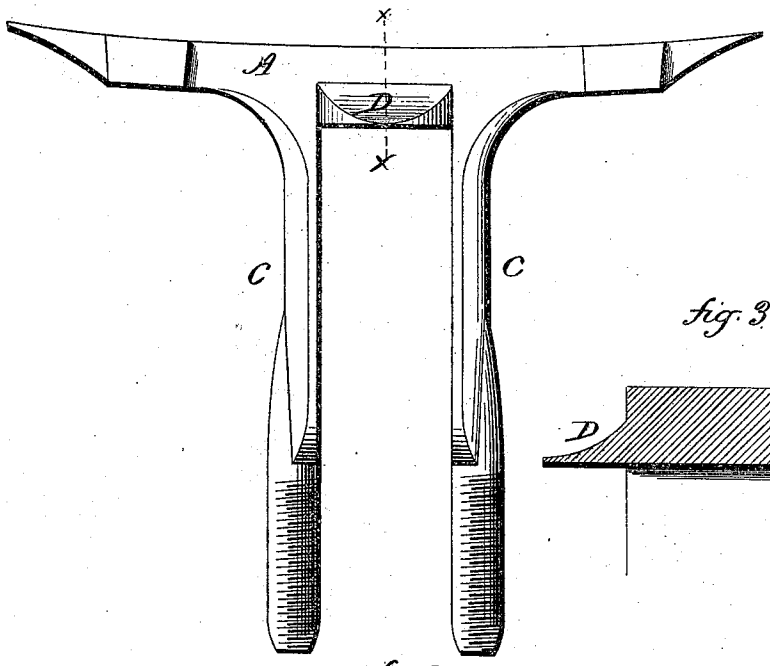
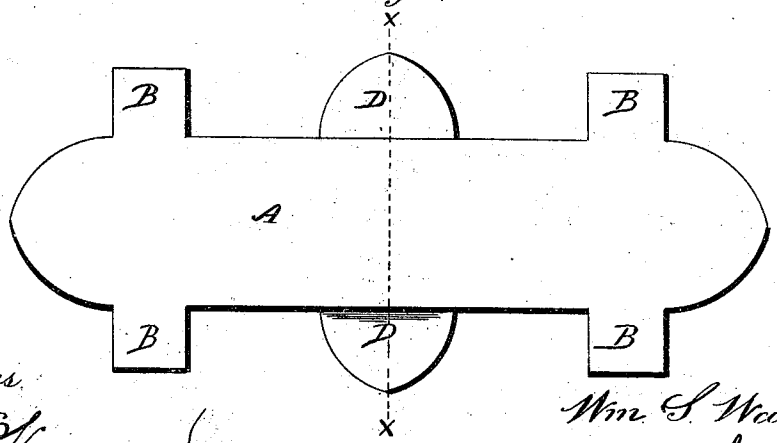


fig. 3

fig. 2



Witnesses.
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UNITED STATES PATENT OFFICE.

WILLIAM S. WARD, OF PLANTSVILLE, CONNECTICUT, ASSIGNOR TO H. D. SMITH & CO., OF SAME PLACE.

IMPROVEMENT IN SPRING SADDLE-CLIPS.

Specification forming part of Letters Patent No. **173,245**, dated February 8, 1876; application filed October 26, 1875.

To all whom it may concern:

Be it known that I, WILLIAM S. WARD, of Plantsville, in the county of Hartford and State of Connecticut, have invented a new Saddle-Clip for Carriages; and I do hereby declare the following, when taken in connection with the accompanying drawings and the letters of reference marked thereon, to be a full, clear, and exact description of the same, and which said drawings constitute part of this specification, and represent, in—

Figure 1, side view; Fig. 2, top or plan view; Fig. 3, transverse central section on line *x x*.

This invention relates to an improvement in the clip for securing carriage-springs to the axle, specially adapted for that class in which the spring is set at right angles to or across the axle, and commonly called "axle saddle-clip," the object of the invention being chiefly to form an extended support for the clip on the axle to sustain the spring transversely; and the invention consists in constructing the clip with lateral projections or bearings from each side, as more fully hereinafter described.

A is the body of the clip, in width substantially that of the spring to be secured, and in length sufficient to afford a substantial seat for the spring, these proportions varying according to the size of the spring.

Near each end of the body, and upon each side, an ear, B, is formed, through which the bolt ends of the spring-clip are passed to secure the spring to the saddle, these ears being bored for the bolt ends to pass through.

From the under side the clip-arms C extend downward, distant from each other the width of the axle, and so as to pass down each side of the axle, while the saddle rests upon the upper side. The lower end of these arms is threaded, so as to allow the clip-bar to be passed down to the ends and secured by nuts.

In order to extend the bearing up on the axle, to prevent the transverse strain of the spring from tipping the saddle, a lip, D, is projected from each side at the center, and so as to lie upon the upper surface of the axle, and thus form a brace, as it were, against lateral or rocking strain.

I claim—

As an article of manufacture, the herein-described saddle-clip, consisting of the body A, constructed with the clip-ears B, the clip-arms C, and the bearing-lips D, all substantially as shown and described.

WILLIAM S. WARD.

Witnesses:

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