

H. A. MATTHEWS.
Whip-Sockets.

No. 156,740.

Patented Nov. 10, 1874.

Fig. 1.

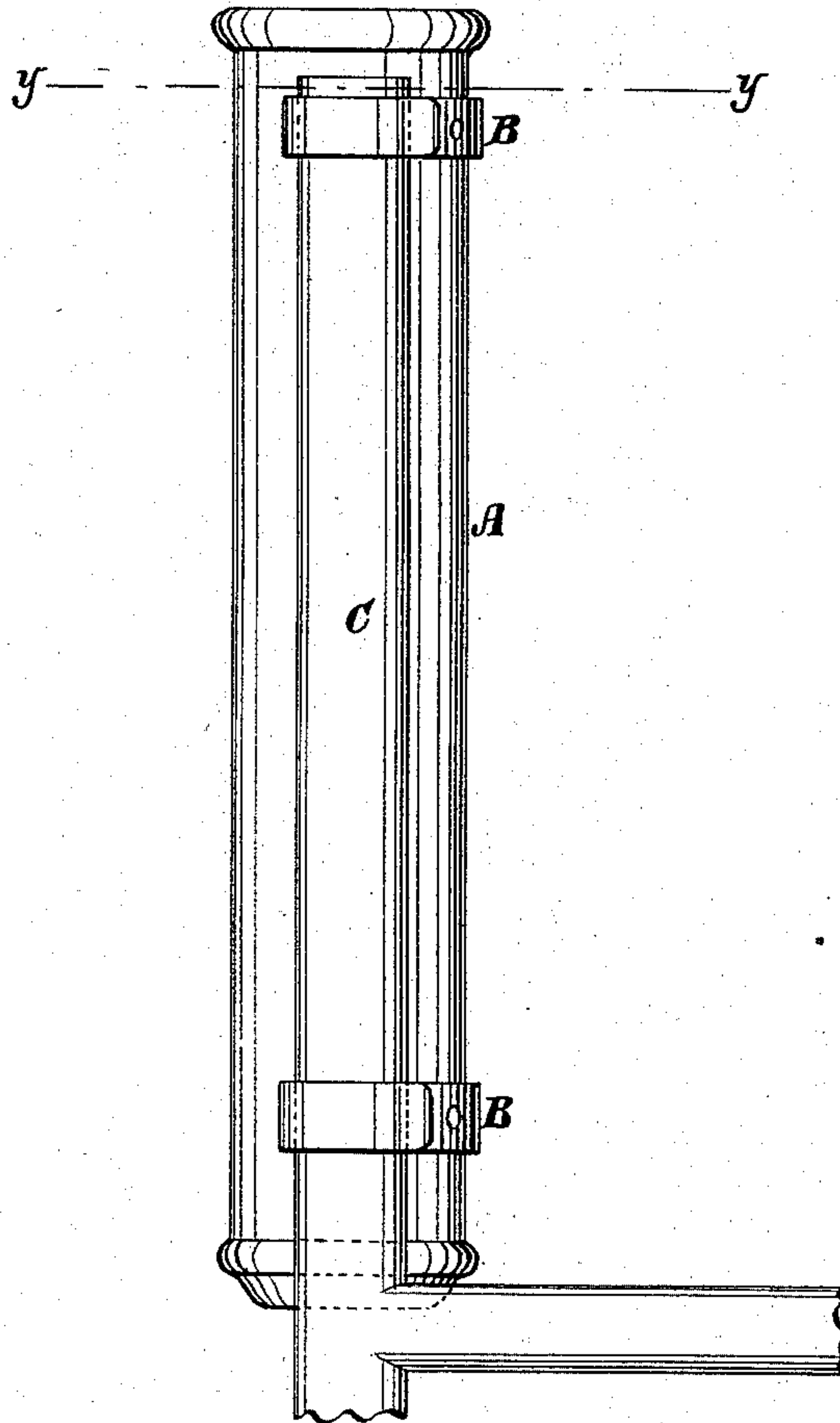
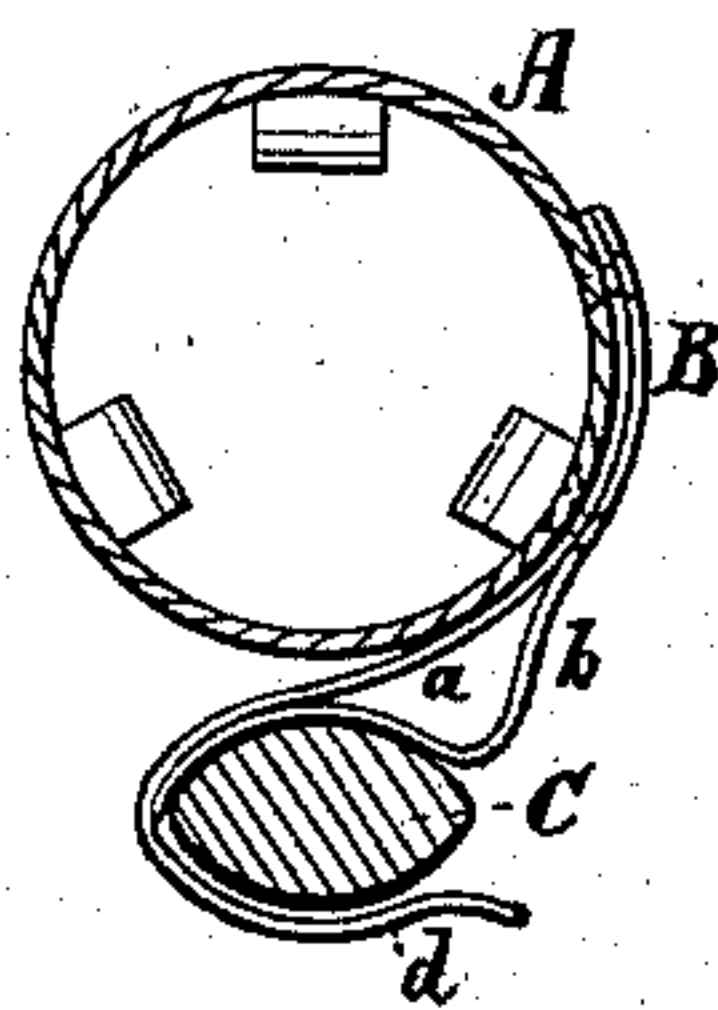


Fig. 2.



WITNESSES:

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UNITED STATES PATENT OFFICE.

HENRY A. MATTHEWS, OF WATERBURY, CONNECTICUT.

IMPROVEMENT IN WHIP-SOCKETS.

Specification forming part of Letters Patent No. 156,740, dated November 10, 1874; application filed September 26, 1874.

To all whom it may concern:

Be it known that I, HENRY A. MATTHEWS, of Waterbury, New Haven county, Connecticut, have invented a new and Improved Whip-Socket Fastener, of which the following is a specification:

My invention consists of spring-hooks, combined with the socket, and contrived to hook it onto the dash-rail detachably. My invention also consists of the said hooks made of double springs of flat metal attached to the side of the socket, and forming a spring-hook at one end of the form of the dash-rail, which hooks onto the rail detachably, and at the same time forms a strong, firm, and steady fastening, the said hook being so formed that each part of the spring forms one side of the hook, which thus has double the range of movement for the same strain on the metal that the single hook has.

Figure 1 is a side elevation of a whip-socket attached to the dash-rail by my improved fastening, and Fig. 2 is a cross-section on the line *y y*, Fig. 1.

Similar letters of reference indicate corresponding parts.

A is the socket; B, the double-spring fastener, and C is the dash-rail. These fasteners consist of two little flat plates, *a b*, placed one upon another, and so bent that *a* forms the

outside spring *d* of the hook, and *b* the inside spring *e*, the said springs being shaped to correspond with the shape of the dash-rail.

By this plan the movement of opening and closing in connecting and disconnecting the socket with the rail is divided between the two springs, so that they can be stiffer than one spring could be, and they hold better and stronger. But I do not limit myself to this particular double spring-hook, although I prefer it.

These fasteners are fastened directly to the socket by riveting them on in a simple manner, without cutting the leather, as with others.

Having thus described my invention, I claim as new, and desire to secure by Letters Patent—

1. The combination, with the whip-socket A and dasher-rail C, of the spring-fasteners B, made hook-shaped, to adapt them to embrace the rail, and allow ready detachment, as shown and described.

2. The double spring-hook fasteners A, combined with the whip-socket, substantially as specified.

HENRY A. MATTHEWS.

Witnesses:

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