

(No Model.)

A. SEARLS.  
WHIP SOCKET

No. 292,061.

Patented Jan. 15, 1884.

fig. 1.

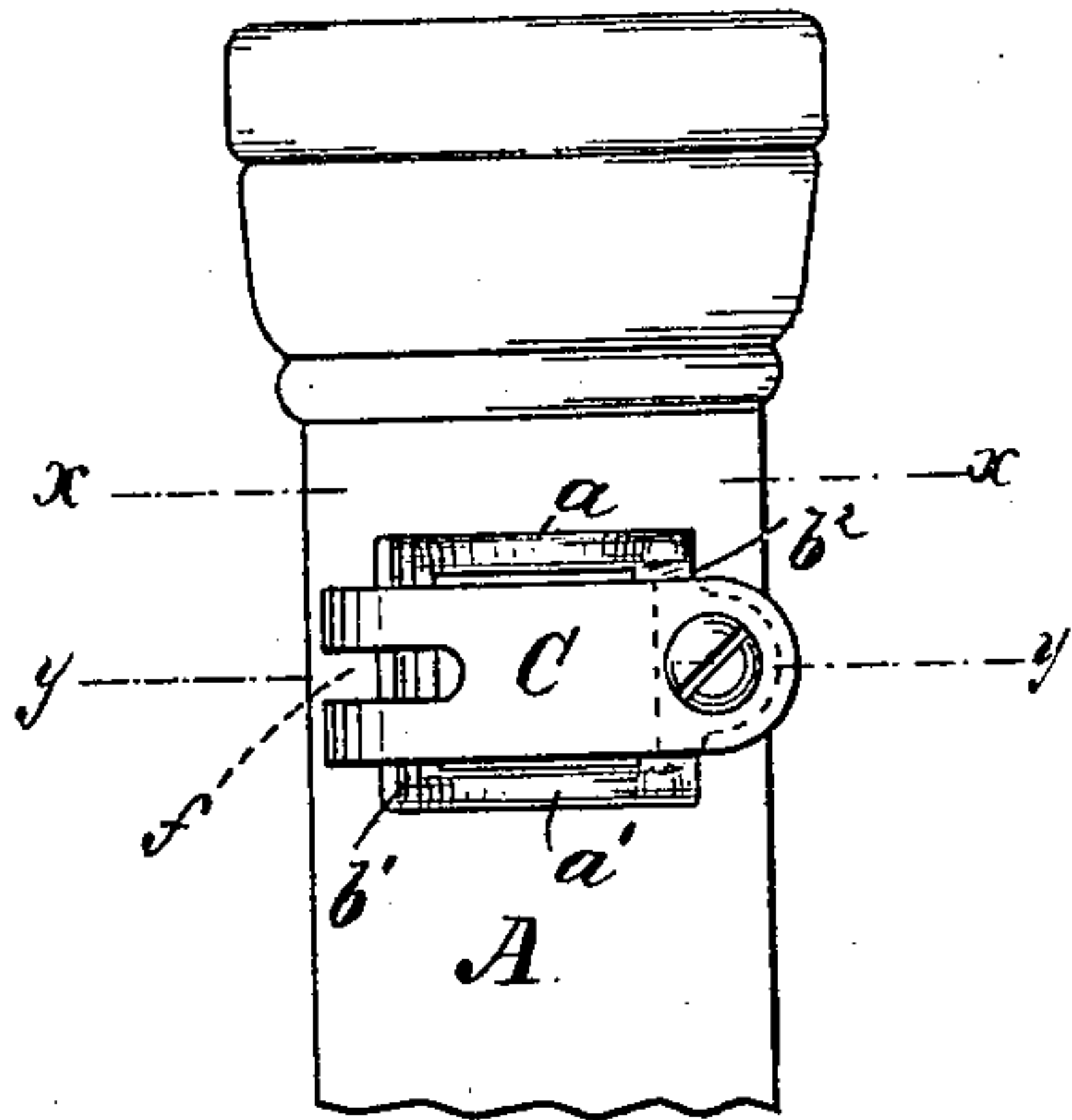


fig. 2.

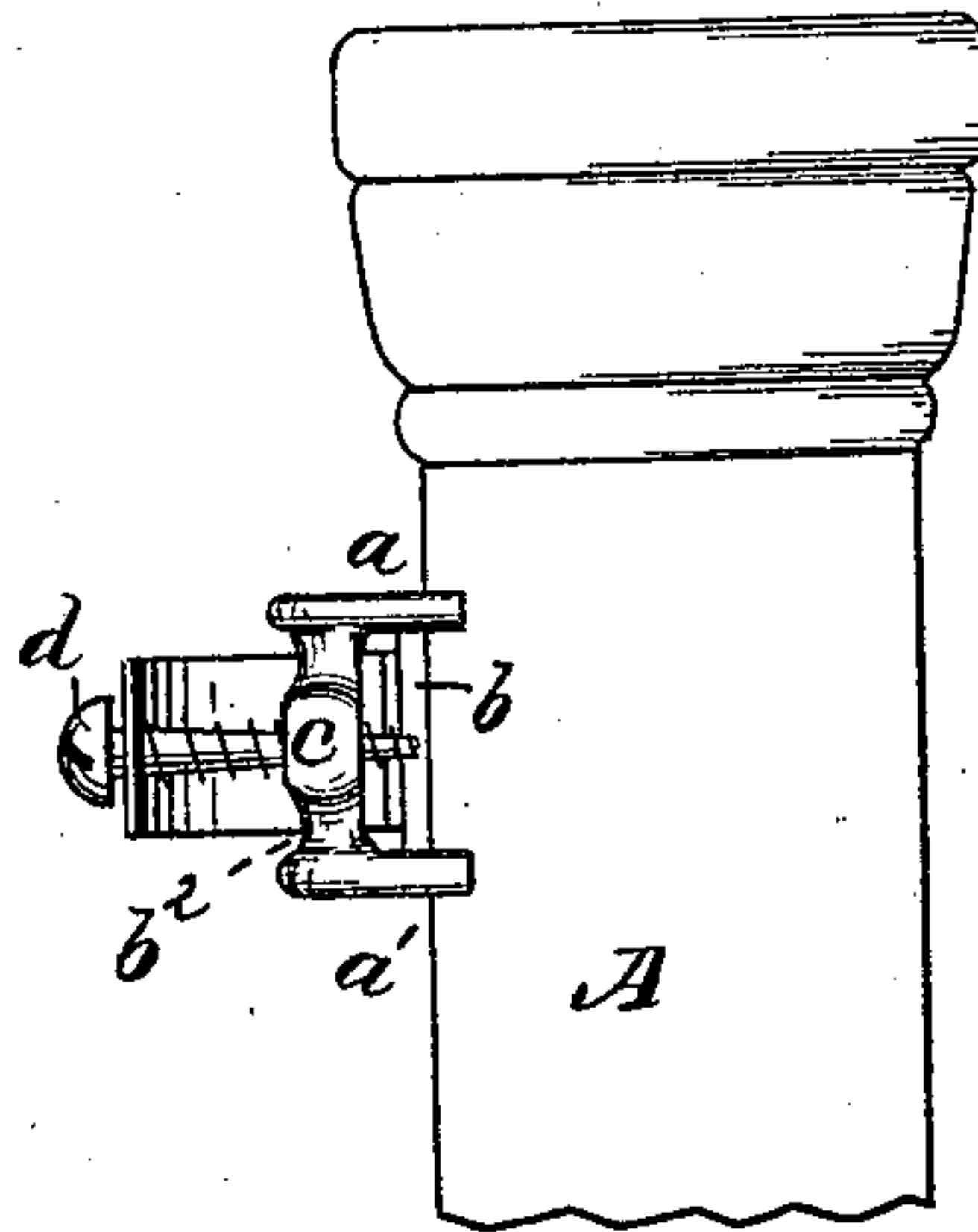


fig. 3.

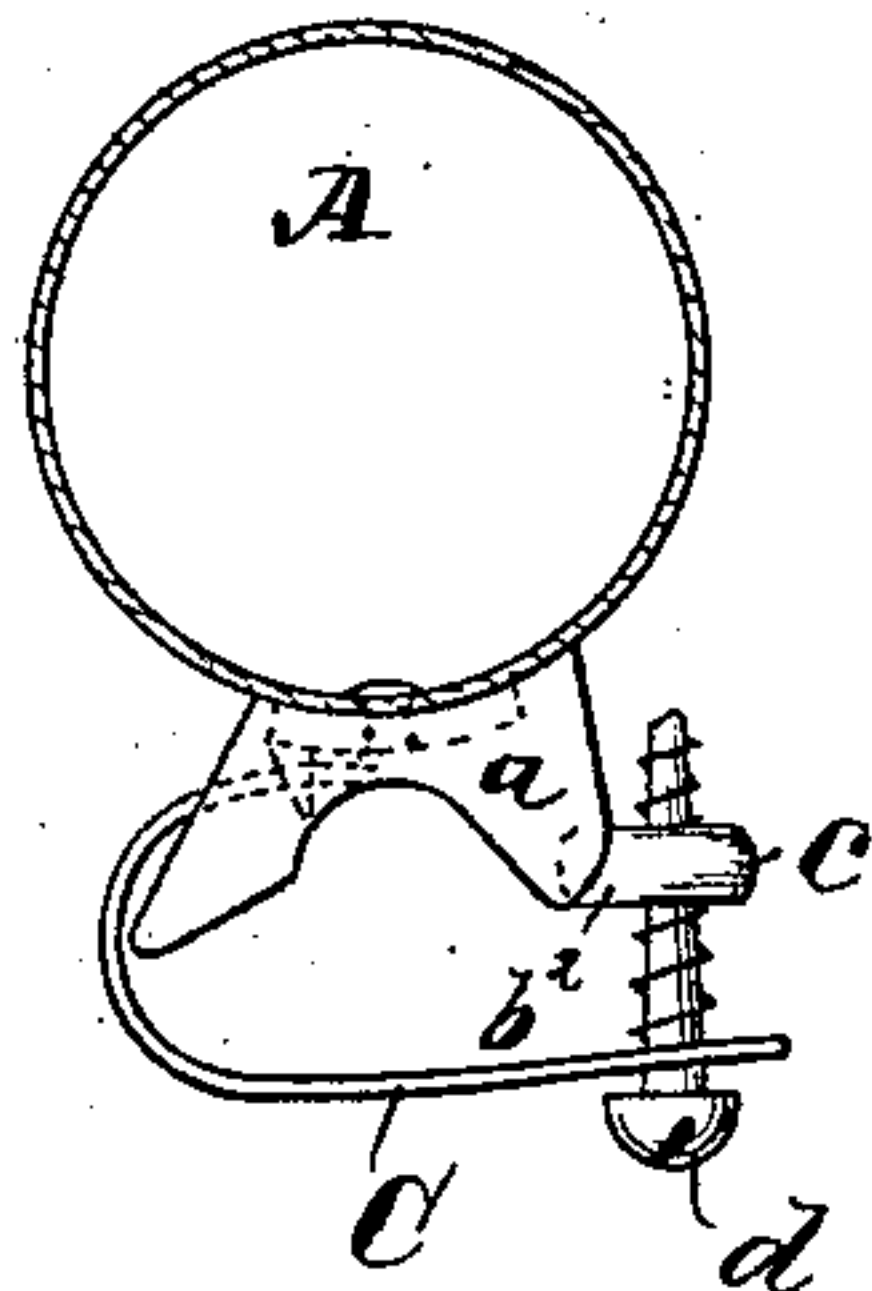
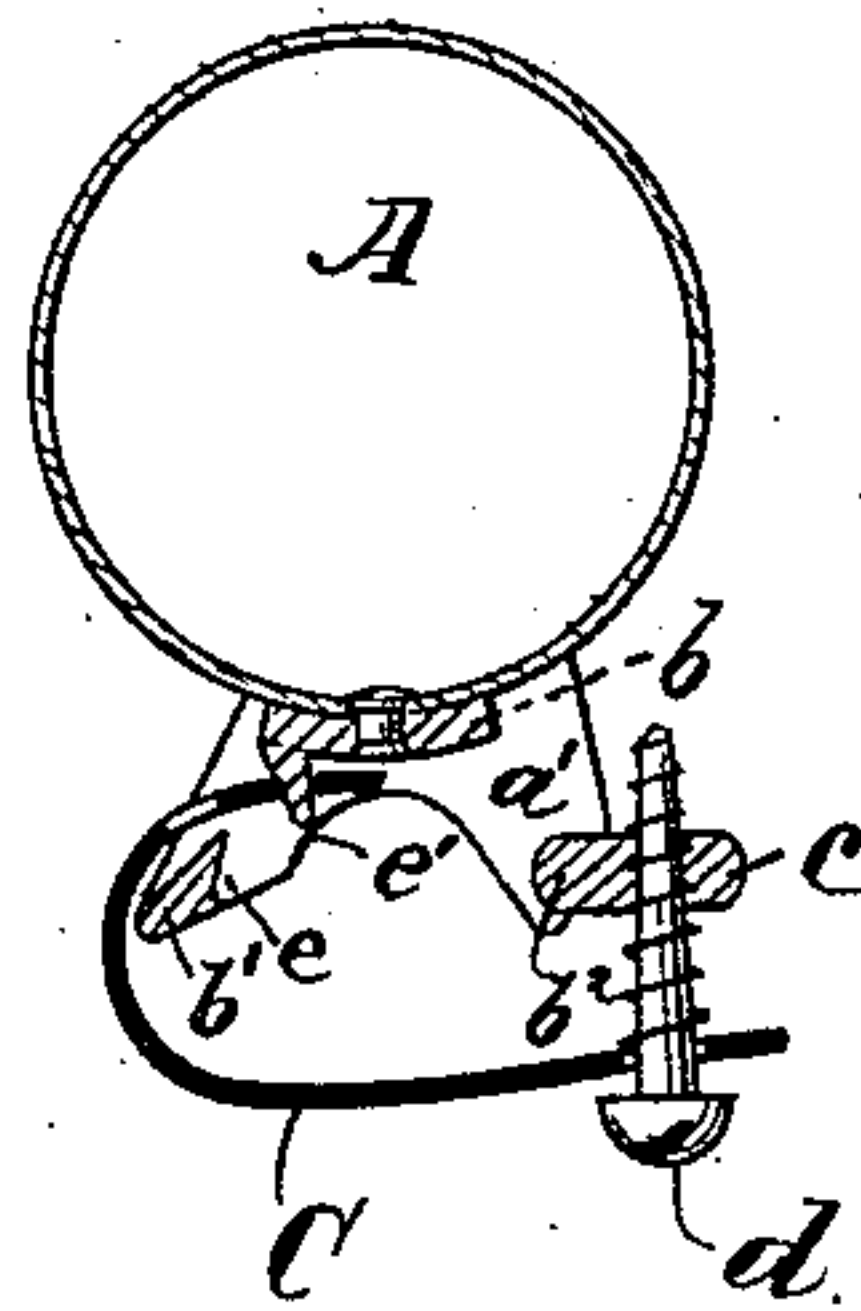


fig. 4.



Witnesses:

Henry Gillingham  
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his atty.

# UNITED STATES PATENT OFFICE.

ANSON SEARLS, OF NEWARK, NEW JERSEY.

## WHIP-SOCKET.

SPECIFICATION forming part of Letters Patent No. 292,061, dated January 15, 1884.

Application filed January 2, 1883. Renewed November 14, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, ANSON SEARLS, residing in the city of Newark, in the county of Essex and State of New Jersey, have invented a new and useful Improvement in Whip-Socket Fasteners, of which the following is a specification, reference being had to the accompanying drawings, forming part of the same, in which—

Figure 1 is a side view of the upper portion of a whip-socket with my improved fastener. Fig. 2 is a similar view, showing the socket and fastener turned quarter round from the position shown in Fig. 1. Fig. 3 is a cross-section on line *x x*, Fig. 1, of the socket, showing the upper face view of the fastener; and Fig. 4 is a section on line *y y*, Fig. 1, of the socket and fastener, showing a central section of the fastener.

A is the body of a common tubular whip-socket, made of iron or wood, as preferred.

The fastener is composed of a buckle-frame, a metallic flexible strap, and a screw. The buckle-frame consists of two side plates, *a a'*, connected by a center cross-bar, *b*, and two end bars, *b'* and *b<sup>2</sup>*. The bar *b* (a cross-section is shown in Fig. 4) is broad and concaved on its outer face to fit the curvature of the socket when laid lengthwise upon it. The sides *a a'* are deeply concave on their outer edges to receive and fit to the dash-rail of a vehicle. On the cross-bar *b<sup>2</sup>* is formed a lug or projection, *c*, provided with a screw-threaded hole to receive a screw, *d*. The cross-bars *b* and *b'*—one or both—are provided with spurs *e e'*. The buckle-frame is secured rigidly to the socket, preferably by a rivet, as shown in Figs. 3 and 4. The sides *a a'* of the buckle-frame are wide enough to leave sufficient free space between the outer face of the cross-bar *b* and the dash-rail, when resting in the concave edges of said sides, to permit the end of the flexible metallic strap, hereinafter described, to lie between said dash-rail and cross-bar in engagement with the spur on the said cross-bar.

C is a flexible metal band, one end of which is provided with a hole or holes to engage with the spurs *e e'*, one or both, thereby securing that end in the buckle-frame, as shown. The strap is then bent back upon it-

self, forming a loop, as seen in Figs. 3 and 4, and the outer end is provided with a hole, through which the screw *d* passes into the lug *c*. The opposite end is inserted between the sides *a a'* under the cross-bar *b'* and over upon the cross-bar *b*, the spurs on said bars—one or both—engaging the hole or holes in the said end of the strap.

The dash-rail of the vehicle is clamped between the concave edges of the sides *a a'* of the buckle-frame and the said strap C, which is tightened upon the rail by turning down the screw *d*.

In order that the strap C shall bend readily, so as to form a properly-shaped loop (as shown in Figs. 3 and 4) to clamp the dash-rail of a vehicle, a part of the metal is cut away, leaving a slotted opening, *f*, at the bend of the loop, as seen plainly in Fig. 1.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The described whip-socket fastener, consisting of the described buckle-frame rigidly attached to the socket and composed of the sides *a a'* and the cross-bars *b*, *b'*, and *b<sup>2</sup>*, said bars *b* and *b'*—one or both—being provided with spurs, as specified, and the bar *b<sup>2</sup>* being provided with the perforated screw-threaded lug *c*, together with the flexible looped perforated metallic strap C, one end of which is inserted between the said sides *a a'* under the said cross-bar *b'* and over upon the cross-bar *b* and in engagement with the spurs on said bars—one or both—the opposite end being secured to the said lug *c* by a screw, *d*, all constructed and arranged to operate as and for the purpose described.

2. The combination, in a whip-socket fastener, of the described buckle-frame, composed of the sides *a a'* and the cross-bars *b b' b<sup>2</sup>*, the bars *b* and *b'*—one or both—being provided with spurs, as specified, and the bar *b<sup>2</sup>* being provided with the perforated screw-threaded lug *c*, and screw *d*, with the flexible looped perforated metallic strap C, having the slotted opening *f*, all as and for the purpose described.

ANSON SEARLS.

In presence of—

A. G. N. VERMILYA,  
HENRY EICHLING.