

(No Model.)

A. SEARLS.

WHIP SOCKET FASTENER.

No. 327,113.

Patented Sept. 29, 1885.

fig. 1.

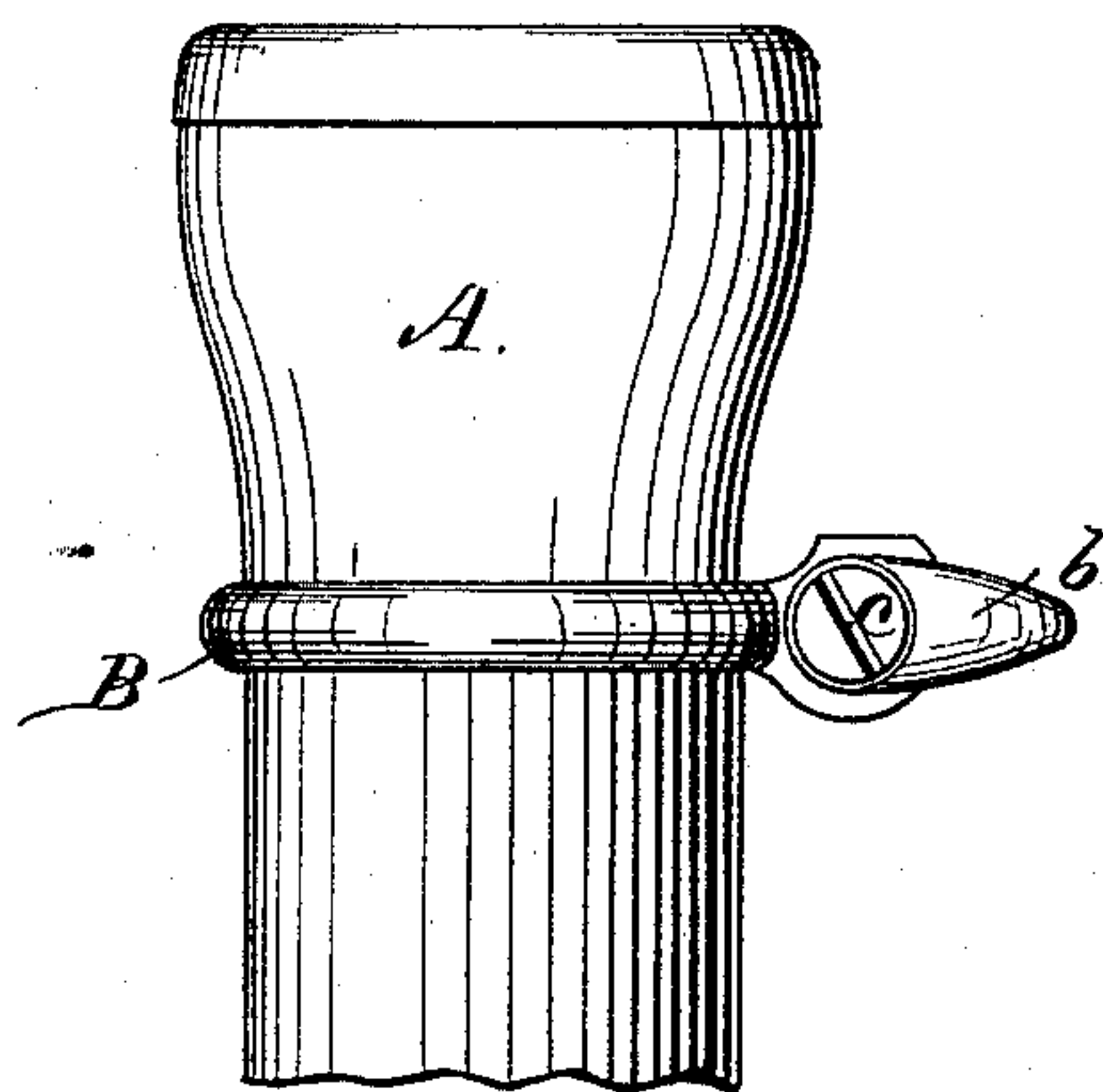


fig. 2.

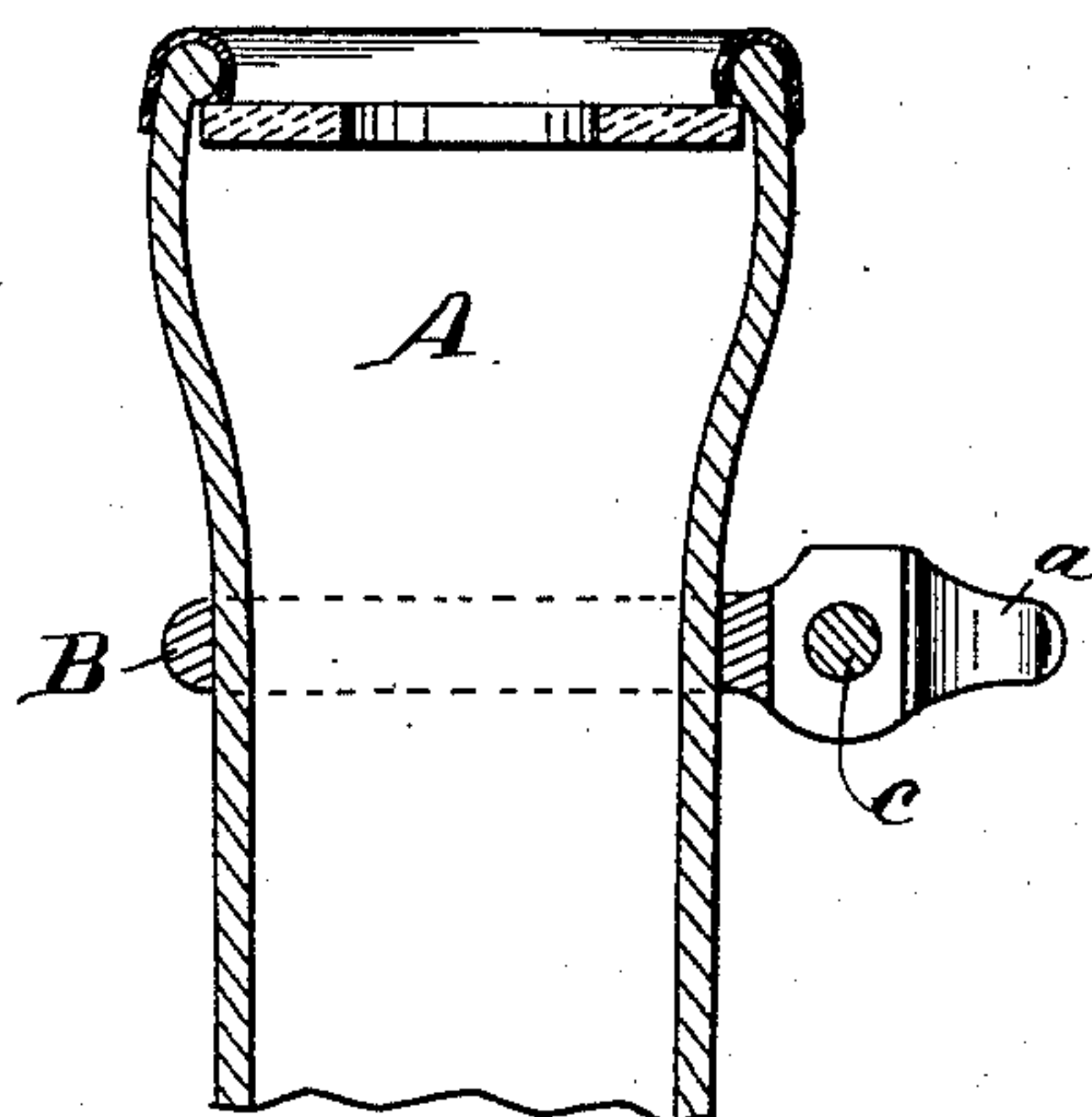


fig. 3.

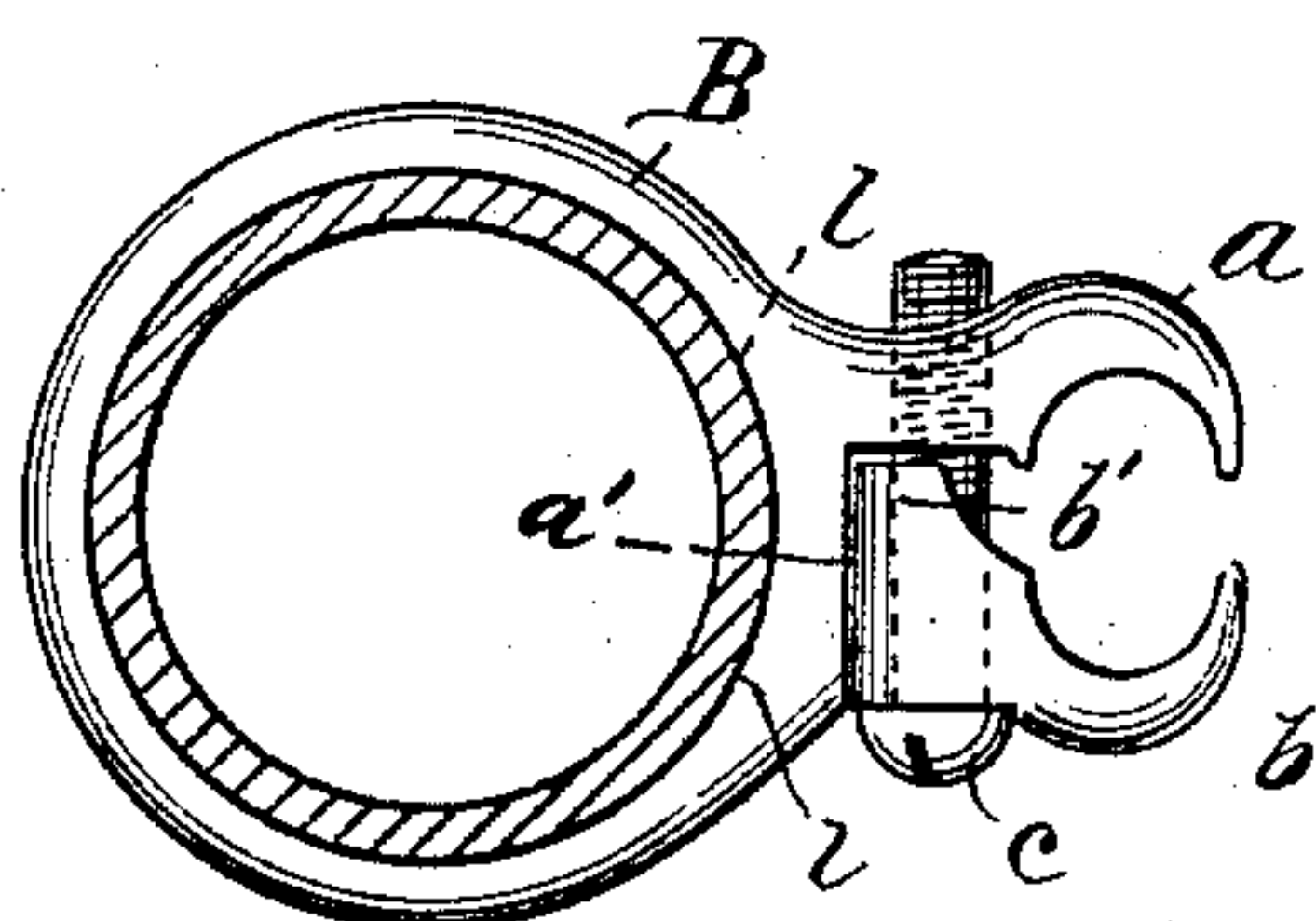
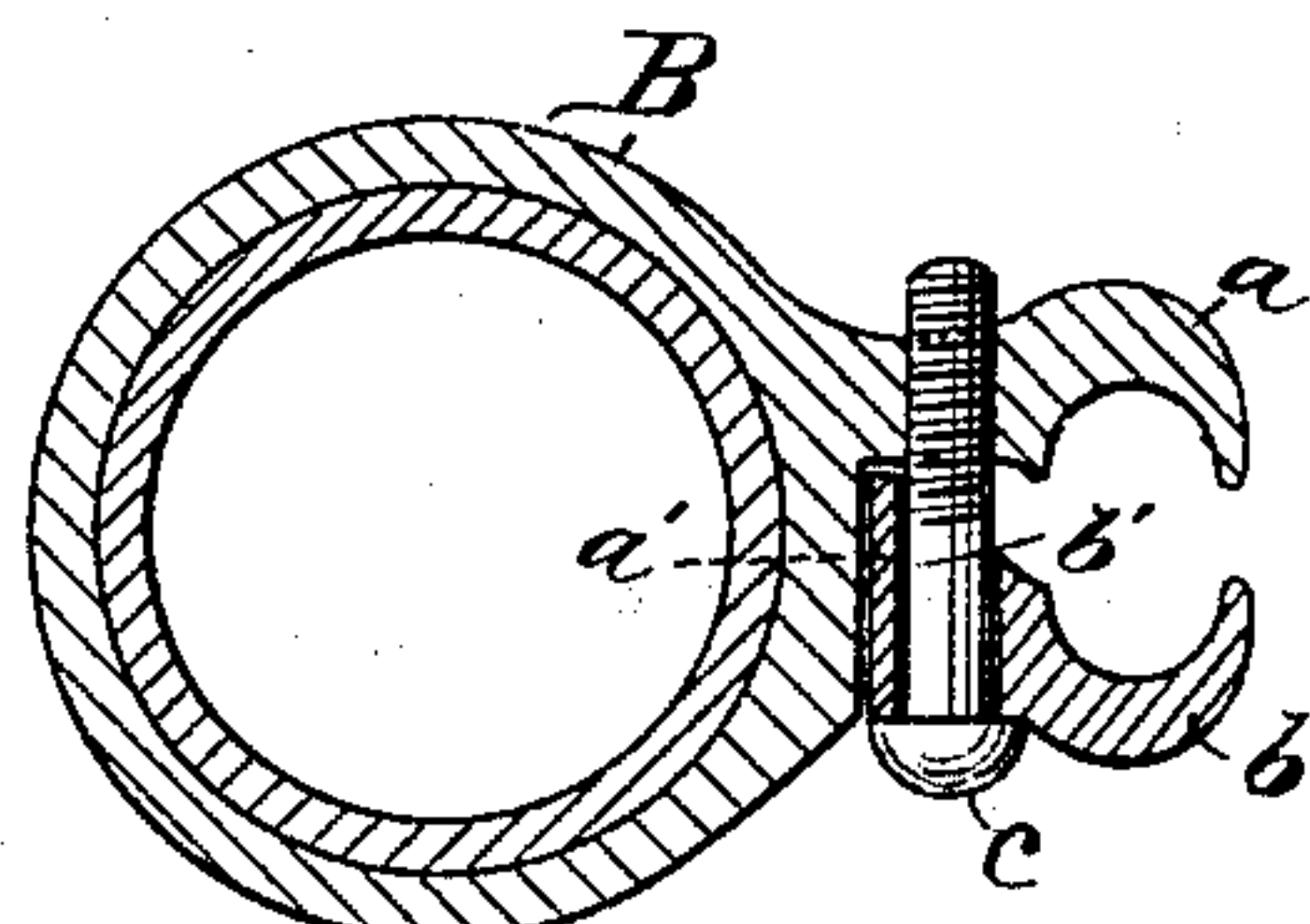


fig. 4.



Witnesses:

Henry Pickling
A. W. Vermilye

Inventor

Anson Searls
by J. H. Hutchinson
his atty.

UNITED STATES PATENT OFFICE.

ANSON SEARLS, OF NEWARK, NEW JERSEY, ASSIGNOR TO THE SEARLS
MANUFACTURING COMPANY, OF SAME PLACE.

WHIP-SOCKET FASTENER.

SPECIFICATION forming part of Letters Patent No. 327,113, dated September 29, 1885.

Application filed January 2, 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-Holders, of which the following is a specification, reference being had to the accompanying drawings, forming a part of the same.

Figure 1 is a side view of the upper portion of a whip-holder on which is a clamp-fastener containing my improvement, which is adapted to fasten the holder to the vehicle. Fig. 2 is a central longitudinal section of the same. Fig. 3 is a side view of the said fastener and a cross-section of the holder, and Fig. 4 is a similar view of said holder and a central section of said fastener.

My invention relates to the fastener or clamp by which a whip-socket is attached to a dash-rail; and it consists in a movable jaw provided with an arm or lever that bears on and travels with the screw, thereby sustaining the face of the jaw in the same position toward the stationary jaw when adjusted to large as well as small dash-rails, as herein more fully set forth.

A indicates the body of an ordinary whip-socket; B, a metal ring, on which is formed a jaw, *a*, having an internal concave face adapted to embrace a dash-rail and a threaded perforation to receive the screw *c*. This jaw *a* may be a part of the ring B, or attached to the socket A by any well-known means. The movable jaw *b* is provided with a concave face corresponding to the face of jaw *a*, and at the base is provided with a hollow arm or lever, *b'*, through which the screw *c* passes. This arm extends from the concave face of the jaw *b* preferably about equal to the distance from the screw *c* to the concave in said jaw, as shown in Figs. 3 and 4, and bears on the screw *c* entirely as a fulcrum and travels therewith outward to the full length of any screw that may be used to embrace any large dash-rail, or inward until the arm *b'* impinges on the jaw *a*, thereby holding the concave face of jaw

b always in a proper position to the jaw *a*, without any bearing on jaw *a* or other part of the socket or the fastener. This arm *b'* may be made flat, instead of concave, where it bears on the screw *c*. It will be seen that the jaw *b*, made without this arm *b'* or other support, would twist over on the screw *c* when the strain comes on it, holding the screw *c* from turning up to its proper position to hold the socket firmly; also, that the arm *b'* in length is governed by the length of jaw *b* from the screw-hole, as the leverage is increased by lengthening the jaw.

All movable jaws on whip-socket fasteners heretofore in use of similar construction have been provided with arms or levers of some order, extending from near the screw *c*, to bear on the socket or the other jaw to hold the movable jaw from tilting over and twisting the screw, so as to weaken the part or prevent the screw from turning sufficiently tight to hold the socket firmly. I abandon and disclaim this means, using an arm or lever; but by the arm *b'* riding on the screw, as set forth, I hold the jaw from twisting, without the arm *b'* interfering with the jaw *a* when the parts are inserted in the leather of the dash, as it occurs with the old arm, and can be fastened to any size rail without regard to the length of said arm as heretofore made, or without changing the relative position of the jaws, as occurs when the fulcrum of the arm *b'* does not travel with the screw *c*, as herein set forth, and is readily adjusted without any trouble whatever to any size rail, firm and durable, and presents a handsome and finished appearance.

What I claim is—

The combination of jaw *a*, screw *c*, and jaw *b*, provided with arm *b'*, substantially as and for the purpose set forth.

ANSON SEARLS.

In presence of—

A. G. N. VERMILYA,
HENRY EICHLING.