(No Model.)

A. SEARLS.

WHIP SOCKET FASTENER.

No. 335,150. Patented Feb. 2, 1886.

Fig. 1.

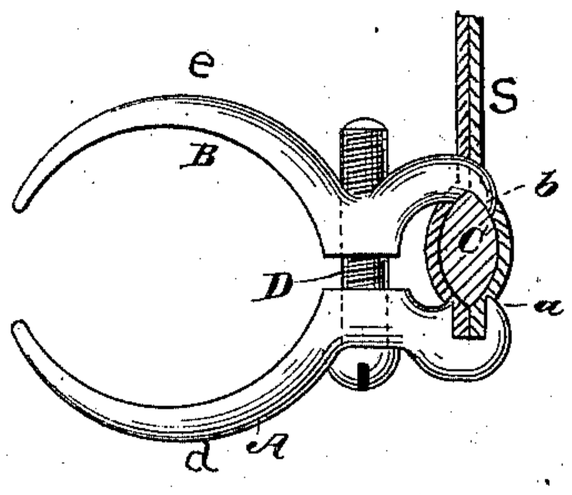


Fig. 2.

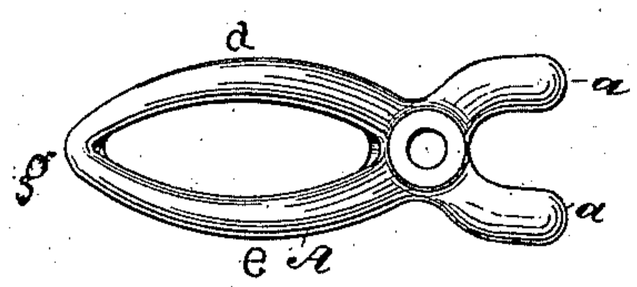
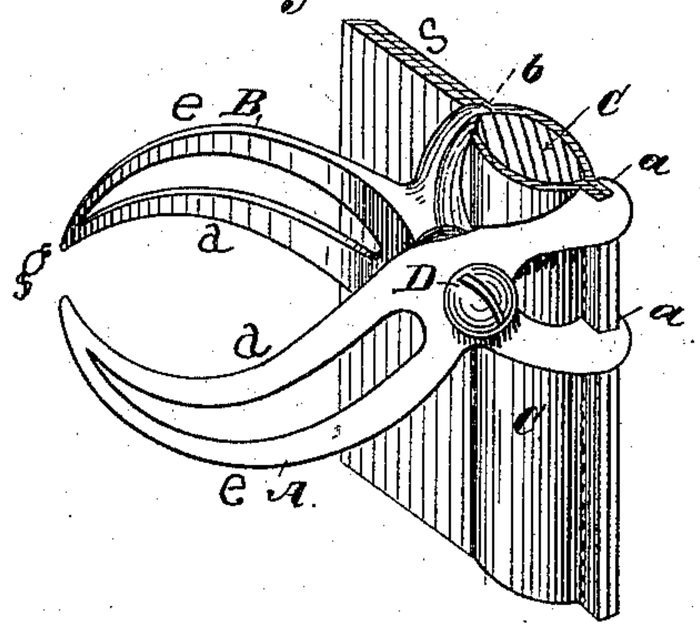


Fig. 3.



Witnesses:
Frederick Woodruff
D. V. Martin

Inventor
Anson Searls

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. 335,150, dated February 2, 1886.

Application filed November 2, 1885. Serial No. 181,564. (No model.)

To all whom it may concern:

Be it known that I, ANSON SEARLS, a citizen of the United States, residing at Newark, county of Essex, State of New Jersey, have invented a new and useful Whip-Socket Fastener, of which the following is a specification.

My invention relates to the fastener or clamps by which a whip-socket is attached to a dash-rail; and it consists of two jaws divided into two bars bearing on either the socket or the dash-rail, by which the bearings are spread and the socket is held from tipping on the rail; also, in the form of the outside jaw, adapted to fit and embrace the hem of the dash and the edge of the dash-rail, by which the hem is not crushed or injured by the jaw, all as hereinafter more fully set forth and described.

Figure 1 of the drawings shows a top view of the fastener attached to a dash-rail, C. Fig. 2 is a side view of one of the jaws. Fig. 3 is a perspective view of the completed fastener attached to the dash-rail, and the bars *d e* are designed to clamp a socket.

The jaws A B are made in the usual form of similar clamps heretofore in use, where one end of the clamps embraces a whip-socket and the other end has jaws adapted to embrace a dash-rail, and are held by a screw, D. Heretofore the clamps have been made of a single bar bearing on the socket and the dash-rail, as shown in Fig. 1, and forming in some respects a pivot that allowed the socket to tip over when in use. I divide these jaws into two bars, *d* and *e*, that embrace the socket, and *a a*, that embrace the dash-rail, thereby making two bearings, *a a* and *d e*, spread preferably about one-half an inch apart, more or less, and branching out from the screw D. The bars *d e* may be joined together at *g* or not, as desired. The spread of the bars may be as shown, or far enough apart to hold the socket by a single clamp with one or more screws, instead of one clamp at the top and one at the bottom, as now used. By this spreading the tipping of the socket on the dash-rail is entirely obviated, and it will be readily seen that the greater the spread of the bars the steadier the socket will be held. These clamps may be made with single bar embracing the socket and the spread jaws *a a* on the dash-rail, or a single bar on the dash-rail and spread *d e* on the socket.

The jaw B, as shown in the drawings, attaches to the rail *c* through a small slit through the leather, as shown at *b*, and the jaw divided into the bars, like *a a*, enables me to make the points *b* lighter with same strength and bulge the leather less than the old single-bar fastener, which is objectionable in this respect.

The jaw A at *a a* is formed with a slot on the inner surface the size and form of an ordinary dash-hem. When placed and fitted on the dash-hem, as shown in Fig. 1 at *a*, the hem retains the regular form, and is not crushed when the jaw is clamped firmly on the rail, as by similar jaws heretofore made concave on the face and not in the form of the hem; and it will be observed that the edge of the rail C, Fig. 1, enters this slot and holds the clamps *a a* from slipping off the dash-rail, and the slot spans the hem without crushing it. By this form of jaw the hem does not receive the strain of the clamp, but retains its proper form, and the jaw is attached firmly to the rail and the strain comes directly on the edge of the rail C, while the hem is not crushed and cannot let the jaw loose by yielding to the pressure of the clamp.

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

1. A jaw of a whip-socket clamp, made in one piece with two bars spread to form a double bearing on either the socket or dash-rail, for the purpose set forth.

2. The jaw of a whip-socket clamp, provided with a slot adapted to fit a dash-hem and clamp the edge of a dash-rail without crushing the hem, substantially as and for the purpose set forth.

ANSON SEARLS.

Witnesses:
FREDERICK WOODRUFF,
D. V. MARTIN.