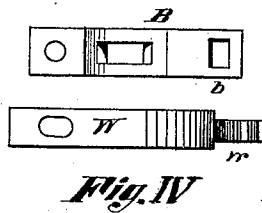
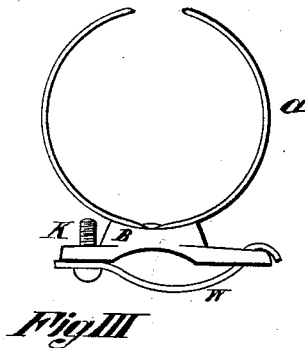
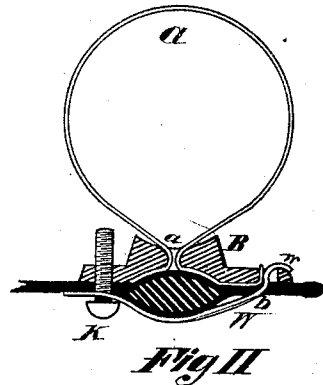
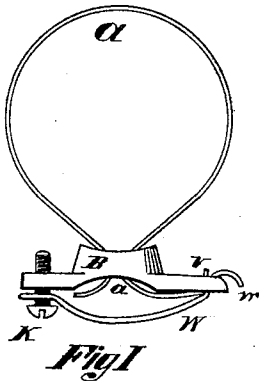


G. L. LAFLIN & W. W. RICHARDSON.

Whip-Socket Fasteners.

No. 149,045.

Patented March 31, 1874.



Witnesses
Charles P. Deane.

Inventors
George L. Laflin
William W. Richardson
by their attorneys
Jardine & Hyde

UNITED STATES PATENT OFFICE.

GEORGE L. LAFLIN AND WILLIAM W. RICHARDSON, OF WESTFIELD, MASS.

IMPROVEMENT IN WHIP-SOCKET FASTENERS.

Specification forming part of Letters Patent No. **149,045**, dated March 31, 1874; application filed December 22, 1873.

To all whom it may concern:

Be it known that we, GEORGE L. LAFLIN and WILLIAM W. RICHARDSON, both of Westfield, Hampden county, State of Massachusetts, have jointly invented certain new and useful Improvements in Whip-Socket Fasteners, of which the following is a specification:

The nature of this invention consists in an improvement in the construction of devices for securing whip-sockets to the rails of the dash or other parts of a vehicle. The invention consists in the peculiar construction of their various parts, and in their arrangement, as more fully hereinafter set forth.

In the drawings, Figure I shows a plan view of one fastener. Fig. II shows a partial section of the same with dash-bar clasped. Fig. III shows a modification. Fig. IV is a detail view.

In Figs. I and II, A is a flexible strap, which we prefer to have of metal, which embraces the socket and has its ends brought through the hole *a* in the jaw B. These ends, when so brought through, rest against the concave surface of the jaw bearing against the dash-bar when the fastener is clamped in place, and when the jaw B is by the flexible clamp W drawn against the dash-bar H, these ends are securely held, their flexibility promoting this result by enabling them to conform to the surface within the jaw with which they come in contact. The clamp-strap W is hinged at one end to the jaw B by having its end formed into the hook *w*, which, being passed through the hole *b* in the jaw, bears against the surface *y* of the hole and against the end *v* of the jaw, and is, in effect, a double hook to resist the tension of the clamp-screw K while swinging freely in the hole or upon the end *v*, and being readily detachable when it is desired to use a longer or shorter strap. As a precaution, to insure additional security to the strap A, one

of its ends may be brought, as shown in Fig. I, to hook in the hole *b*, in which case the hook end of clamp-band W bears against this turned-in end, as it would bear against the side of hole *b*. In Fig. III the jaw, with the hole *b* and band, W, are shown combined with a spring-band, A, riveted to the jaw in the usual way. In the fastener shown in Fig. I, in which the strap is secured by contact with the dash-bar, it is necessary only to have a flexible strap, and the quality of elasticity in any of the parts may be dispensed with.

All of the parts can be stamped out separately or otherwise formed to be put together, if desired, at the moment of uniting the dash-bar and socket, and the method of constructing in connection with each other the clamp-band W and jaw B enables one screw and nut to be done away with, and the clamp-band to be brought outside of the leather, as shown in Fig. II.

Now, having described our invention, what we claim is—

1. In combination with the jaw B, having the hole *a*, the flexible strap A, with its ends passing through the jaw, and bent and held therein by being clamped to the dash-bar, substantially as shown and described.

2. In combination with the flexible metallic band W, having the hook *w* upon one end, the jaw B, provided with the hole *b*, for the reception of said hooked end, substantially as shown.

GEORGE L. LAFLIN.
WILLIAM W. RICHARDSON.

Witnesses for GEORGE L. LAFLIN:

R. F. HYDE,
J. M. STEBBINS.

Witnesses for WILLIAM W. RICHARDSON:

R. F. HYDE,
EDWARD MORRIS.