HENRY W. COMSTOCK.

Improvement in Whip-Sockets.

No. 128,019. Patented June 18, 1872.

Fig. 1

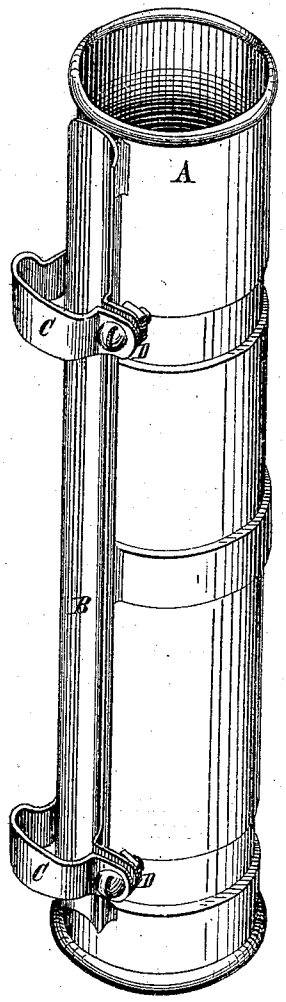


Fig. 3

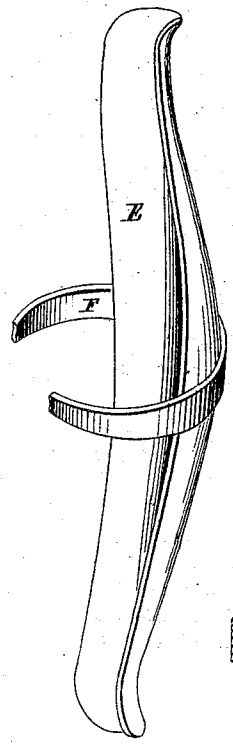
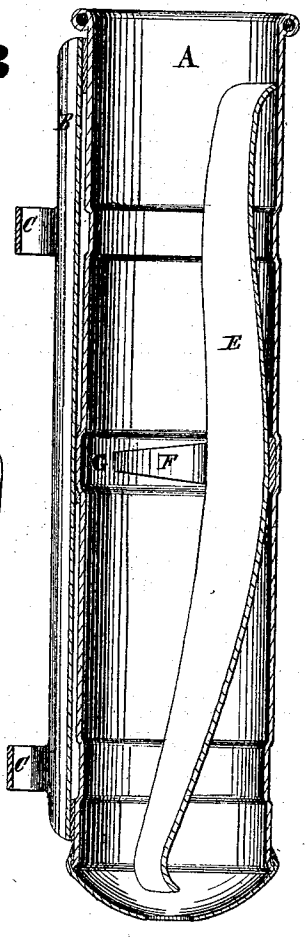


Fig. 2



Attest

P. M. Shurtz.

A. Moore

Inventor

Henry W. Comstock

per Fisher & Fisher Attys.

UNITED STATES PATENT OFFICE.

HENRY W. COMSTOCK, OF COLUMBUS, OHIO, ASSIGNOR TO THEODORE COMSTOCK & CO., OF SAME PLACE.

IMPROVEMENT IN WHIP-SOCKETS.

Specification forming part of Letters Patent No. 128,019, dated June 18, 1872.

I, HENRY W. COMSTOCK, of the city of Columbus, in the county of Franklin and State of Ohio, have invented certain new and useful Improvements in Self-Adjusting Whip-Sockets, of which the following is a specification:

My invention relates, first, to an interior spring-lever, consisting of a bilged strip of sheet metal inserted into an ordinary whip-socket, and secured there against vertical movement by an annular ring riveted to the lever, and forced, by its own tension, into an interior circumferential crease or groove within the socket. The second feature consists of a clasp stamped out of a single sheet of metal riveted or soldered to the socket, and having arms and lugs for securing it to the dash, while the clasp shown and claimed herein consists of a single piece of sheet metal.

In the accompanying drawing, Figure 1 is a view, in perspective, of the socket with the clasp attached. Fig. 2 is a view, in section, of the socket, clasp-spring lever, and annular spring. Fig. 3 is a view of the spring-lever with the annular spring riveted to it.

A is an ordinary whip-socket, of either cast or sheet metal. B is the sheet-metal clasp riveted or soldered to it. C C are arms on one side of the clasp, to be bent round the dash-frame, and bolted or otherwise secured to lugs D D on the opposite side. The spring-lever E, being bilged, is easily oscillated in the socket. The annular spring F diminishes toward its ends, so as to permit of the oscillation of the lever without forcing the spring from the crease G.

When the whip is inserted it forces the upper end of the lever back to enlarge the space at the top, and at the same time diminishes the space below by moving the lower end of the lever forward until the whip passes the center, when it wedges against the lower end and tightens the upper end against the whip, thus securing it firmly at both ends of the socket. In withdrawing the whip the upper end of the lever, by being forced back, is again adjusted to receive the whip.

What I claim is—

1. The bilged lever E, in combination with the annular spring F and crease G, substantially as and for the purposes set forth.

2. The clasp B having arms C C and lugs D D, when made of a single sheet of metal, for securing a whip-socket to the dash-frame, substantially as described.

3. The annular spring F, diminishing at both ends, in combination with the lever E and groove G, as and for the purposes set forth.

4. The combination of clasp B, lever E, spring F, and whip-socket provided with groove G, substantially as and for the purposes set forth.

HENRY W. COMSTOCK.

Witnesses:
H. H. POTTER,
P. BENDER.