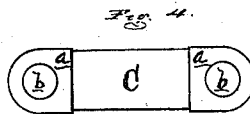
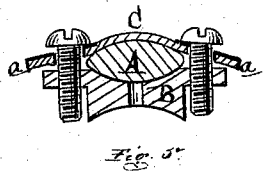
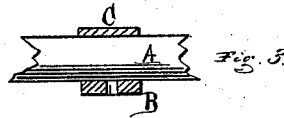
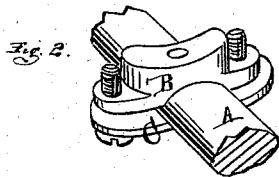
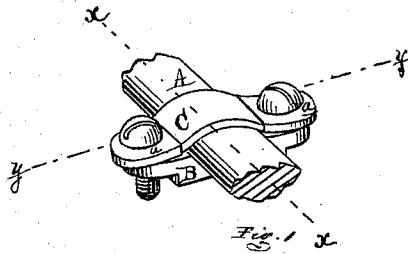


W. W. RICHARDSON.
Whip-socket Fasteners.

No. 141,952.

Patented August 19, 1873.



ATTEST:

H. F. Sprague
C. F. Chubb

INVENTOR:

W. W. Richardson
 By *Attorney*
H. F. Sprague

UNITED STATES PATENT OFFICE.

WILLIAM W. RICHARDSON, OF YPSILANTI, MICHIGAN.

IMPROVEMENT IN WHIP-SOCKET FASTENERS.

Specification forming part of Letters Patent No. **141,952**, dated August 19, 1873; application filed March 17, 1873.

To all whom it may concern:

Be it known that I, WILLIAM W. RICHARDSON, of Ypsilanti, in the county of Washtenaw and State of Michigan, have invented a new and useful Improvement in Whip-Socket Fasteners; and I do declare that the following is a true and accurate description thereof, reference being had to the accompanying drawings and to the letters of reference marked thereon, and being a part of this specification, in which—

Figure 1 is a perspective view of one side of my fastening. Fig. 2 is like view of the opposite side. Fig. 3 is a vertical section on *x x* in Fig. 1. Fig. 4 is a plan of the flexible portion of the fastener. Fig. 5 is a longitudinal section of the same, showing the manner in which the securing of the bands forms an eyelet through the flexible part of the fastening, taken on *y y* in Fig. 1.

Like letters indicate like parts in each figure.

The nature of this invention relates to an improvement in the construction of devices for securing whip-sockets to the rails of the dash or other part 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, A represents a section of a dash-rod or side rail of an uncovered dash for a vehicle. B is a metallic jaw, provided with two concave surfaces, one being designed to fit the back side of said rail, and the other to fit the shape of the socket, to which it is to be fastened. C is a short piece of any flexible material, the ends of which are covered by a thin metallic plate, *a*, pressed on so as to cover a portion of the front and the ends.

Small holes *b*, coincident with similar holes in the jaw B, are then punched through the plates *a* and the flexible strap C from the plate or covered side, so that the material from the plates will line the holes through the strap, as an eyelet, to secure the plates to the strap, and prevent the holes through the latter from tearing out. The flexible strap C is designed to embrace the front side of the dash-rod; and as these latter are of varying size, where metallic clamps are employed, there must be varying sizes to conform to such different sizes of dash-rods. The employment of the flexible strap enables one size to be used, the flexibility of the strap allowing it to fit the various sizes of dash-rods. The two parts forming the fastening are secured together and to the rod by small bolts, as shown, by rivets, or other equivalent devices.

Instead of the jaw B being metallic, as above described, it may be made of hard rubber, or any other material which is non-elastic and impervious to water.

I am aware that metallic clamps are employed for this purpose, and I utterly disclaim any part in their invention; but

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

1. The combination of the elastic strap C with the rigid jaw B, substantially as described, and for the purposes specified.

2. In fastenings for whip-sockets, the elastic strap C having plates *a*, the latter being punched so as to form an eyelet, *b*, in said strap, for the purposes set forth.

WILLIAM W. RICHARDSON.

Witnesses:

H. F. EBERTS,
H. S. SPRAGUE.