H. W. C. THOMAS.

Whip-Socket Fastener.

No. 220,000. Patented Sept. 23, 1879.

Fig. 1.

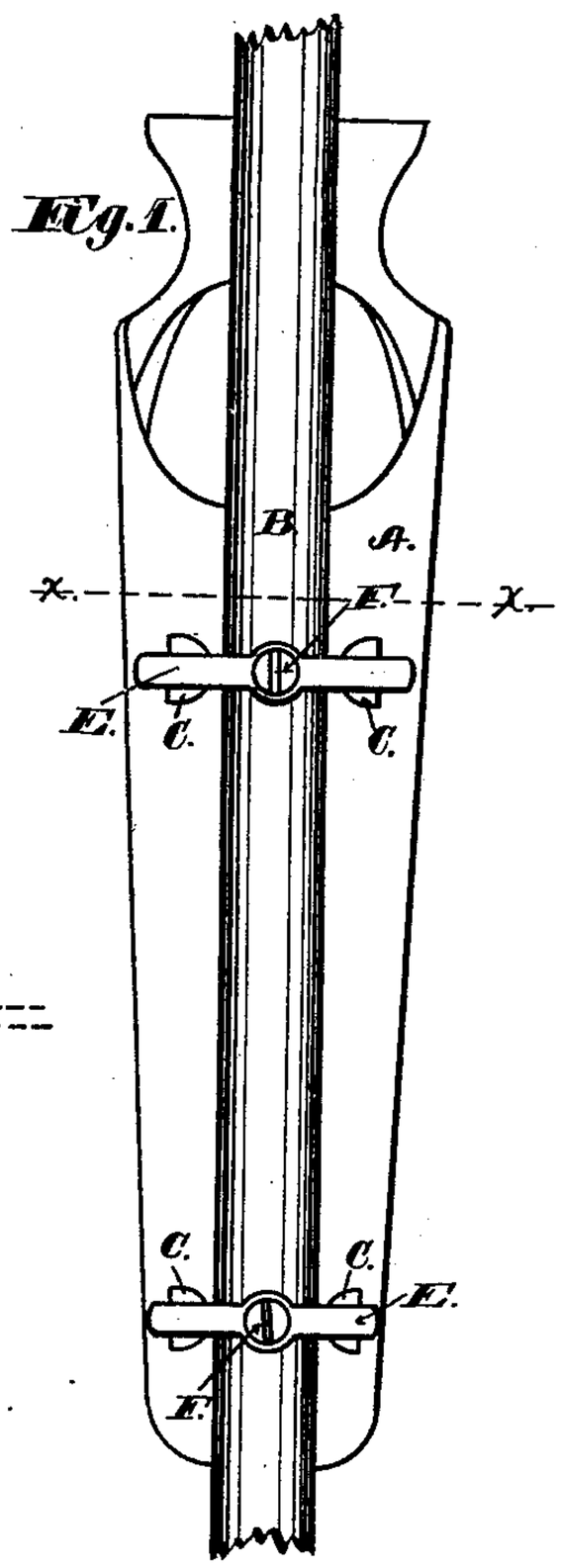


Fig. 2.

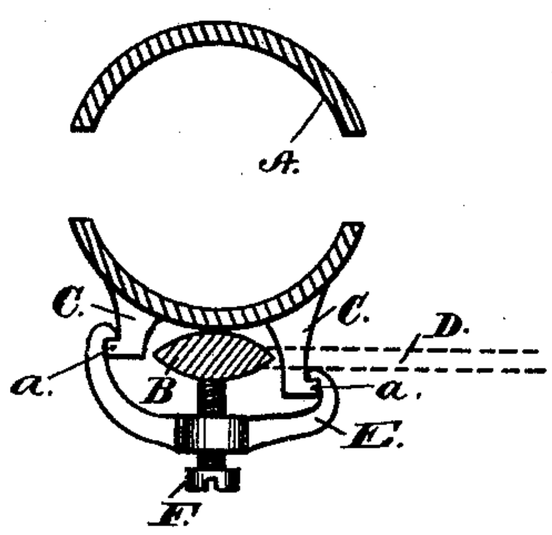


Fig. 3.

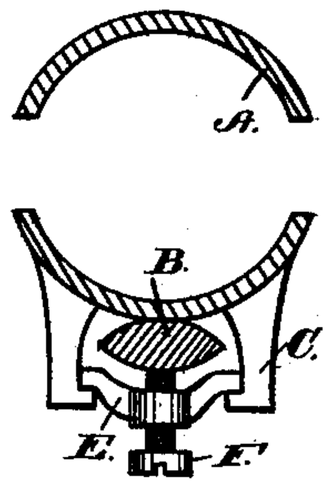


Fig. 4.

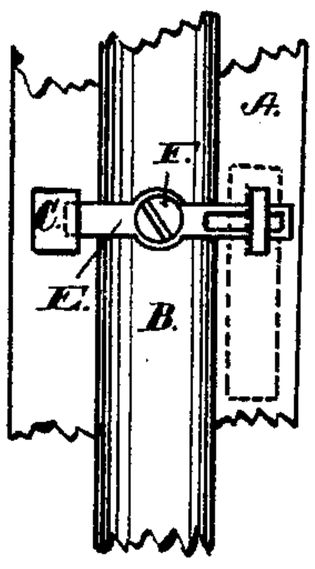
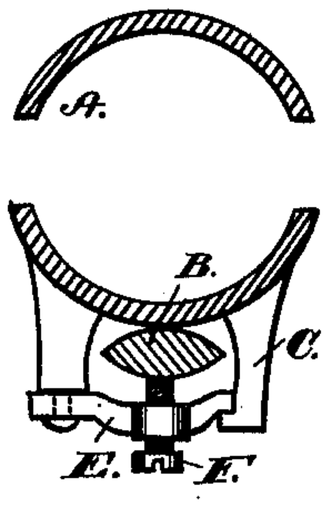


Fig. 5.



Witnesses;
Chas. M. Peck
Wm. Ritchie

Inventor;
Henry W. C. Thomas
by Peck & Ritchie
his Attys

UNITED STATES PATENT OFFICE

HENRY W. C. THOMAS, OF SPRINGFIELD, OHIO.

IMPROVEMENT IN WHIP-SOCKET FASTENERS.

Specification forming part of Letters Patent No. **220,000**, dated September 23, 1879; application filed January 20, 1879.

To all whom it may concern:

Be it known that I, HENRY W. C. THOMAS, of Springfield, in the county of Clarke and State of Ohio, have invented certain new and useful Improvements in Fastenings for Whip-Sockets; and I do hereby declare the following to be a full, clear, and exact description of the same.

My invention is an improvement in fastenings for attaching whip-sockets to the dash-rails of vehicles.

It consists, essentially, of a bar or link whose outer ends engage with ears projecting from the whip-socket, and which is held in place by a central set-screw bearing against the rail, whereby the socket is held firmly in place against the rail.

The novelty of my invention consists of a connecting grapping-link applied to the ears or brackets of a whip-socket, and held in position by a central set-screw, which firmly binds the socket to the rail, as will be herein set forth and specifically claimed.

In the accompanying drawings, Figure 1 is a side elevation of a whip-socket attached to the dash-rail by my improved fastenings. Fig. 2 is a plan view through the line *x x* of Fig. 1. Figs. 3, 4, and 5 are modifications of my device, to be more specifically referred to in the body of the specification.

A is a whip-socket of any suitable construction, and B the dash-rail of the vehicle to which the socket is to be attached.

Projecting from the socket A are bracket ears or lugs C, which, when the socket is applied to the rail, extend on either side of the rail, so as to embrace it, as seen. Where the leather is attached to the rail, as it is in most cases, the inner ears C are longer than the outer ears, so as to pass through the leather and project from its front surface, as indicated, the dotted lines D representing the leather.

To form my fastenings, I provide a link-piece, E, preferably of malleable metal, curved as shown, and having its ends bent in to form hooks, as indicated in Fig. 2. In the center of this link is a threaded aperture, through which a set-screw, F, passes, as shown.

Each whip-socket is usually provided with two pairs of ears, C, situated opposite each other near the top and bottom of the socket, respectively, and two of my links, E, are required, one for each pair of ears. To apply them it is only necessary to slip their hooked ends under flanges *a*, projecting from the ears C, and then screw down the set-screws F, so that their ends may bind against the dash-rail. By thus tightening the set-screws the ears C are drawn forward equally, and the whip-socket is made to bind tightly against the dash-rail.

By this means I provide a simple and efficient fastening, which is cheap and durable.

There are various forms and configurations which may be given to the link-pieces—as, for instance, that shown in Fig. 3, in which the flanges on the ears C project inward and receive under their ends the extremities of the link. Again, one end of the link may be attached to one of the ears by means of a key, as seen in Fig. 4. In this case the link has one end slotted to allow it to be slipped over the key-head on the ear, as shown by the dotted lines; but when it is turned so that its opposite end engages with the opposite ear a lock is effected, when the set-screw is brought to bear against the rail. Again, as shown in Fig. 5, one end of the link may be permanently pivoted to the ear C, as shown.

I do not, therefore, wish to be limited to the precise forms and arrangements shown; but

What I do claim is as follows:

The combination, with a whip-socket provided with ears or lugs to embrace both sides of the dash-rail, of a fastening-link, E, provided with hooks or detents at its extremities to engage with said ears, and having a central threaded aperture for the passage of a set-screw, whereby the socket is made to bind equally upon the rail, as specified.

Witness my hand this 27th day of December, A. D. 1878.

HENRY W. C. THOMAS.

Witnesses:

CHAS. M. PECK,

PATRICK H. GUNCKEL.