(No Model.)

J. W. TILLYER.

WHIP SOCKET FASTENER.

No. 313,032. Patented Feb. 24, 1885.

Fig. 1.

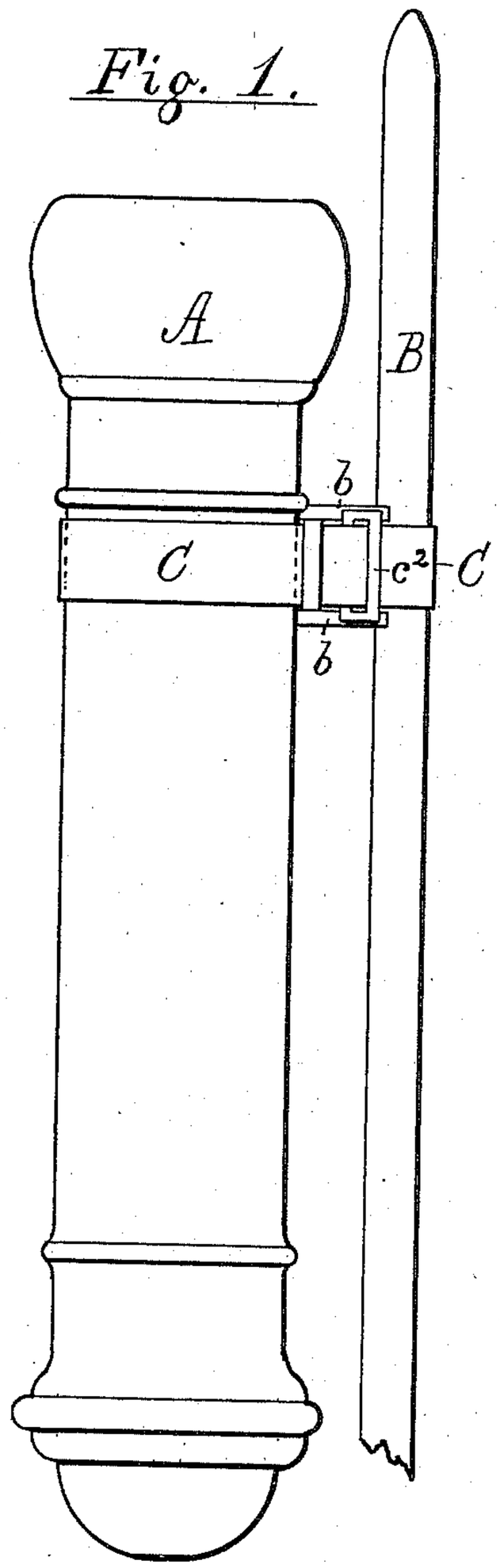


Fig. 3.

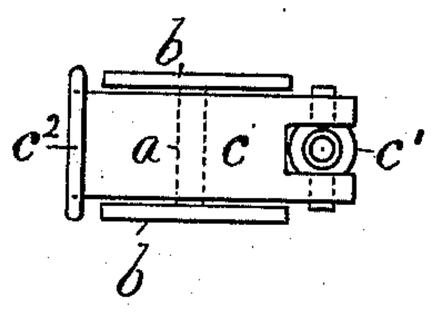


Fig. 4.

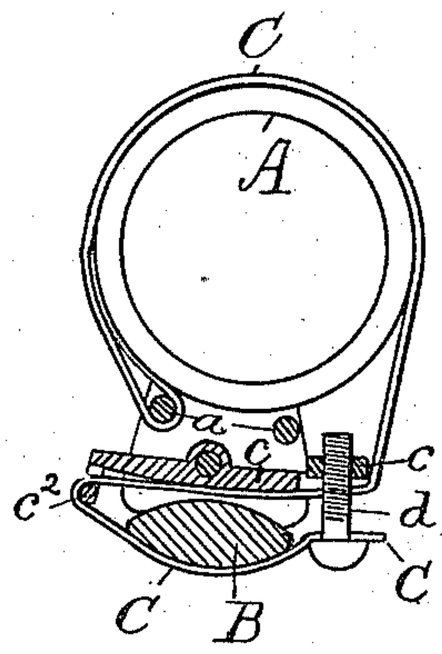


Fig. 5.

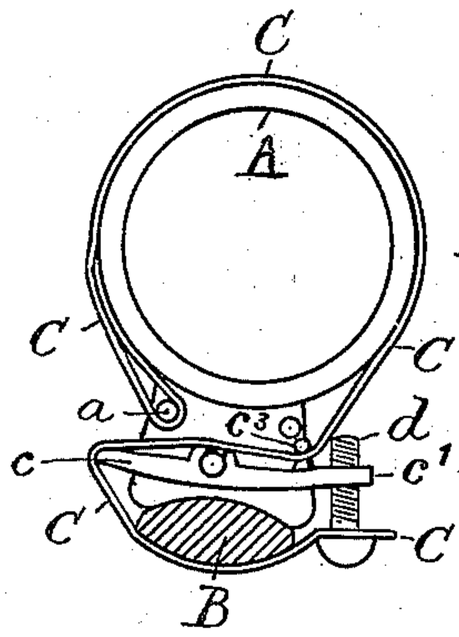
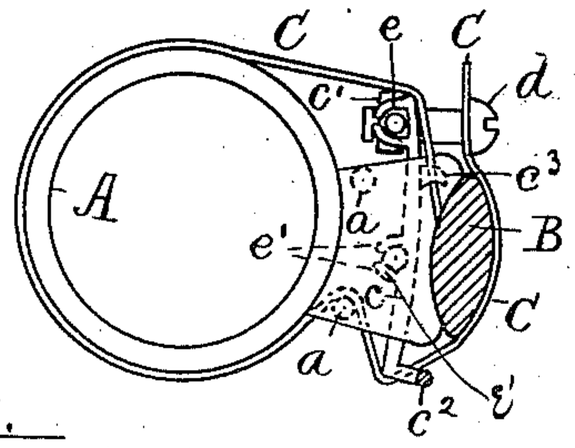


Fig. 2.



Attest.

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UNITED STATES PATENT OFFICE.

JAMES W. TILLYER, OF NEWARK, NEW JERSEY.

WHIP-SOCKET FASTENER.

SPECIFICATION forming part of Letters Patent No. 313,032, dated February 24, 1885.

Application filed June 17, 1884. (No model.)

To all whom it may concern:

Be it known that I, JAMES W. TILLYER, a citizen of the United States, residing in Newark, Essex county, New Jersey, have invented certain new and useful Improvements in Whip-Socket Fasteners, fully described and represented in the following specification and the accompanying drawings, forming a part of the same.

This invention consists in a particular construction, including a seat, a lever pivoted thereto, and a tightening-screw for securing a whip-socket to a dash-rail by means of a metallic strap.

The nature of the improvements claimed herein will be understood by reference to the drawings and the following description.

In the drawings, Figure 1 is a side view of a whip-socket secured with a clamp of my construction to a portion of the dash-rail. Fig. 2 is a plan of the same, the socket being cut off at the level of the strap. Fig. 3 is a front view of the clamp alone; and Figs. 4 and 5 are sectional plans of the clamp, showing alternative constructions.

A is the whip-socket; B, the part of the rail to which it is clamped, and C is the strap, commonly made of a strip of sheet-brass.

The seat is formed of two plates, *b b*, joined by studs *a a*, and fitted at their opposite edges, respectively, to the socket A and rail B. Upon one of the studs, near the middle of the seat, is pivoted a lever, *c*, provided with a nut, *c'*, at one end, and a loop, c^2, at the other.

A screw, *d*, is passed through one end of the strap, and the latter is passed over or attached to the lever in such manner that when the screw is tightened up the lever and screw operate to tighten the strap at different points simultaneously, and thus shorten it more rapidly than a screw alone.

Three methods of applying the strap to the fixture are shown in Figs. 2, 4, and 5. In Fig. 2 one end of the strap is fastened to the lever near the nut *c'*, and is led past the nut, over the end of the lever, around the whip-socket, under a stud, *a*, near the opposite end of the lever, and then through the loop c^2 and over the rail B to the head of the screw *d*, the body of which is passed through a hole formed in the end of the strap. The two ends of the strap near the head of the screw are thus drawn together at the same time that the loop c^2 of the lever is pressed away from the whip-socket, and the strap thus tightened at that point. In Fig. 4 one end of the strap is fastened to the stud *a* near the loop c^2, then led around the whip-socket to the nut end of the lever *c*, where it is slotted to pass the screw *d* upon the front side of the lever, whence it is passed over the front of the lever, through the loop c^2, and over the rail to the screw-head, as in Fig. 2. In this construction the nut end of the lever is pulled outward by the tightening of the screw, and as the rail is rigidly supported by the plates *b b* the loop c^2 has a positive movement toward the socket and away from the rail, and thus draws the strap down upon the rail. In Fig. 2, as in Fig. 4, the strap is slotted where it passes the screw, but is fastened to the nut end of the lever by a prong, *e*. In Fig. 5 the strap is arranged as in Fig. 4, except that it is passed behind the lever, instead of in front, a loop, c^3, being provided on the rear side of the lever near the nut for that purpose, and the construction thus avoiding the formation of a slot through the strap for the passage of the screw at any point except at the head.

From the above description it will be seen that the strap is in all cases connected with both ends of the lever, and that such ends operate to tighten the strap in conjunction with the screw in a very rapid and simple manner.

The loop c^2 is not needed in the latter construction, as the strap presses directly against the end of the lever, and is kept in place by the parallel plates *b b*.

To form the seat cheaply of malleable iron, I cast the plates *b b* and the studs *a a a* all in one piece, and attach the lever *c* to the central stud by means of lugs, which are cast to fit upon each side of the stud, and are then bent around it, as shown in Figs. 2 and 5. Fig. 4 shows the lever with a solid eye at the center, which would require to be drilled, as well as the plates *b b* at that point, and a loose rivet inserted.

The nut is shown in Figs. 2 and 3 as pivoted between lugs like *e* at the end of the lever *c*; but the nut may be formed directly in the lever, if preferred, as shown in Fig. 5.

I am aware that it has been common to combine a strap with a seat and tightening-screw

heretofore; and I am also aware of United States Patents No. 166,724 of August 17, 1875, and No. 283,520 of August 21, 1883, and that such inventions exhibit devices for a purpose analogous to mine; but having set forth the nature and operation of my own construction, I disclaim the said patents, and claim only the novel features which I have invented.

Having thus described my invention, I claim—

1. The whip-socket fastener consisting in the seat having the lever *c*, pivoted thereto, and provided with the nut *c'*, and the strap C, provided with the screw *d*, and adapted to wrap around the whip-socket A and rail B, substantially in the manner herein set forth.

2. The combination, with the whip-socket A and rail B, of the seat fitted to both rail and socket, the lever *c*, pivoted within the seat, and provided with the nut *c'* and loop c^3 near the nut, and the strap C, attached to the stud *a* at one end, and carried around the socket, through the loop c^3 behind the lever, and over the rail B to the screw *d*, substantially as shown and described.

3. The combination, with the seat having the plates *b b*, formed in one piece with the studs *a a*, of the strap C, the screw *d*, and the lever *c*, formed with the lugs *e'*, adapted to bend around the stud *a* and retain the lever thereon, substantially as shown and described.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

JAMES W. TILLYER.

Witnesses:
THOS. S. CRANE,
L. LEE.