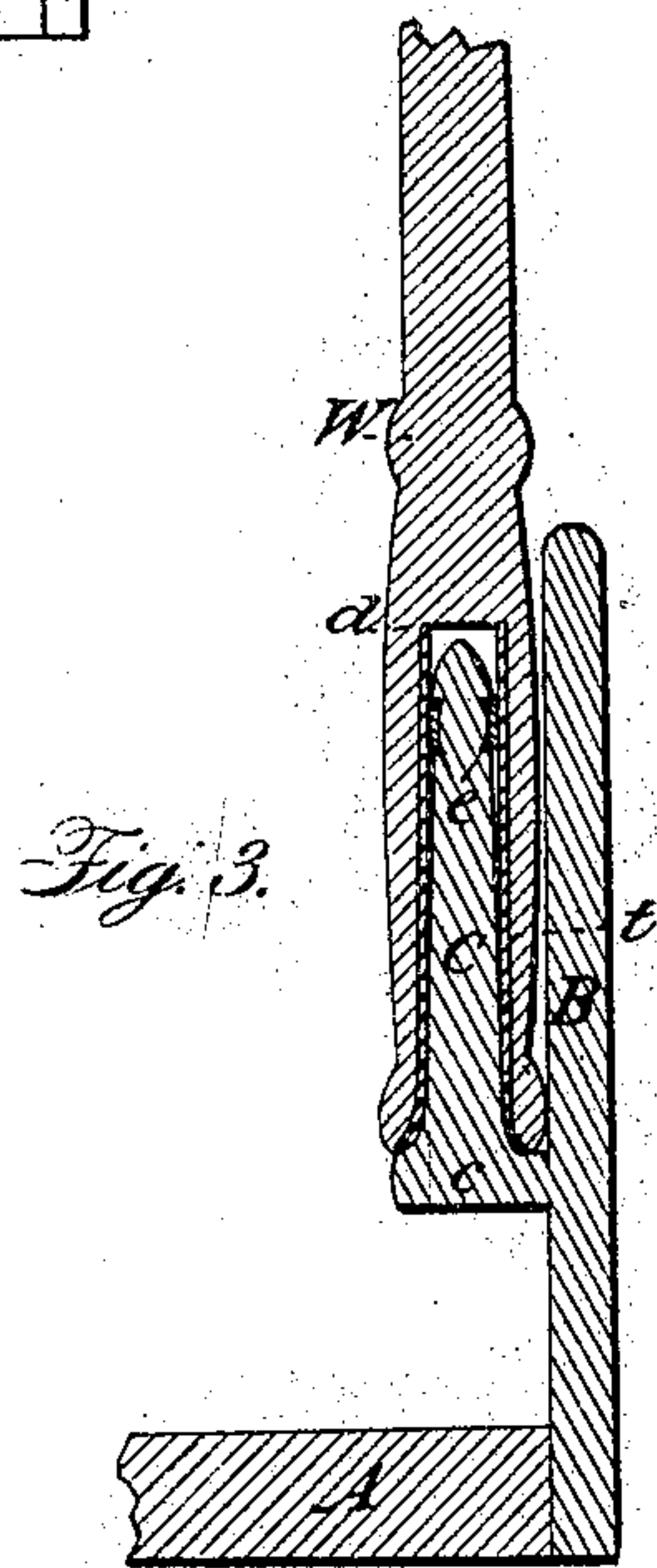
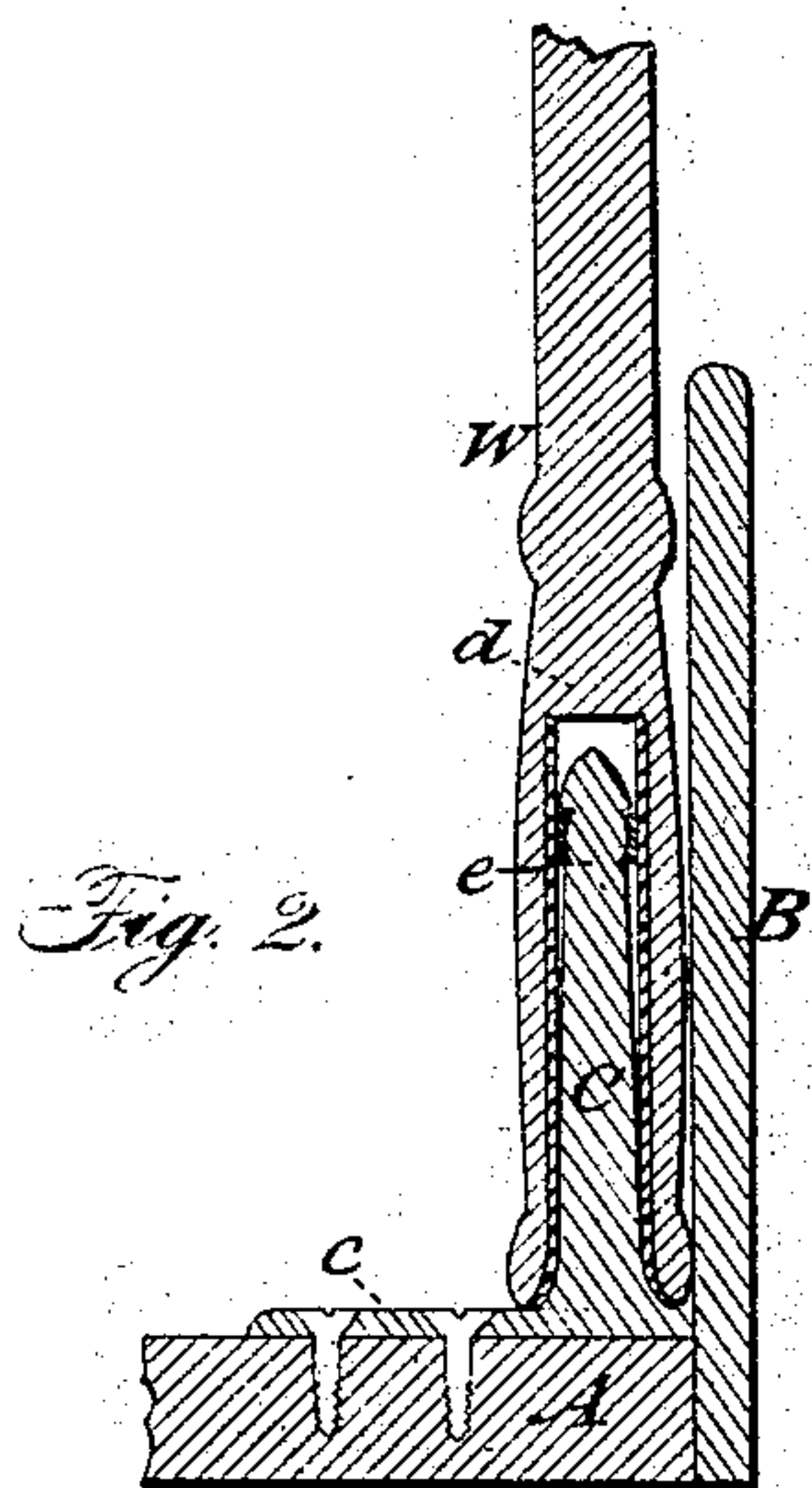
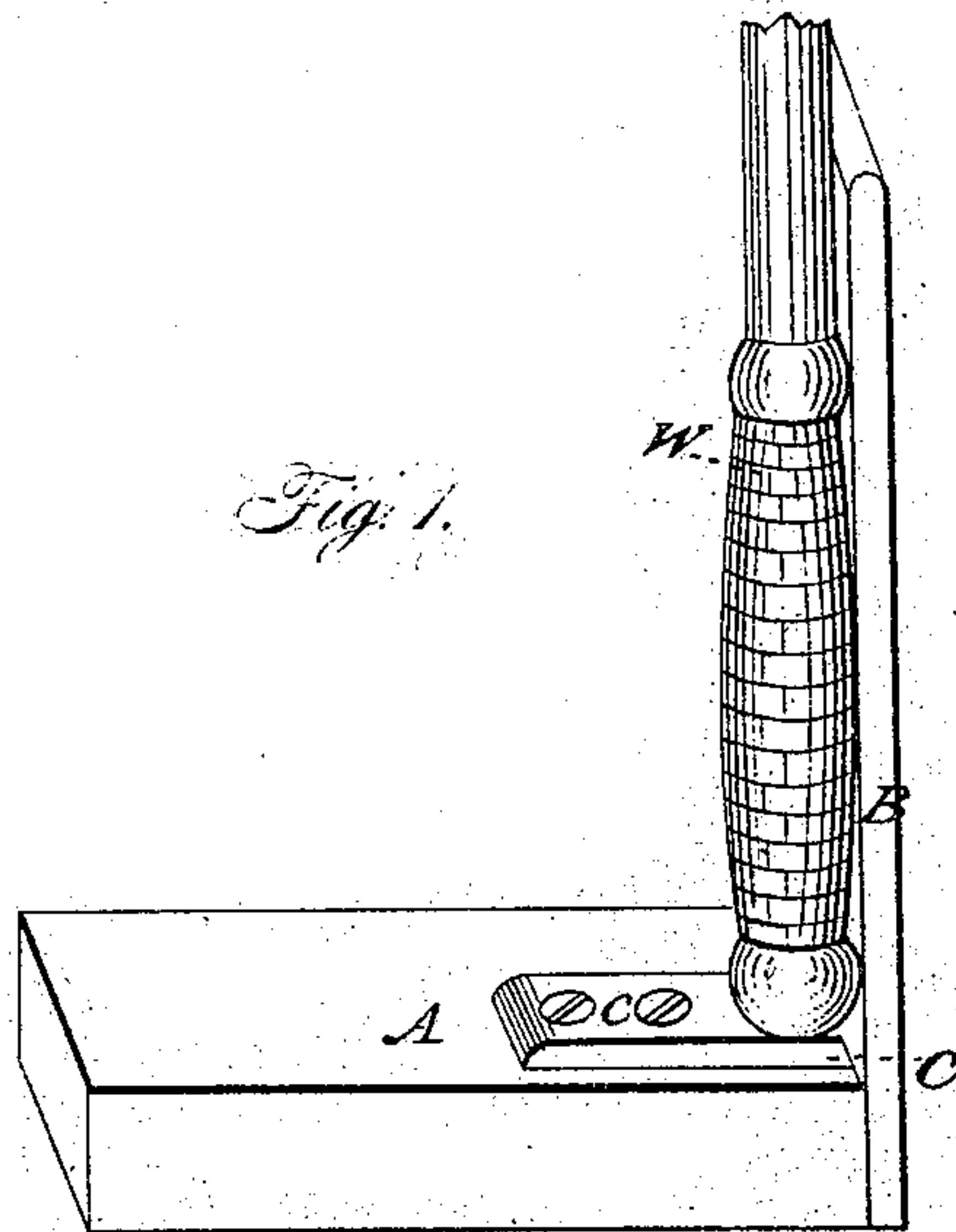


J. GIBSON, Jr.

Whip-Socket.

No. 68,360.

Patented Sept. 3, 1867.



Witnesses:

William Gibson.
Alexander Selkirk

Inventor.

John Gibson Jr.

United States Patent Office.

JOHN GIBSON, JR., OF ALBANY, NEW YORK.

Letters Patent No. 68,360, dated September 3, 1867.

IMPROVEMENT IN THE METHOD OF HOLDING WHIPS.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, JOHN GIBSON, Jr., of the city and county of Albany, State of New York, have invented a new and improved Method of Holding Whips, and a substitute for the usual whip-socket or holder; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, forming a part of this specification, and the letters of reference marked thereon in which—

Figure 1 represents a perspective view of whip in place, and a section of carriage-body, with dash.

Figure 2 is a cross-section of the same.

Figure 3 is a cross-section, with holder attached to the dash.

The same letters indicate like parts.

The nature of my invention consists in making the but end or handle of the whip hollow to a suitable depth for receiving a standard or support, also provided to act as a holder. This standard or support is attached (at a convenient point) to the body of the carriage, dickey-seat, or dash, and when fastened in a perpendicular position, forms, with the hole or bore in the handle of the whip, a cheap, simple, convenient, and safe holder for the whip, which can be readily put in place or removed at will. To prevent the whip from being jolted off, the standard may be provided with an elastic washer, or its equivalent, placed at any suitable point on it, or in the hole in the handle, which washer, or equivalent, will by its friction hold the whip to its place.

In the drawing, A, figs. 1 and 2, represents a section of a body of a carriage, with the whip-holding standard C attached. This standard C (made of suitable metal) may be made tapering, so as to afford strength, and of sufficient length to hold the whip W from lopping over. The lower end of the standard terminates in a foot, *c*, that attaches to the body of the vehicle A, fig. 2, or to the dash B, fig. 3. At a suitable point near the top of the standard, or further below, a groove may be made, to receive and hold an elastic washer, *e*, or its equivalent, which washer acts as a binder to hold the whip W to the standard and prevent it from being jolted off. An elastic ring, placed in the bore of the whip, would also answer the same purpose.

The whip W is constructed in the usual manner, except its but end or handle is made hollow to a depth a little more than the length of the standard; and the walls of the hollow or bore *a* may be made or formed by a metal tube, *t*, which tube would also be a substitute for the usual solid metal now placed in the handle to give firmness. When the standard C is attached to its place the said standard is ready to receive the whip W, and hold it in position, by the standard entering the bore *a* its whole length, and its elastic band or washer, or their equivalents, impinging against the sides of the tube or the standard.

By my invention the usual expensive socket and its fastenings are dispensed with, and a simple and more durable and economical mode of holding a whip is substituted; and this substitute can be attached in places where whip-sockets cannot be so attached, when such places would be more convenient for a whip, and would also free other parts of a carriage from blemish or marring of beauty that ordinary sockets (which must often of necessity be attached to those places) now do.

Having described my invention, what I claim, and desire to secure by Letters Patent, is—

1. I claim constructing whips with a hollow but or handle end, for the purpose substantially as set forth and described.
2. I claim the standard C, with or without the elastic washer *e*, or its equivalent, attached to the body, dickey-seat, dash, or any other part of the carriage or sleigh, for the purposes set forth and described.
3. I claim the hollow or bore *a* of the whip-handle, in combination with the standard C, for holding the whip, substantially as set forth and described.

Witnesses:

WILLIAM C. GIBSON,
ALEXANDER SELKIRK.

JOHN GIBSON, JR.