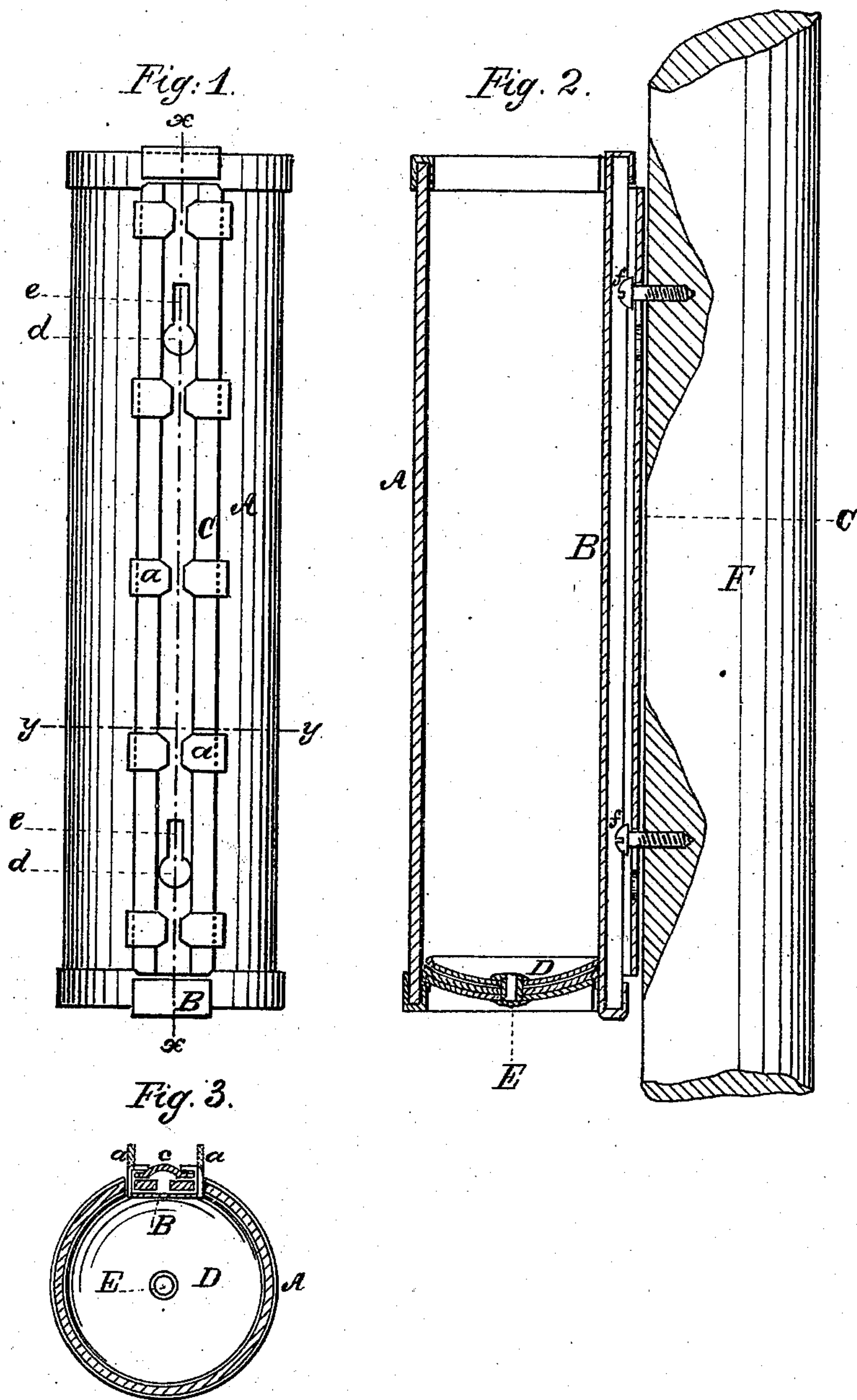


L. J. PARSONS.

Whip Socket.

No. 81,675.

Patented Sept. 1, 1868.



Witnesses:

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LOUIS J. PARSONS, OF NEW BEDFORD, MASSACHUSETTS, ASSIGNOR TO HIMSELF, JOHN R. LINTON, AND O. E. LINTON, OF SAME PLACE.

Letters Patent No. 81,675, dated September 1, 1868.

IMPROVEMENT IN WHIP-SOCKETS.

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, LOUIS J. PARSONS, of New Bedford, in the county of Bristol, and State of Massachusetts, have invented a new and useful Improvement in Whip-Sockets, and the mode of attaching the same to their supports; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable those skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification.

The nature of this invention relates to improvements in the construction of whip-sockets, and in the mode of attaching the same to their supports; and it consists, first, in the method of uniting the edges of the leather tube by a metal fastening; second, in the construction of the bottom of the socket of two disks of metal, between which is secured the leather lip or edging, by which it is fastened to the tube, the two disks being fastened together by an eyelet in the centre of the same; and, third, in the method of securing the same to its support, as will be more fully described on reference to the accompanying drawings, making a part of this specification, in which—

Figure 1 represents an elevation of a whip-socket, showing an outside view of the manner of joining the edges of the leather tube.

Figure 2 is a section on the line *x x* of fig. 1, and also an elevation of the post to which the socket is secured, with portions of the same broken away, to show the fastening-screws.

Figure 3 is a transverse section on the line *y y* of fig. 1.

Similar letters of reference indicate corresponding parts.

A represents the leather tube.

B, the inside portion of the metal fastening, which may be punched from sheets of thin metal, either tin or thin sheet iron, with a punch of the proper form to make the points *a* thereon, which may be turned up at right angles to the face of the plate B, as shown in red in fig. 3.

These points are inserted through holes punched in the piece of leather which is designed to form the tube, near the edges of the same, whereby the said edges are joined together.

C represents a strip of sheet metal, of a proper width to be inserted between the said points, and which may be grooved through its centre, for the purpose of strengthening it, which is clamped down over the seam or joint of the leather tube, on the outside, by turning down the points *a* upon it.

d d represent round holes through the said plate C.

Communicating with these holes, on their upper sides, are slots *e e*.

f f are screws, fastened into the post P, upon which the tube is suspended by passing the heads of the said screws through the holes *d*, and slipping the tube downward, so that the upper walls of the slots *e e* rest on the shanks of the said screws, whereby the said tube is securely locked to the post, as is clearly shown in fig. 2.

D represents the bottom of the socket, which is composed of two disks of sheet metal, struck up into concave form, and between these disks the leather lip or edging is secured by an eyelet passing through a hole in the centre.

The manner of securing the bottom in the tube is shown clearly in fig. 2.

The inside portion, B, of the metal fastening is made longer than the tube, so that each end may be turned over on the outside of it, thereby stiffening the ends of the same, and also preventing the strip C from slipping out from the fastenings *a* in either direction.

In the old method of constructing whip-sockets, the edges are joined by sewing, which is done by hand, and is more expensive than my improved method.

When so constructed, the socket will not be circular in form, and this imperfection in shape grows worse with use, until, owing to the action of the straps by which they are fastened in position, the socket is forced into a flattened form, exactly the opposite of what is designed.

Another important advantage of my improvement is the manner of securing the socket to the post or dasher of a carriage. Heretofore this has been done by straps or nails; sometimes with both.

The straps increase the cost, chafe the socket, and press it out of shape, and will not keep the socket in an upright position. The constant tendency of the old style of socket to an inclined position, when fastened with straps, is a serious defect, and the more the strap is tightened, as it must be after a little time, the more the socket is flattened.

My method of securing the socket is an improvement over the old method, in the respect that it is less costly, more substantial, and much more convenient, as it must always keep an upright position, and may be readily detached and attached, whenever it is desired to do so. When the socket is fastened to the dasher-iron, I use the same fastening, but, instead of screwing the shank of the screw into the iron, I use a plain pin, with a shank long enough to bend around the socket-iron, and clinch in a secure manner, or a pin with two shanks, that will bend around the iron, and lap over one another.

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

1. Uniting the edges of a leather whip-socket by means of a metal fastening, substantially as and for the purpose described.
2. The bottom of the whip-socket, constructed and united to the tubular portion of the same, substantially as and for the purpose described.

LOUIS J. PARSONS.

Witnesses:

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