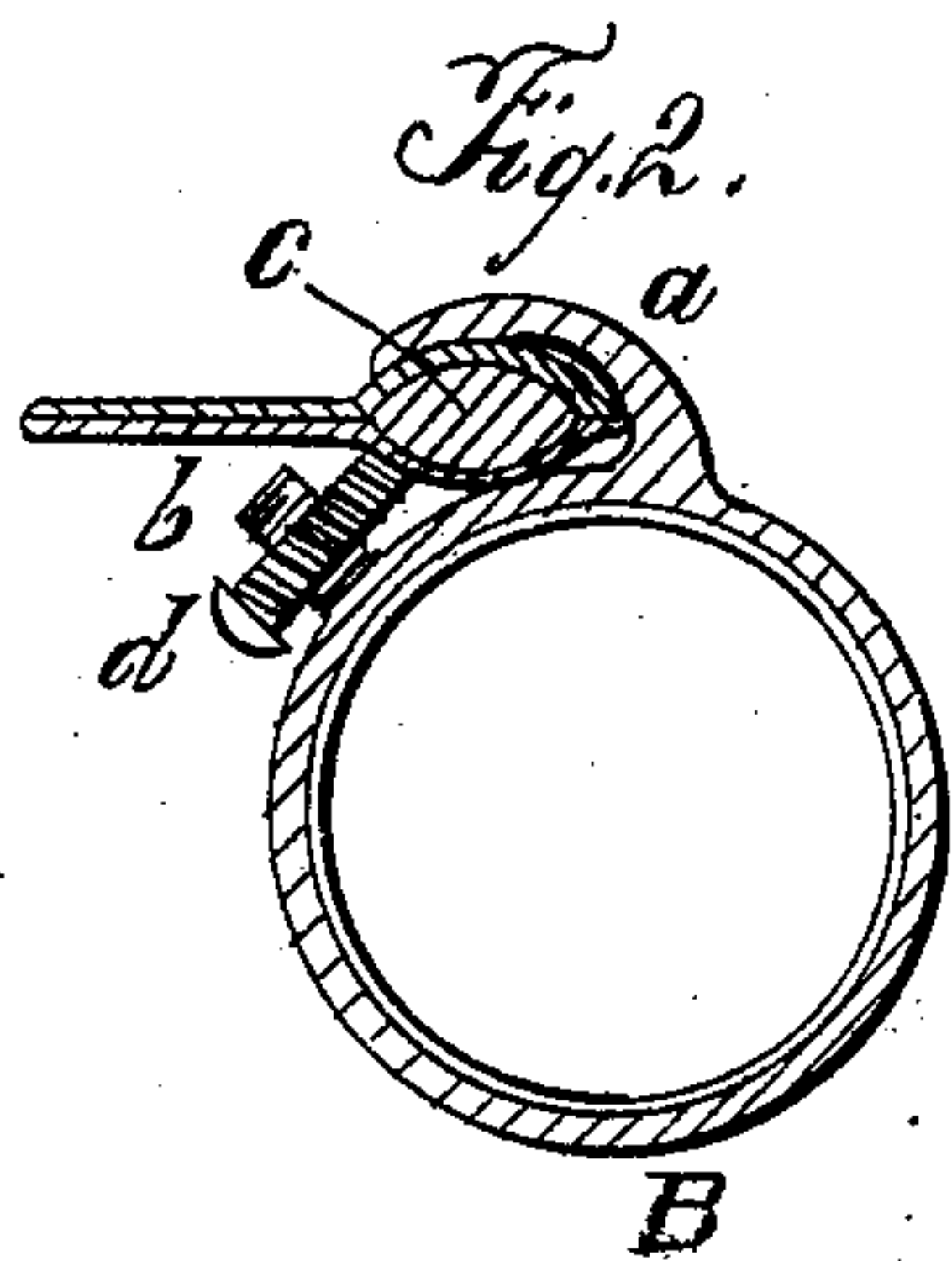
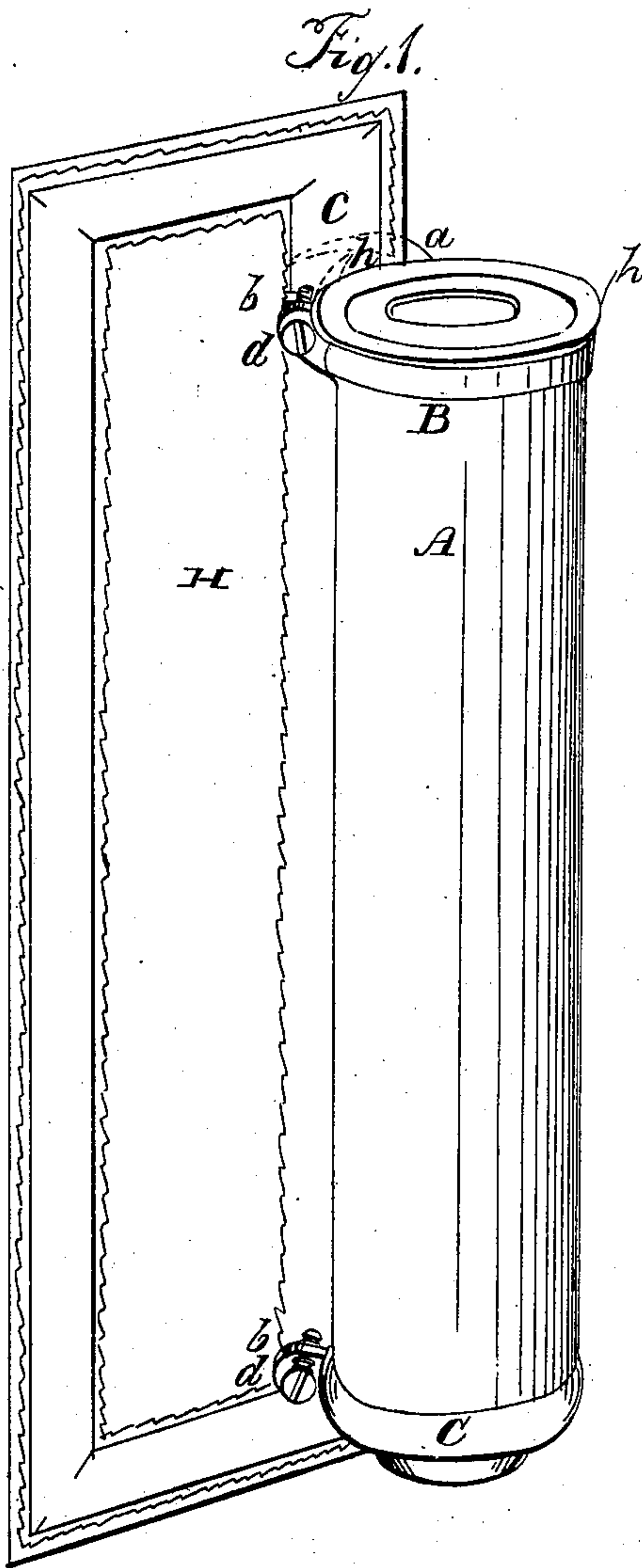


B. N. SHELLEY.

Whip Socket.

No. 84,513.

Patented Dec. 1, 1868.



*Witnesses.*  
*S. H. Mudge*  
*J. H. Mudge*

*Inventor,*  
*Bryanus S. Shelley*  
*By J. P. Smith atty*

# United States Patent Office.

BENJAMIN N. SHELLEY, OF NEWARK, NEW JERSEY.

Letters Patent No. 84,513, dated December 1, 1868.

## IMPROVEMENT IN FASTENINGS FOR 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, BENJAMIN N. SHELLEY, of the city of Newark, in the county of Essex, in the State of New Jersey, have invented a new and useful Improvement in Whip-Sockets and Fastenings; and I do hereby declare that the following is a full, clear, and exact description of the construction and mode of operation of the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification.

Figure 1 is a perspective view of a whip-socket, secured to the end of a dash-frame by my improved fastening.

Figure 2 is a top sectional view of the ring or cornice, cut on the line *h h'* of fig. 1, constituting the upper end of the socket,

The same letters refer to similar parts in the several figures.

A is the body of the socket, made of tin or any other suitable material, in the ordinary manner.

H is a detached portion of the dash-board of a carriage, and *c* is the end of the dash-frame, to which the whip-socket is fastened.

B is a metal ring, which may be made of malleable iron, and neatly fashioned, as shown, to form a suitable finish for the upper end of the socket, and to give it the required strength.

It encloses the upper end of the socket-body A, and is firmly attached to it by solder or otherwise.

*a* is a hook, cast solid with and forming a part of the ring B, formed to fit against the outer surface of the end, *c*, of the dash-frame.

*b* is a short arm, also cast solid with the ring A, at a suitable distance from the hook *a*, to admit the dash-frame *c* between them.

This arm *b* serves as a nut for the screw *d*, designed to fasten the socket to the dash.

O is a cup-shaped piece of metal, which forms the bottom of the socket, which may also be made of malleable iron. This is fitted on to the lower end of the body B, and securely fastened to it.

On this is also cast a hook and an arm, similar to those on the ring B, and for a similar purpose.

It is evident that when the socket is adjusted to the dash, as shown in fig. 1, and the screws *d* and *d'* are turned in against the dash-frame, the socket will be held securely in its place, and that it can be readily and conveniently removed by simply turning back the screws.

I am aware that a patent has been issued to Edwin

Chamberlin for a whip-socket fastening, consisting of two jaws, made to clamp or encircle the socket, connected with another pair of jaws, that grasp the dash-frame. Also, of the patent issued to Charles B. Morehouse for a whip-socket, in which are described, as the fastening, two pairs of jaws, one of the jaws in each pair being cast solid with the top and bottom of the socket, respectively, and the other being detachable, and attached to the socket by a screw, which passes through it into the top of the socket. I here disclaim as new all that is described or claimed in either of said patents. My invention differs essentially from both.

When jaws are used, intended to grasp the dash-frame, it is obvious that they must be made to fit, in shape and size, the rod or frame which they grasp; otherwise they will not hold on tightly. But as there is, in fact, no uniformity in the size and shape of the dash-frames of carriages, it follows that jaws really require to be specially fitted, in shape and size, to each carriage on which they are fastened, in order to insure their holding firmly. But where, as in my invention, a simple hook is used on one side of the dash-frame, and a screw only is turned up against the other side, fastenings of the same form and size may be used on a great variety of sizes and shapes of dash-frames.

My fastening is also superior to others in simplicity, cheapness, and beauty.

When jaws are used, as in the patents referred to, the detachable jaw, and the head of the screw which fastens it to the other jaw, are on the side of the socket most exposed to view, when attached to the carriage, and these are the parts most liable to become marred or defaced in being put on and taken off. In mine, the solid hook only is seen, the screw-head being well out of sight in the angle on the opposite side.

It is superior, also, in this, that the small end of a screw, pressing directly against the dash-frame, will hold the socket much more firmly than will the broader surface of a jaw.

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

A whip-socket, having connected with it a fastening consisting of the hook *a* and the screw *d*, constructed and operating substantially as and for the purpose specified.

BENJAMIN N. SHELLEY.

Witnesses:

THOS. A. MASTERSON,  
J. P. FITCH.