

J. TWAMLEY.

Whip Socket.

No. 96,745.

Patented Nov. 9, 1869.

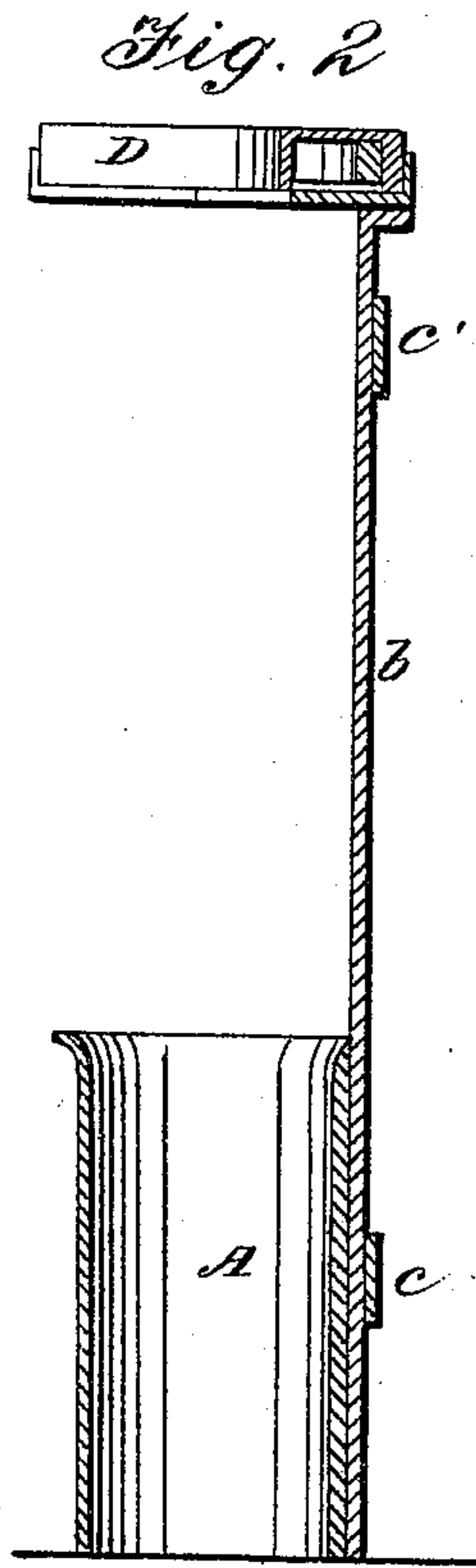
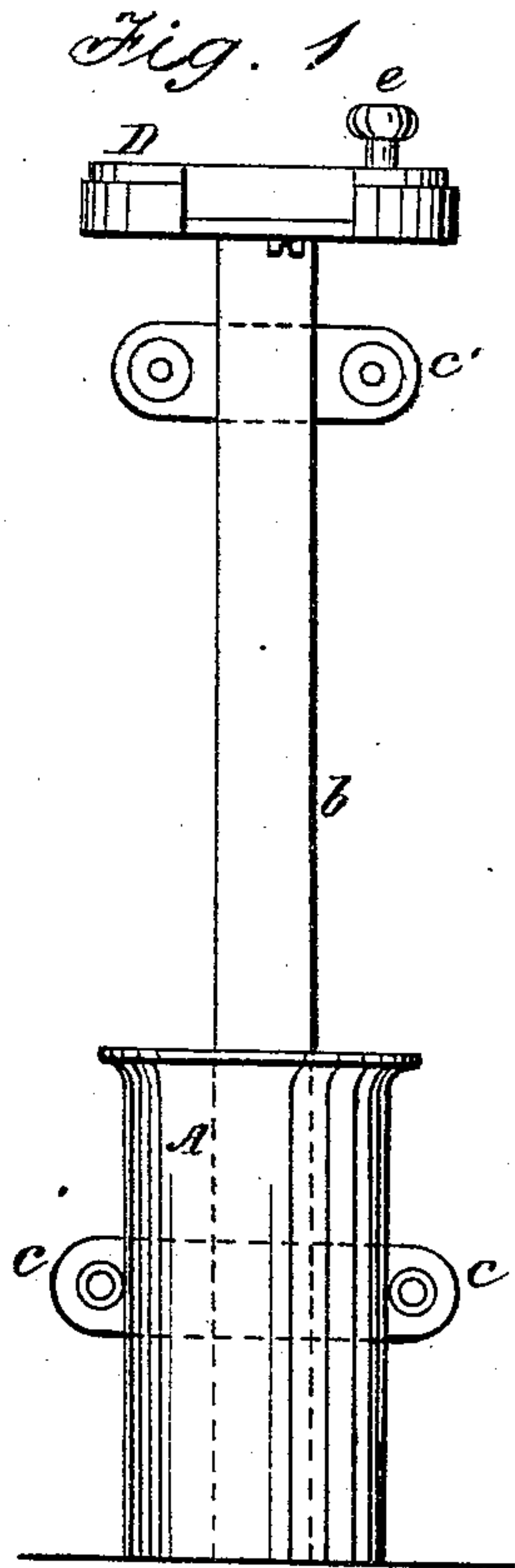
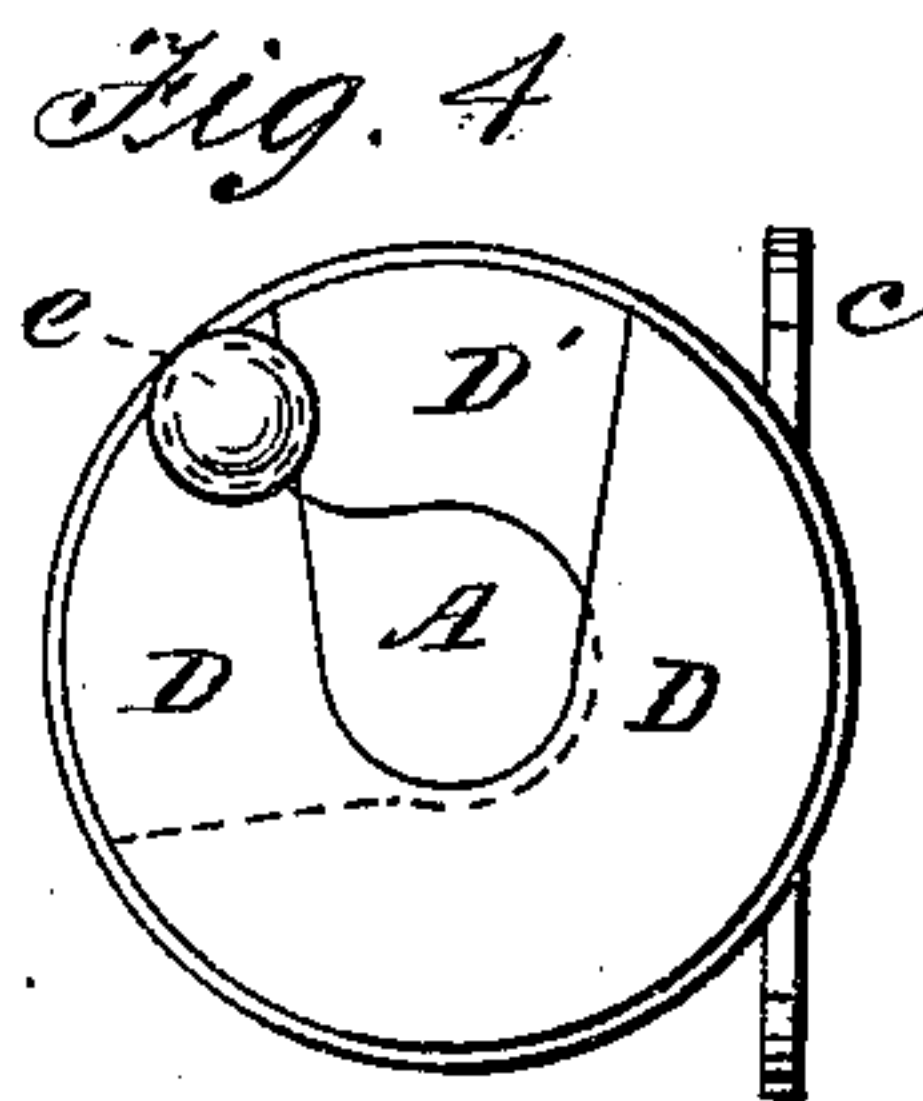
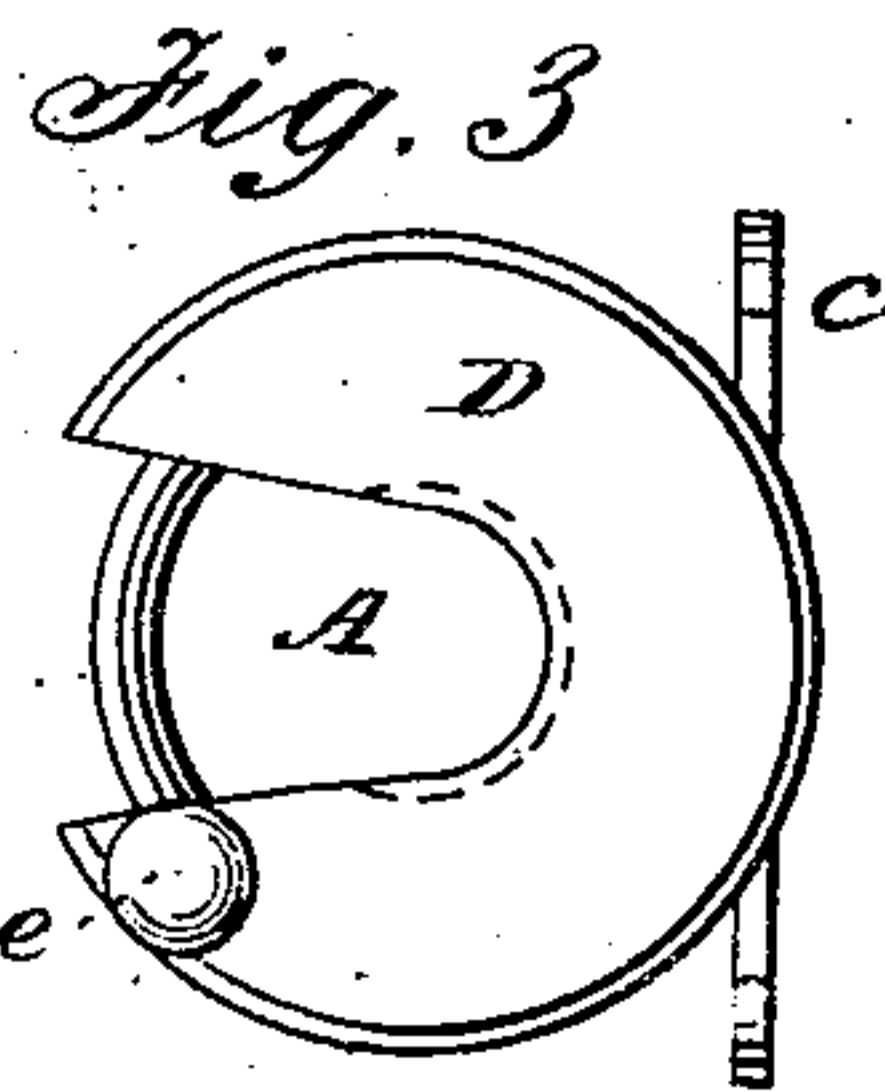
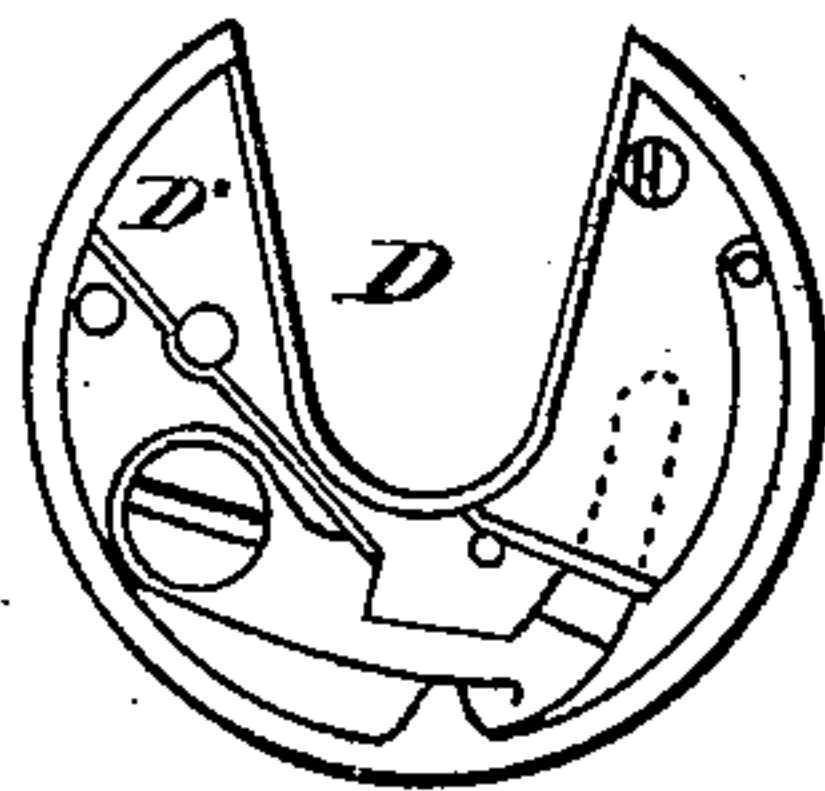


Fig. 5



Witnesses:
Peter DeLacy
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Inventor:
James Twamley
By his attorney
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United States Patent Office.

JAMES TWAMLEY, OF NEW YORK, N. Y.

Letters Patent No. 96,745, dated November 9, 1869.

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, JAMES TWAMLEY, of New York, of the county of New York, in the State of New York, have invented certain new and useful Improvements in Whip-Sockets; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, making part of this application.

Heretofore, whip-sockets for carriages and wagons have been made and patented, in which a lock has been employed to prevent the removal of the whip, (except by the use of a key,) and several kinds of locking whip-sockets have been suggested, but in all the contrivances of this character heretofore invented, it has been necessary to insert and withdraw the whip-handle in about a vertical line of motion, (through the entire length of the socket or holder,) which is often inconvenient; and besides this, the locking-mechanism has been cumbersome, or too complex.

My invention has, for its main object, a simple and economical whip-socket, into which the whip may be very conveniently inserted and readily locked therein, and from which it may be easily withdrawn by the occupant of the vehicle; and to these ends,

My invention consists in a whip-socket composed of a lower holder, or but-receiver, and an upper clasp-portion, or confining-ring, the latter being adapted to lock the whip in, all as hereinafter more fully described.

To enable those skilled in the art to make and use my improved locking whip-socket, I will proceed to more fully explain its construction and operation, referring, by letters, to the accompanying drawings, in which—

Figure 1 is an elevation of the apparatus;

Figure 2, a vertical longitudinal section of the same;

Figure 3, a top view;

Figure 4, a similar view, (top,) with the clasp closed or locked; and

Figure 5, a bottom view of the lock-plate.

In the several figures, the same part is designated by the same letter of reference.

A is a tubular socket, or holder, which may be about two inches long and of such a diameter as to permit the insertion within it of the but-end of the whip.

Secured to, or formed with this socket A, is a standard or bar, *b*, which extends upward a suitable distance, and is provided with cross-pieces, or ears, *c*, and *c'*, by means of which the whip-socket may be secured to the dash or other part of the vehicle.

And at the upper end of this standard is arranged the locking-clasp, or holder D D'.

This locking-clasp is made, as shown, of two portions, D and D', the latter sliding in the former, and the whole arranged to operate somewhat after the fashion of the locking-portion of an umbrella-stand.

The lock-mechanism is provided with a key, which remains in the lock when open, as seen at fig. 3, and which is thrown out by a spring (into the hand of the person) when the portion D' is moved around to lock the whip in, as seen at fig. 4.

e is a small knob or projection, by means of which the locking-clasp is conveniently moved around to lock and unlock it.

When the clasp is open, as seen at fig. 3, the whip may be inserted by just dropping its lower end or but down into the socket A, (while holding the whip in an inclined position,) and then moving its handle into the centre of the opening in clasp or lock D. While in this position, (in which the whip will remain if not desirable to confine it,) the movable portion of the locking-clasp may be either partially turned; so as to confine the whip in place, or it may be wholly turned around, so as to completely lock in the whip, (the key being thrown out into the hand, and kept for future use.)

It will be seen that in removing the whip, it has just to be inclined and relieved from the clasp, and then lifted out of the socket A, and that although the motions necessary to the extrication of the whip are perfectly convenient to a person occupying the proper position, they are such as will render it exceedingly awkward and difficult to any one who might attempt to snatch the whip from outside of the carriage.

The lock-mechanism may be any that is well adapted to the purposes of my invention, and constitutes no part of this, my present invention.

I do not wish to be understood as claiming any kind of whip-socket adapted to lock the whip in; neither do I wish to limit myself to any peculiarity of lock-mechanism; but having explained my improved whip-socket, so that one skilled in the art can make and use my invention,

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

The whip-socket, composed of the lower socket, or holder, and the upper locking-clasp or retainer, the whole arranged and operating substantially in the manner and for the purposes described.

In testimony whereof, I have hereunto set my hand and seal, this 29th day of September, 1869.

JAMES TWAMLEY. [L. S.]

Witnesses:

J. N. McINTIRE,

WM. C. McINTIRE.