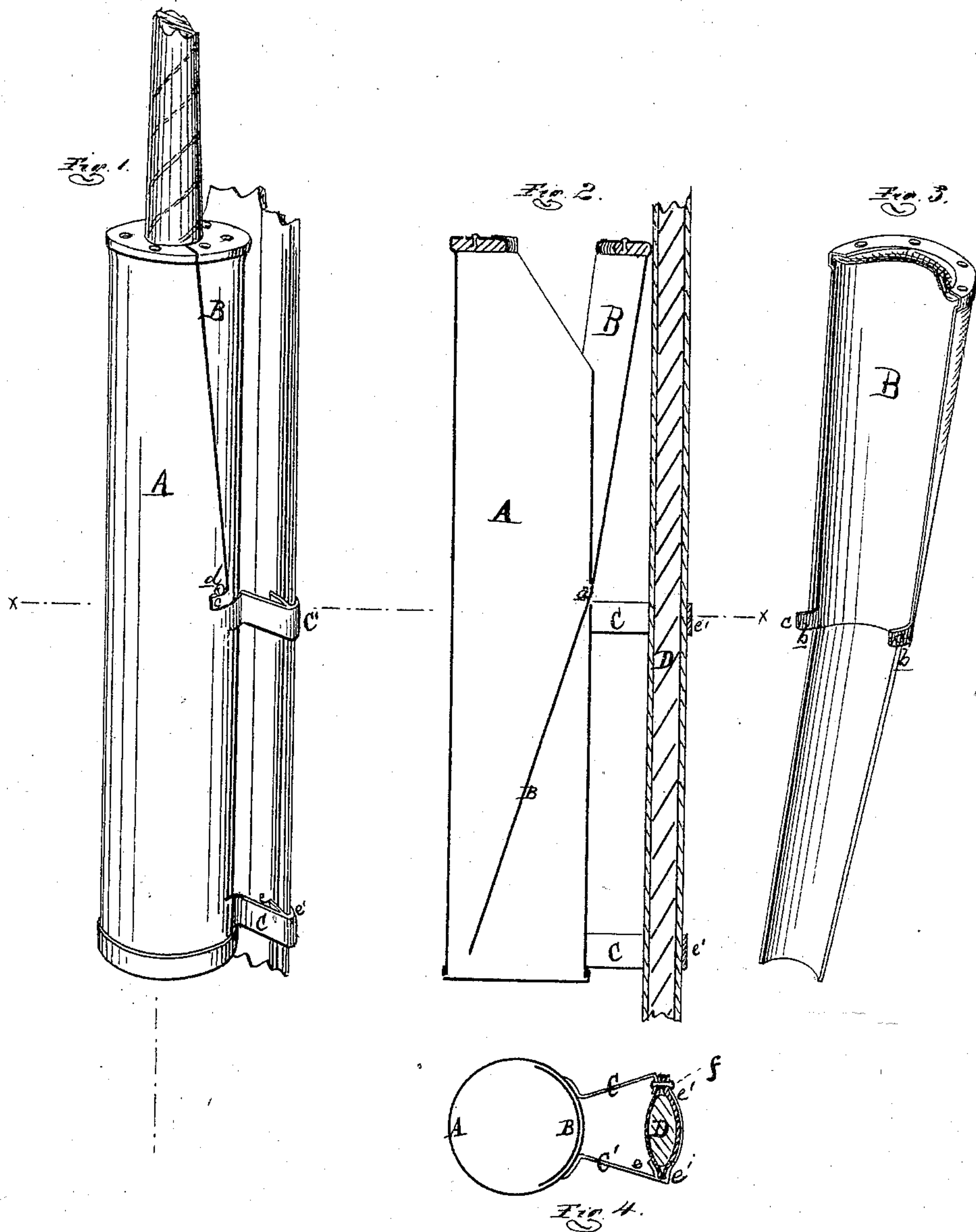


S. C. HAMLIN.
Improvement in Whip-Sockets.
No. 130,714. Patented Aug. 20, 1872.



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UNITED STATES PATENT OFFICE.

SOLOMON C. HAMLIN, OF YPSILANTI, MICHIGAN.

IMPROVEMENT IN WHIP-SOCKETS.

Specification forming part of Letters Patent No. 130,714, dated August 20, 1872.

To whom it may concern:

Be it known that I, SOLOMON C. HAMLIN, of Ypsilanti, in the county of Washtenaw and State of Michigan, have invented a new and useful Improvement in Whip-Holders; and I do declare that the following is a true and accurate description thereof, reference being had to the accompanying drawing and to the letters of reference marked thereon and being a part of this specification, in which—

Figure 1 is a perspective view of my improved whip-holder. Fig. 2 is a vertical section. Fig. 3 is a detached perspective view of the movable lever-clamp. Fig. 4 is a horizontal section at *x x*, Fig. 1.

Like letters refer to like parts in each figure.

The nature of this invention relates to an improvement in the construction of that class of whip-holders in which the whip-stock is clamped by a movable jaw on the introduction of the butt of the stock; and it consists in so constructing the device that no hinge is required to pivot the movable jaw to the body of the holder, and to an improved means for securing the latter to the dash-frame.

In the drawing, A represents a cylindrical sheet-metal socket, closed at the bottom and open at the top, the front half or part nearest the dash being cut away obliquely. About midway of its height there is cut in its front side a narrow segmental slot, *a*. B is a lever-clamp, of the form shown in Fig. 3, which is in the general form of a sector of a cylinder, slightly bent to form a very obtuse angle. In the intersection of the angles there is an offset, *b*, from which point downward the metal has parallel edges, and is narrower than the flaring upper half. The lower half is inserted from the outside of the holder through the slot *a*.

Now, if the butt of a whip be inserted it will crowd forward the lower half of the lever-clamp, which will correspondingly throw back the top end and cause it to grasp the whip-stock with a grip proportionate to the downward pressure exerted on the stock. The slot serves as a joint for the clamp to vibrate on, and the offset *b* prevents it from going down too far.

To prevent the clamp from accidentally being drawn up with the whip or getting detached in striking it up I leave a lug, *c*, at each side at or near the angle, and above it I insert a rivet, *d*, in the socket *a*, which accomplishes the purpose. C C' is a two-part clamp, which secures the socket to the dash-frame D. The part C is simply an angular lug on the front side of the socket, its outer end resting on the dash-leather inside the dash-iron. The other part C' is composed of two metal strips, *e e'*. The former comes inside the edge of the dash-leather, while the latter is carried around the front edge of the dash across the dash-iron and opposite the end of the part C, and then secured by a screw or rivet, *f*. Two of these clamps are employed to secure the socket to the dash-iron.

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

1. The socket A, provided with the slot *a* for the reception of the lever-clamp B with the lugs *c* and rivets *d*, as and for the purpose set forth.

2. In combination with a whip-socket, A, the clamps C C', constructed as described, secured together and to the dash of a vehicle by the screw or rivet, *f*, as shown and set forth.

SOLOMON C. HAMLIN.

Witnesses:

H. F. EBERTS,
N. S. SPRAGUE.