

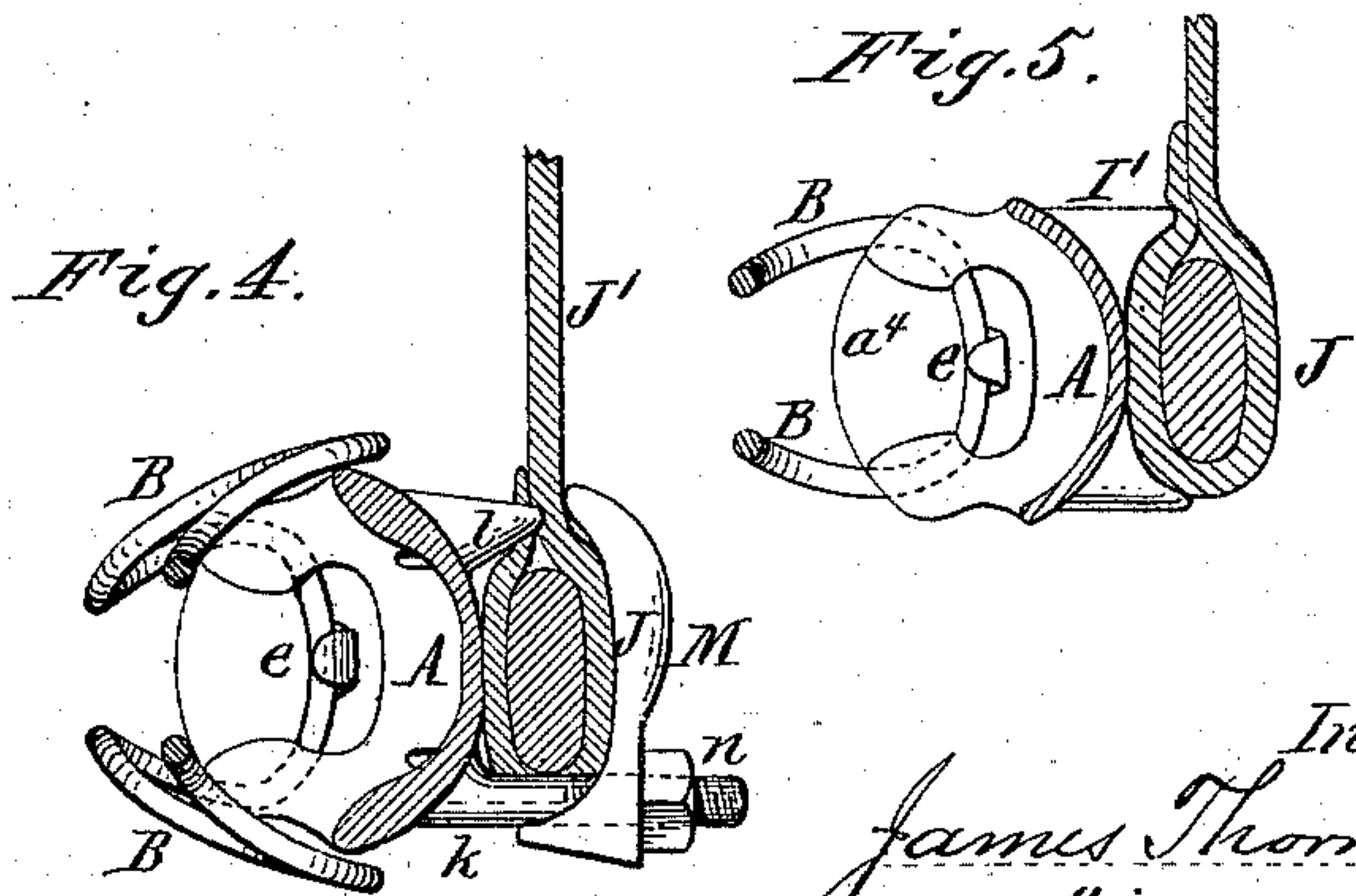
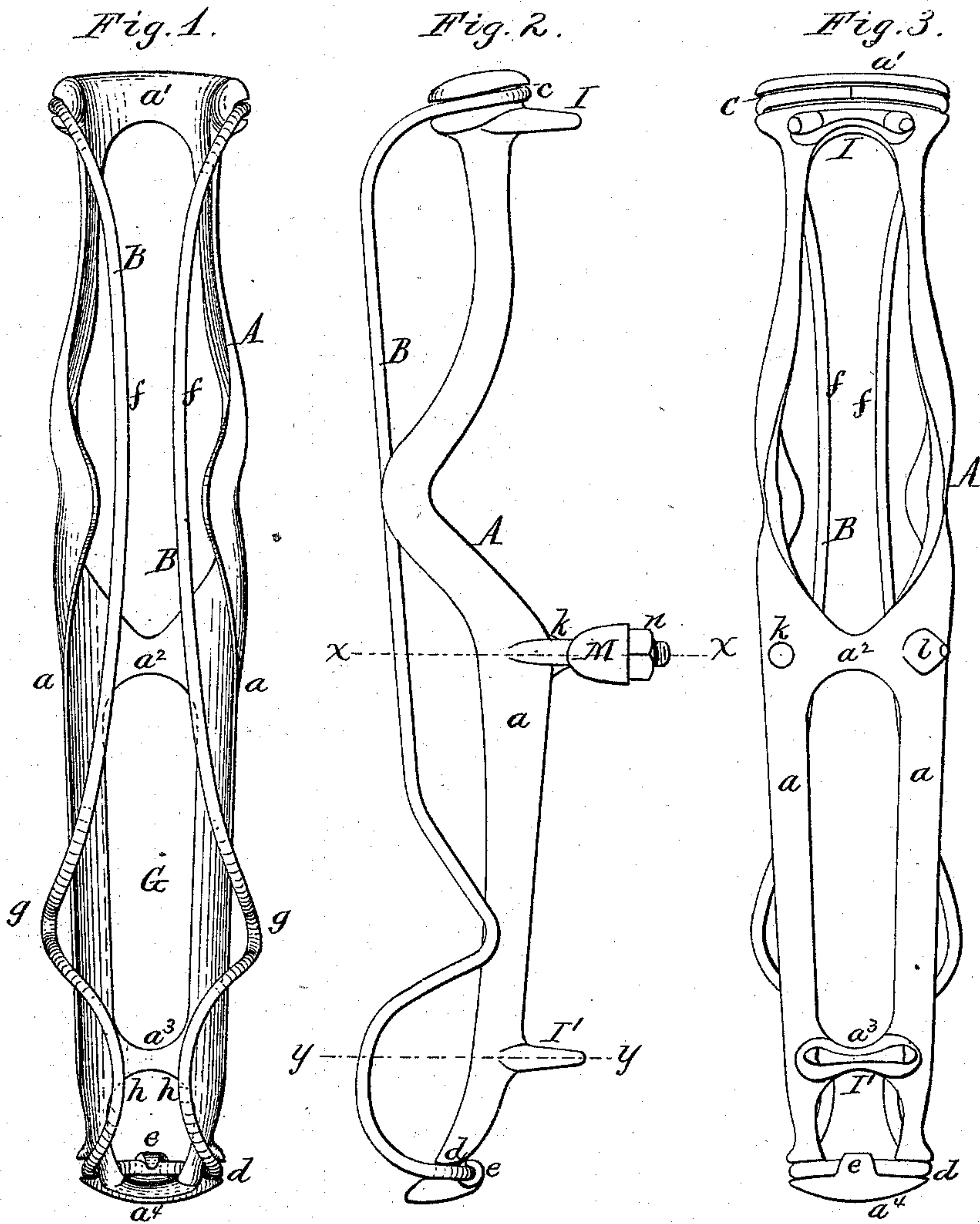
(No Model.)

J. THORNTON.

WHIP SOCKET.

No. 274,850.

Patented Mar. 27, 1883.



Edw. J. Brady.  
Theo. L. Popp. } Witnesses.

Inventor:  
James Thornton  
By Wilhelm Bonnet.  
Attorneys.



# UNITED STATES PATENT OFFICE.

JAMES THORNTON, OF WELLSVILLE, NEW YORK, ASSIGNOR OF ONE-FOURTH  
TO HORACE G. DOBBINS, OF SAME PLACE.

## WHIP-SOCKET.

SPECIFICATION forming part of Letters Patent No. 274,850, dated March 27, 1883.

Application filed December 19, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES THORNTON, of Wellsville, in the county of Allegany and State of New York, have invented a new and useful Improvement in Whip-Sockets, of which the following is a specification.

This invention relates to an improvement in whip-sockets, and has for its object to so construct the socket that the whip-stock can be introduced into the socket from the front instead of from the top, if so desired, and that the whip will be firmly held in the socket, and that the socket can be easily attached to the dash-board.

My invention consists, to that end, of the particular construction of the socket, which will be hereinafter fully described, and pointed out in the claims.

In the accompanying drawings, Figure 1 represents a front elevation of the socket. Fig. 2 is a side elevation, and Fig. 3 is a rear elevation, of my improved whip-socket. Figs. 4 and 5 are horizontal sections in lines *x x* and *y y*, Fig. 2, respectively.

A represents the body of the socket, which is composed of two side pieces, *a a*, connected at the top by a cross-piece, *a'*, near the middle by a cross-piece, *a''*, near the lower end by a cross-piece, *a'''*, and at the lower ends by a bottom plate, *a''''*. The cross-pieces *a'*, *a''*, and *a'''* are arranged on the rear side of the socket, next to the dash-board, so as to leave the front side of the socket between the front edges of the side pieces, *a a*, substantially open and unobstructed.

B B represent two upright springs or elastic rods, which extend from the top to the bottom of the socket in the open space between the front edges of the side pieces, *a a*. The rear or outer side of the top portion of the body A is provided with a groove, *c*, which receives the upper ends of the springs B B. The side pieces, *a a*, are provided on their outer sides, near the bottom plate, *a''''*, with a groove, *d*, which receives the lower ends of the springs B B. *e* represents a lip, which is cast on the rear edge of the bottom plate, *a''''*, so as to project rearwardly therefrom. The springs B B are preferably constructed of a single piece of

wire bent to the proper form. The lower portion of this wire, which surrounds the rear side of the lower end of the body A, is placed in the grooves *d* and between the lip *e* and the body A, and the lip is then closed down upon the wire by pressure, whereby the lower portion of the wire is firmly secured to the socket. The upper ends of the springs B B are placed in the groove *c* and soldered together on the rear side of the socket. In this manner both ends of the wire spring are secured to the socket in a very simple and substantial manner. The springs B B approach each other at a short distance below the upper end of the socket and extend downwardly below the middle of the socket in such close proximity to each other, as represented at *f f*, as to retain the whip-stock in the socket. The springs B B diverge near the lower end of the socket, as shown at *g g*, forming an opening, G, between the distended parts of the springs, which is of sufficient size to permit the introduction of the butt-end of the whip into the cavity of the socket. The springs B B again approach each other below this opening G, as shown at *h h*, so as to confine the lower end of the whip-stock when placed in the socket. The whip-stock may be inserted into the socket by inserting its end into the socket through the opening G between the distended parts of the springs and then pressing the whip-stock backwardly into the socket, whereby the central portion, *f f*, of the springs B B are separated until the whip-stock has passed by the same, when the springs B B return to their former position, and thereby securely hold the whip in the socket.

I I' represent concave bearings, formed respectively on the rear sides of the cross-pieces *a'* and *a'''*, and adapted to bear against the frame J of the dash-board.

K represents a horizontal screw-bolt, formed on the rear side of the cross-piece *a''* in such a position as to rest against the outer side of the dash-board frame; and *l* represents a pointed stud, formed on the cross-piece *a''*, so as to bear against the rear side of the dash-board J' on the inner side of the dash-board frame.

M represents a clamp, which is provided at one end with an opening, through which the



screw-bolt K passes, which is curved on its rear side so as to rest against the front side of the dash-board frame, and which bears with its free end against the outer side of the dash-board, opposite the pointed lug l.

n represents a screw-nut applied to the screw-bolt K, and serving to tighten the clamp M against the outer side of the dash-board frame. This construction of the fastening, whereby the socket is secured to the dash-board, requires a manipulation of but a single screw-nut for the application or removal of the socket, and avoiding the necessity of perforating the dash-board for the purpose of attaching the socket thereto.

One of the springs B B may be omitted, if desired, and the front edge of one of the side bars, a a, of the body of the socket may be shaped so as to take the place of the omitted spring; but I prefer the employment of two springs, as it renders the socket lighter and more symmetrical in appearance.

I claim as my invention—

1. The combination, in a whip-socket, of a body, A, open at its front, and upright spring-rods B B, secured to the upper and lower ends of the body A, and having an opening between

their contracted portions, through which the whip-stock can be introduced into the socket by a backward movement of the whip-stock, substantially as described.

2. The combination, in a whip-socket, of a body A, open at its front, and upright spring-rods B B, secured to the upper and lower ends of the body A, and constructed with contracted upper portions, f f, and lower distended portions, g g, substantially as described.

3. The combination, in a whip-socket, of a body, A, open at its front, and upright spring-rods B, secured to the upper and lower ends of the body A, and constructed with contracted portions f f and h h and intermediate distended portions, g g, substantially as described.

4. The combination, in a whip-socket, of a body, A, open at its front, and springs B B, formed of a single piece of wire, and secured to the lower end of the socket by a bent lip, e, and to the upper end of the socket by a groove, c, substantially as set forth.

JAMES THORNTON.

Witnesses:

W. T. THORNTON;

W. E. MINNELEY.