

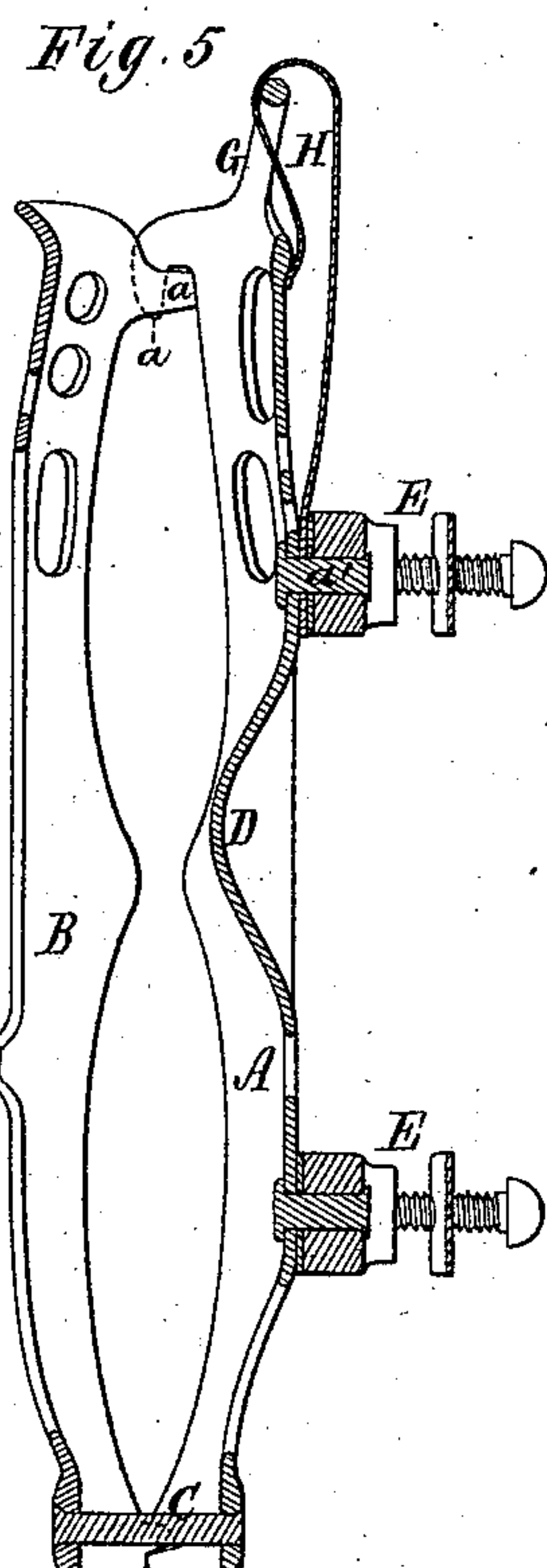
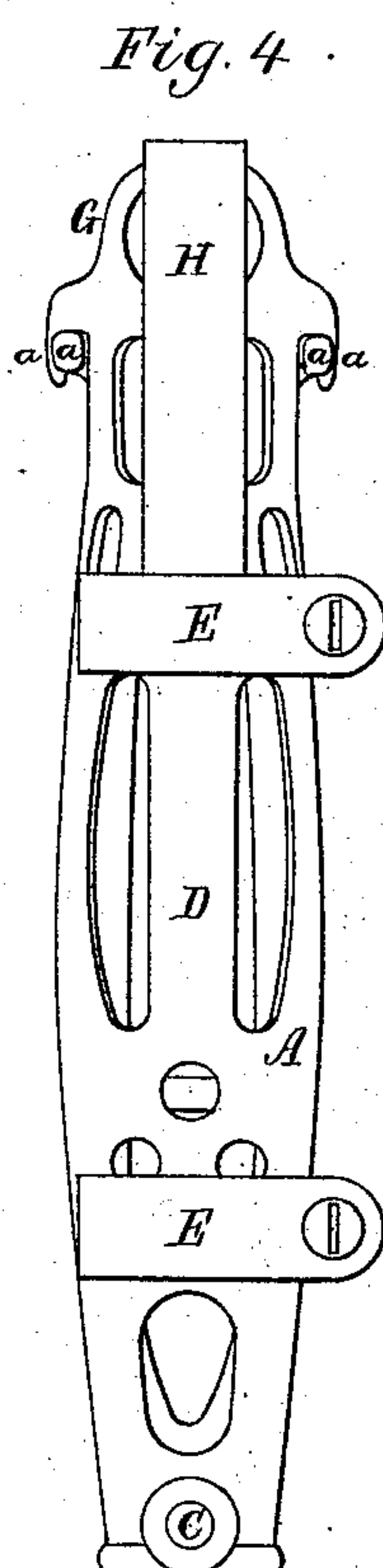
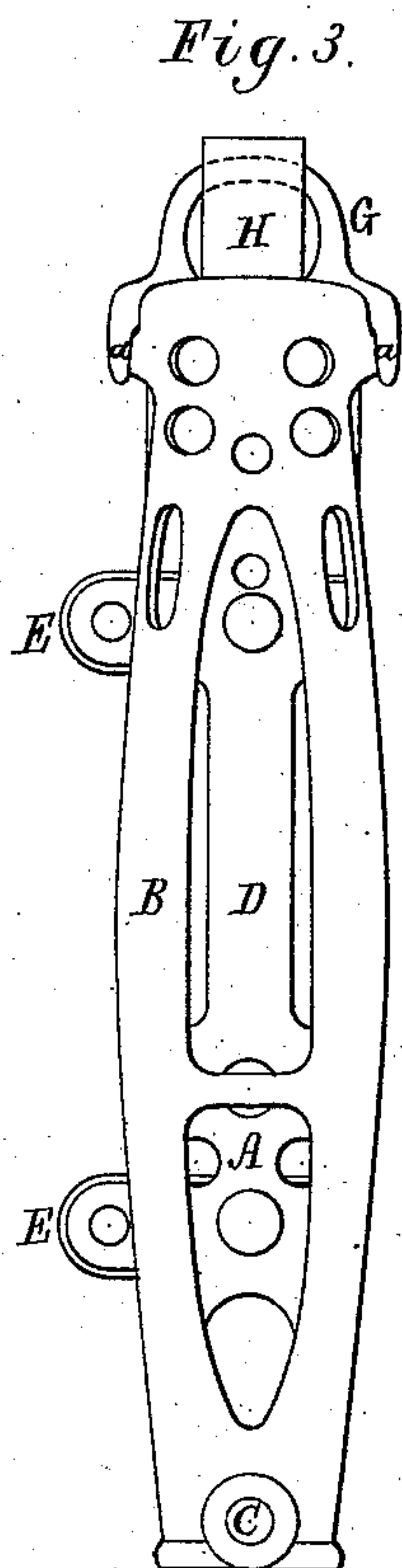
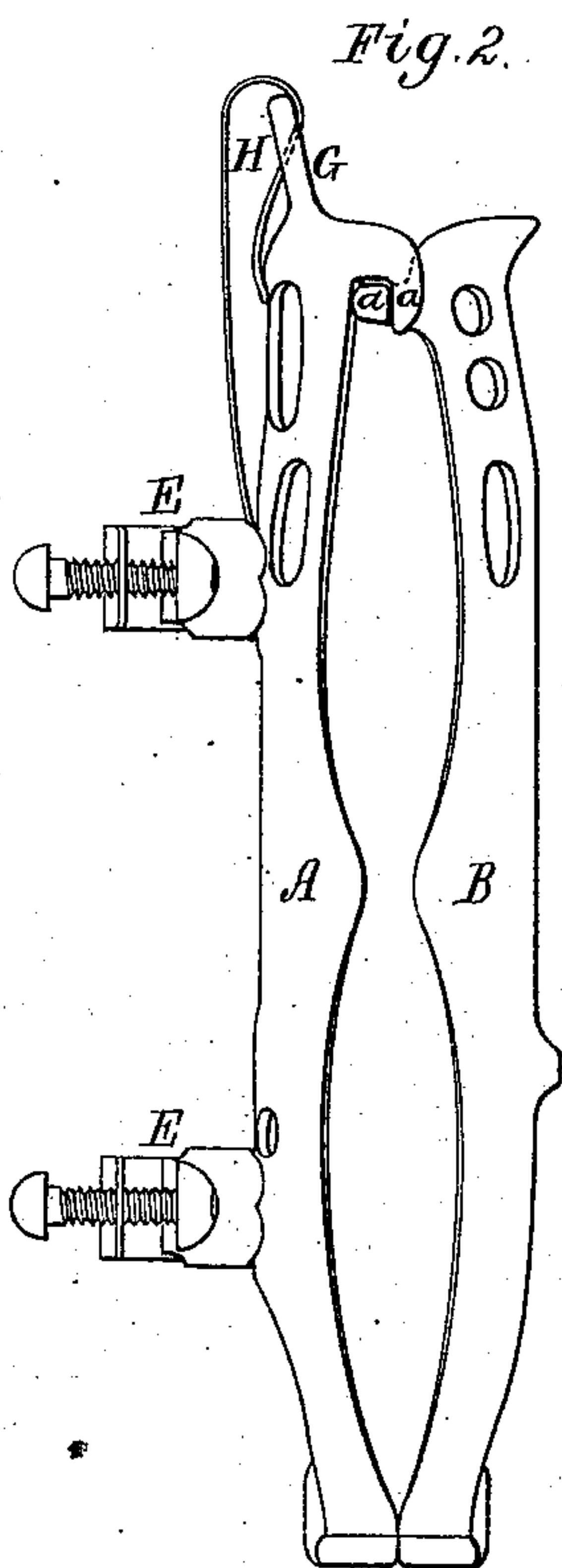
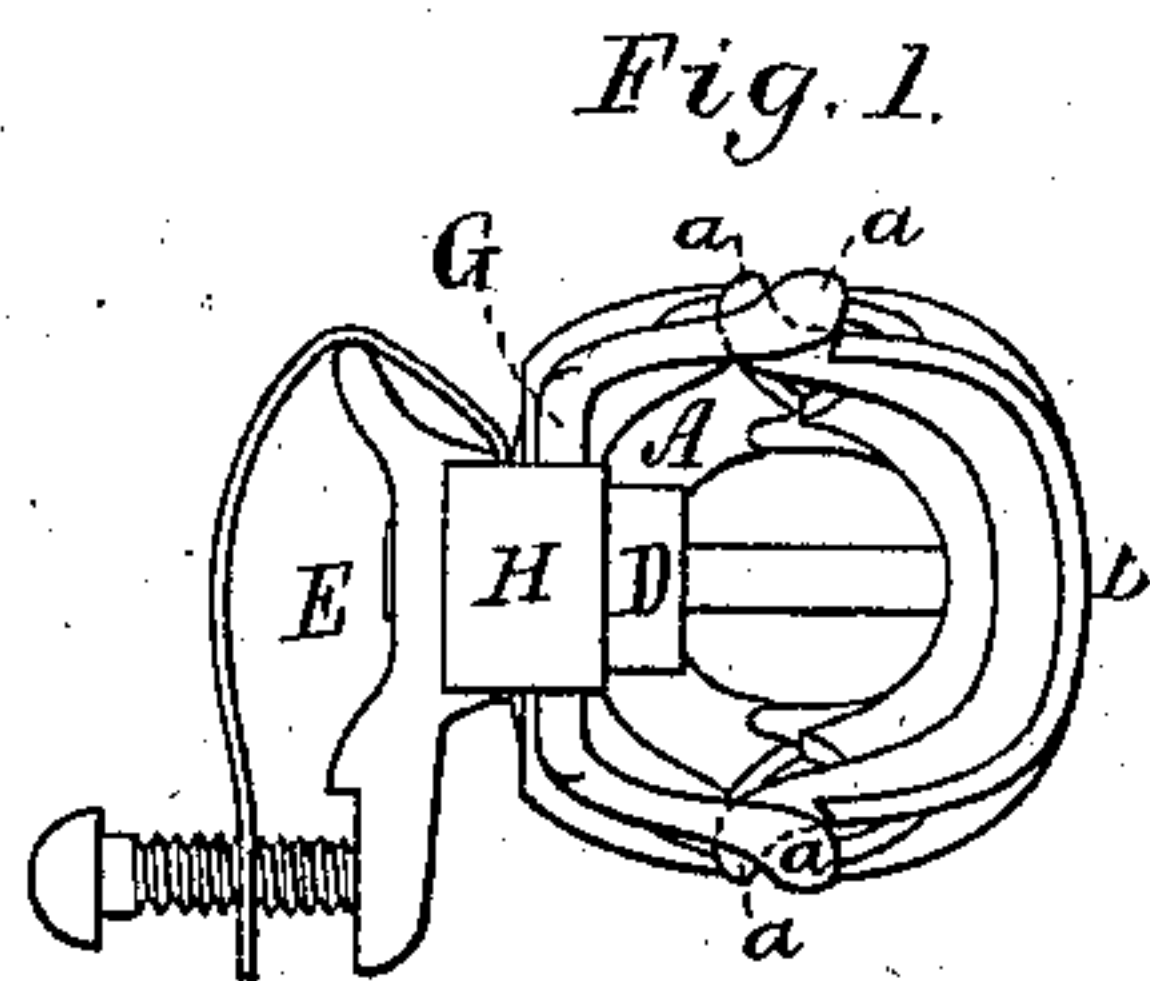
(No Model.)

E. W. SCOTT.

WHIP SOCKET.

No. 287,872.

Patented Nov. 6, 1883.



Witnesses

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UNITED STATES PATENT OFFICE.

ERASTUS WILLER SCOTT, OF WAUREGAN, CONNECTICUT.

WHIP-SOCKET.

SPECIFICATION forming part of Letters Patent No. 287,872, dated November 6, 1883.

Application filed August 27, 1883. (No model.)

To all whom it may concern:

Be it known that I, ERASTUS WILLER SCOTT, of Wauregan, in the county of Windham, of the State of Connecticut, have invented a new and
5 useful Improvement in Whip-Sockets; and I do hereby declare the same to be described in the following specification and represented in the accompanying drawings, of which—

Figure 1 is a top view, Fig. 2 a side elevation, Fig. 3 a front elevation, Fig. 4 a rear
10 view, and Fig. 5 a vertical and longitudinal section, of a whip-socket embodying my invention, the nature of which is defined in the claims hereinafter presented.

15 The body of this whip-socket is cast or founded of metal in two separate pieces, A and B, formed as represented, each of which at top is provided with two hooks, *a a*, those of one being to hook upon and engage with those of
20 the other, such hooks being arranged as shown. At their lower ends the two parts A and B are connected by a rivet, C, going through them. The socket tapers both upward and downward from its middle, and has projecting into it from
25 its rearmost part, A, an arch or bow, D, which, arranged as shown, serves with the front part, B, to bear against and support a whip-handle when in the socket. The rear part, A, has projecting from it two clasps, E E, for connecting
30 it to the dasher of a buggy or wheel-carriage, such clasps being of the kind usually employed by me for such purposes. Furthermore, the rear portion, A, has a perforated projection, G, extending upward from it, to which a hooked
35 spring, H, formed as represented, is applied, the lower part of such spring being secured to the part A by the upper clasp, E, and the rivet or screw *a'*, which secures such clasp to the said

part A, and the fastening rivet or screw going through them and the spring, in manner as
40 shown in Fig. 5. This spring is designed to serve with the dasher as a rein-holder when the driving-reins of the vehicle are down or inserted between such spring and dasher.

To render each of the parts A and B of the
45 body slight in weight, I usually make it curved on its opposite edges, and perforated with holes, as represented.

I claim—

1. The whip-socket body, composed of two
50 parts or pieces, A B, having connection-hooks *a*, as described, at their upper ends, and fastened together at their lower parts by a rivet, C, as set forth.

2. The whip-socket body, composed of the
55 two parts or pieces A B, hooked together at their upper ends, and connected at their lower parts by a rivet, and having extended from the rear part, A, into the whip-receiving chamber or space a bow or arch, D, all being substan-
60 tially as represented.

3. The whip-socket provided at top with the perforated projection, and with the rein-holder or hooked spring adapted to such projection,
65 and fixed to the rear portion of the whip-socket body, as set forth.

4. The whip-socket provided with the fast-
70 ening-clasps, and at top with the perforated projection, and also with the rein-holder or hooked spring adapted to such projection, and the upper of such clasps, substantially as set forth.

ERASTUS WILLER SCOTT.

Witnesses:

ARTHUR G. BILL,
GEO. C. KEACH.