

(No Model.)

A. VESTER.
WHIP SOCKET.

No. 336,770.

Patented Feb. 23, 1886.

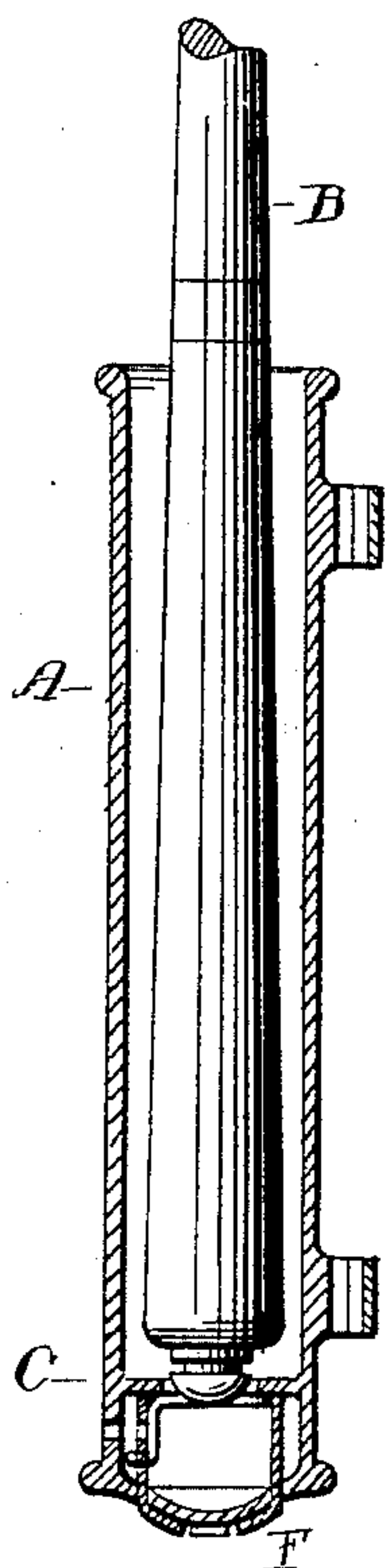


FIG. 1.

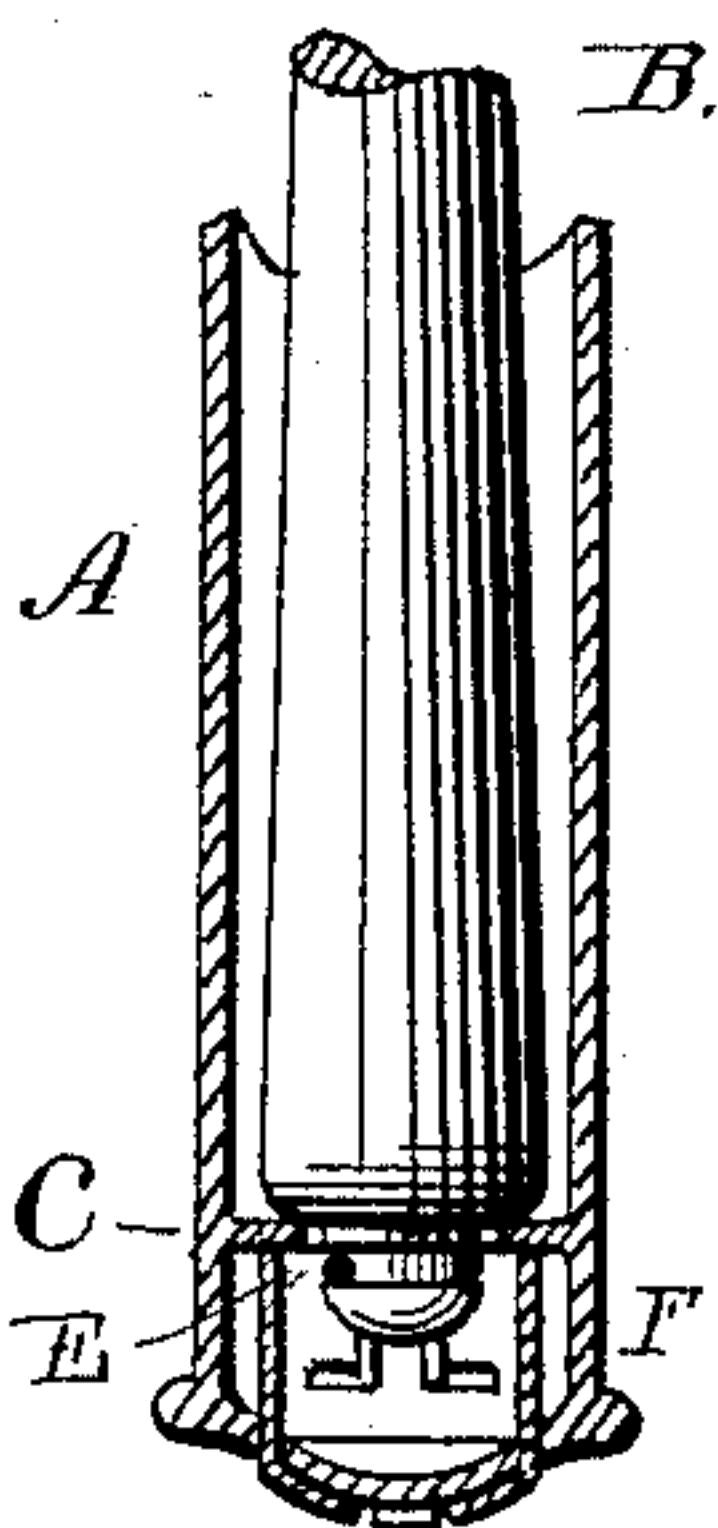


FIG. 2.

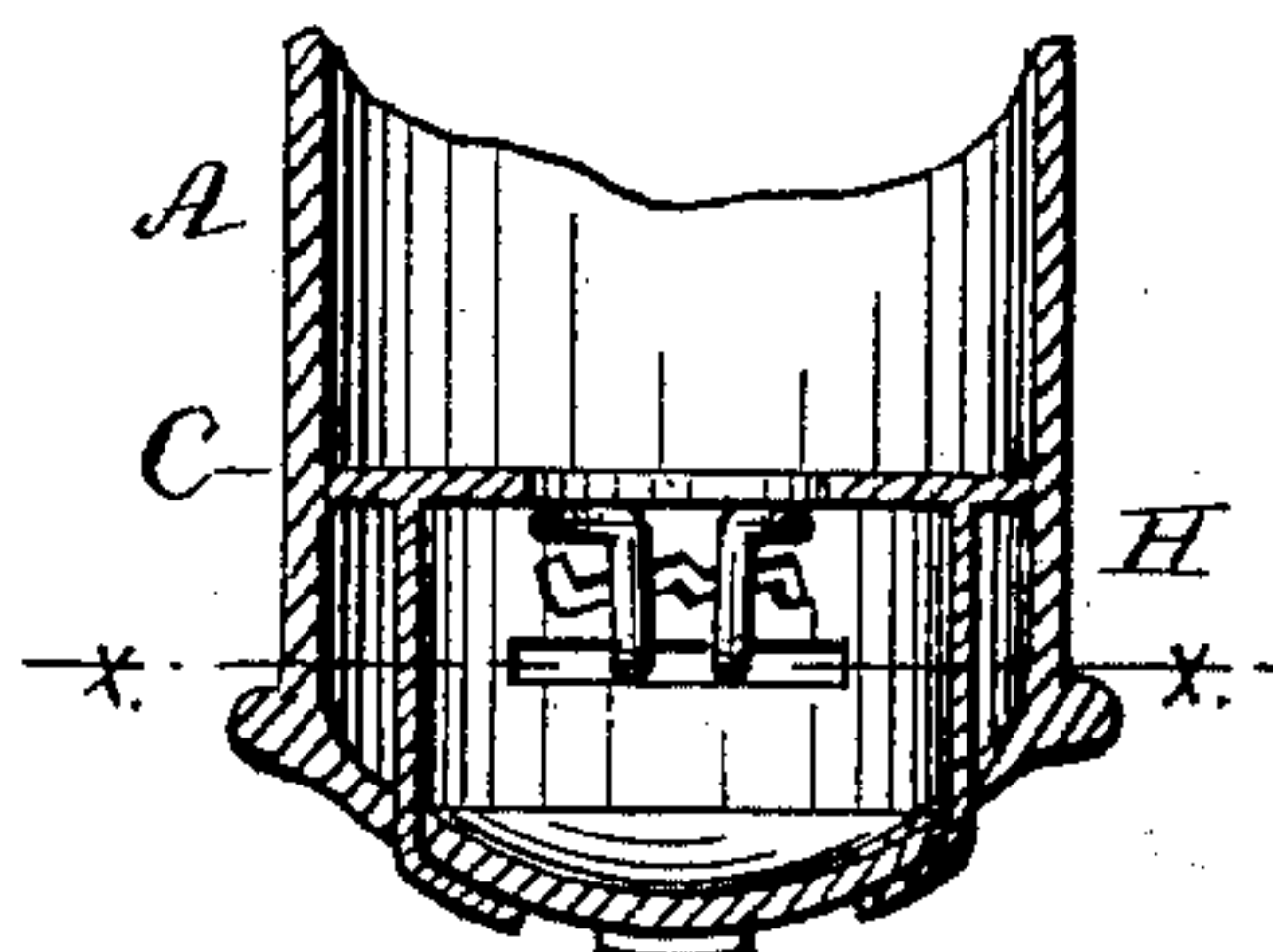


FIG. 3.

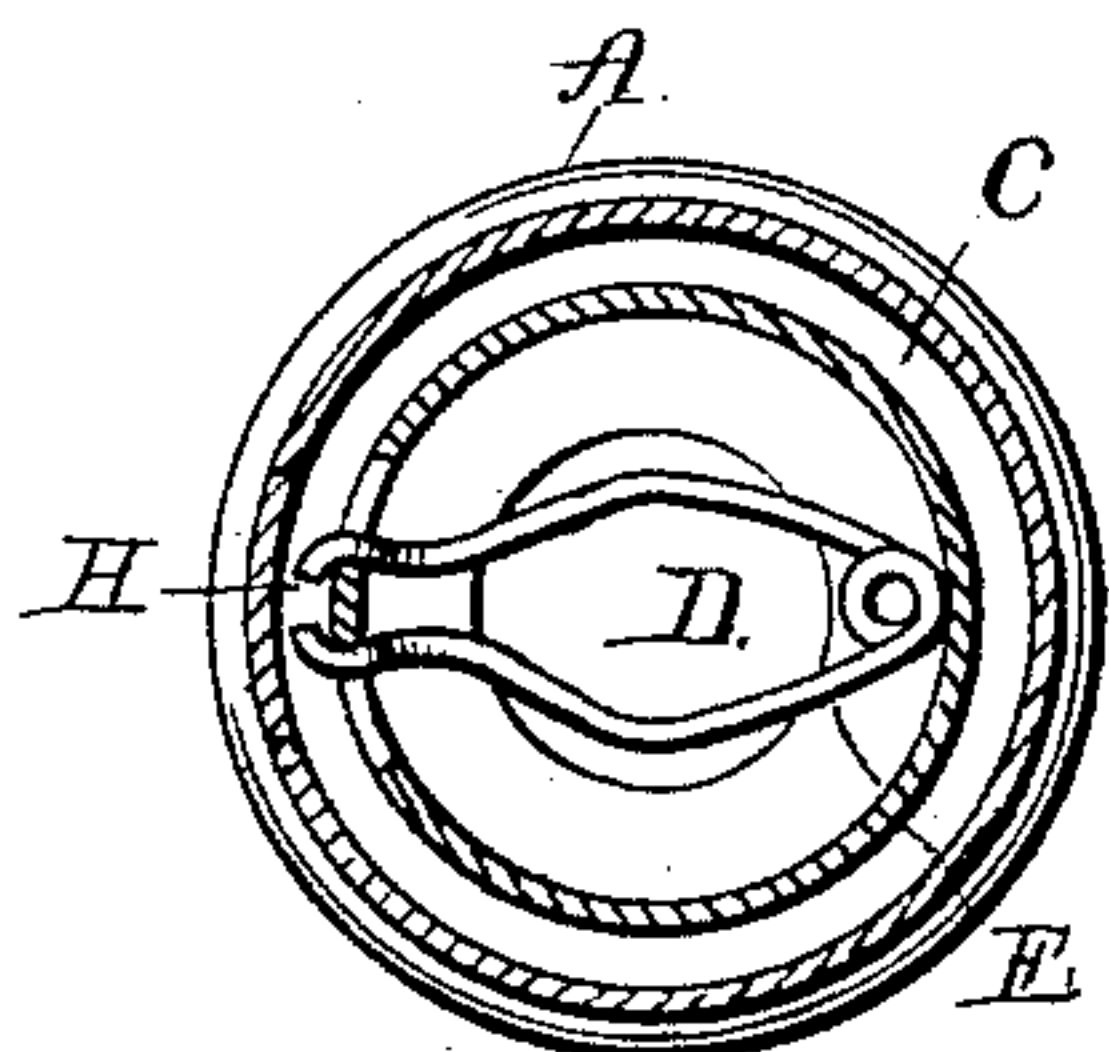


FIG. 4.

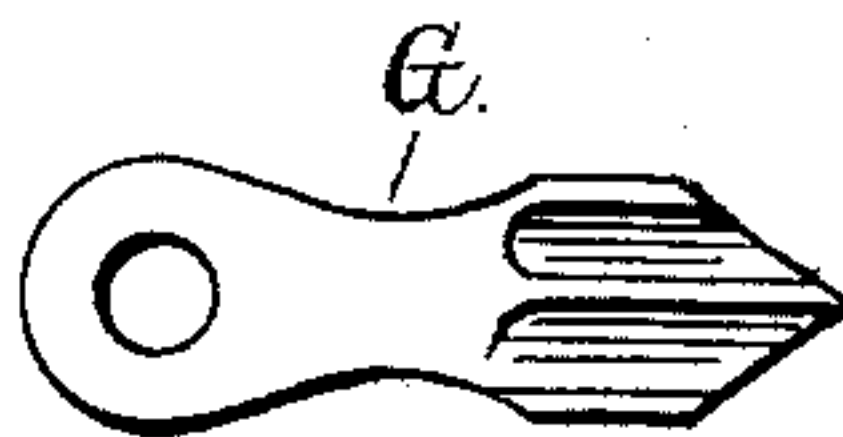


FIG. 5.

WITNESSES.

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WHIP-SOCKET.

SPECIFICATION forming part of Letters Patent No. 336,770, dated February 23, 1886.

Application filed December 24, 1885. Serial No. 186,637. (No model.)

To all whom it may concern:

Be it known that I, ADOLPH VESTER, of Providence, in the State of Rhode Island, have invented a new and useful Whip-Socket for Carriages, &c.; and I do hereby declare that the following specification, taken in connection with the drawings making a part of the same, is a full, clear, and exact description thereof.

Figure 1 shows the whip-handle and vertical section of socket. Fig. 2 is a vertical section of lower end of same, showing the whip secured. Fig. 3 is an enlarged vertical section of same, showing locking device. Fig. 4 is a cross-section on line *x x*, showing under side. Fig. 5 is the key.

In the drawings, A is the whip-socket, and B the handle of the whip. Near the bottom of the socket A is a suitably-supported disk, C, having a central opening, D. Attached to this inner socket, C, and extending across and partially covering the opening D, is a double spring, E, open at one end, as shown in Fig. 4. The lower or butt end of the whip-handle B is provided with a stud, F, the diameter of which is less than that of the opening D and greater than the space between the two parts of the spring E.

When it is not necessary to secure the whip, it is placed in the socket, as shown in Fig. 1, the stud F, in the end of the handle, resting upon the spring E. When it is desired to secure the whip upon leaving the vehicle, the driver simply takes hold of the whip with his hand and presses it downward. The head of the stud being somewhat round, forces open and passes through the two parts of the spring E until its further progress in that direction is

arrested by the contact of the handle, which is larger than the opening D. As soon as the head of the stud passes through, as described, the parts of the spring E close around the shank of the stud, as shown in Fig. 2, when the whip is securely attached to the socket.

To remove the whip when the driver returns, he inserts a key, G, as shown in Fig. 5, through a suitable opening, H, in the socket, by means of which a sufficient pressure is exerted upon the parts of the spring E to spread them apart and permit the removal of the whip with the other hand.

The particular form of spring and key shown and described may be varied, although substantially the same principle in operation and construction may be retained.

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

1. The socket A, having an interior disk, C, provided with a central opening, D, and a locking-spring, E, consisting of two limbs secured on one side of the socket and extending across it with a space between them, in combination with a whip-handle, B, having a stud, F, the whole constructed and operating substantially as described, to hold the whip either locked or unlocked, as may be desired.

2. In a whip-socket, a locking device consisting of an interior disk, C, having a central opening, D, in combination with a bifurcated or double-limbed spring, E, for receiving and clasping the stud F upon the whip-handle, as and for the purposes specified.

ADOLPH VESTER.

Witnesses:

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JAMES D. O'HERN.