

(No Model.)

G. P. ROSE.

WHIP SOCKET.

No. 359,286.

Patented Mar. 15, 1887.

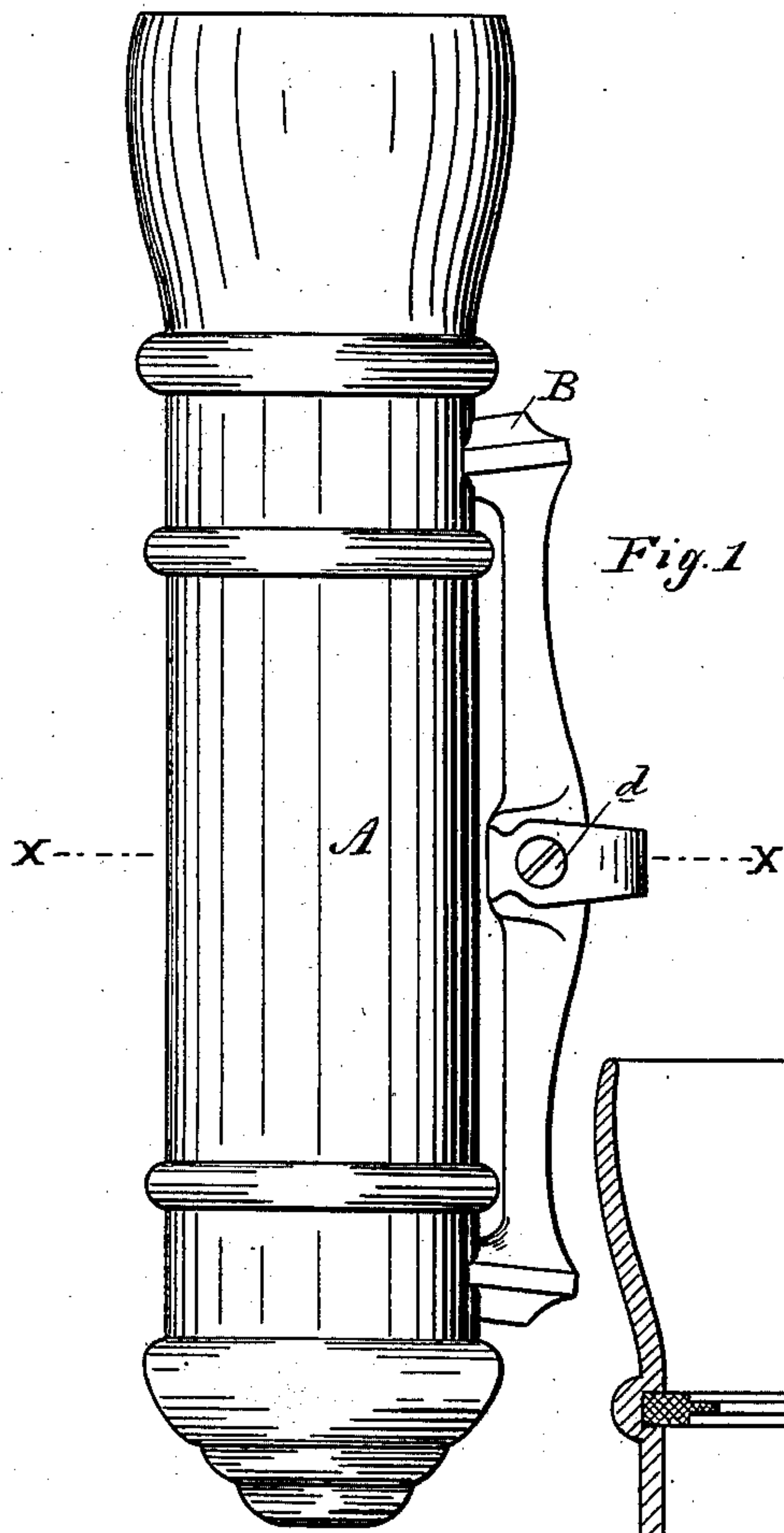


Fig. 1

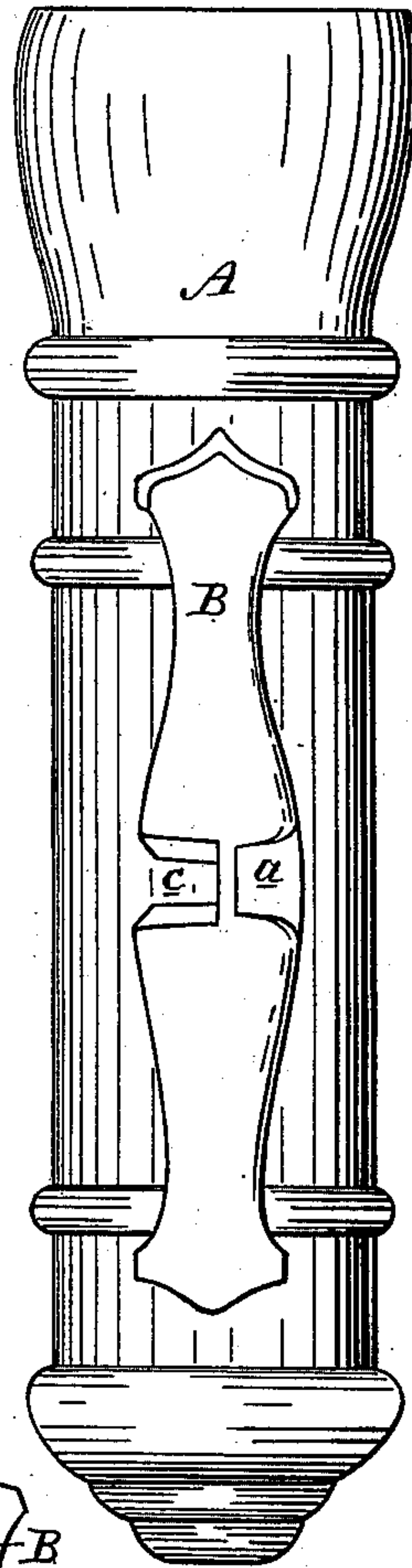


Fig. 2.

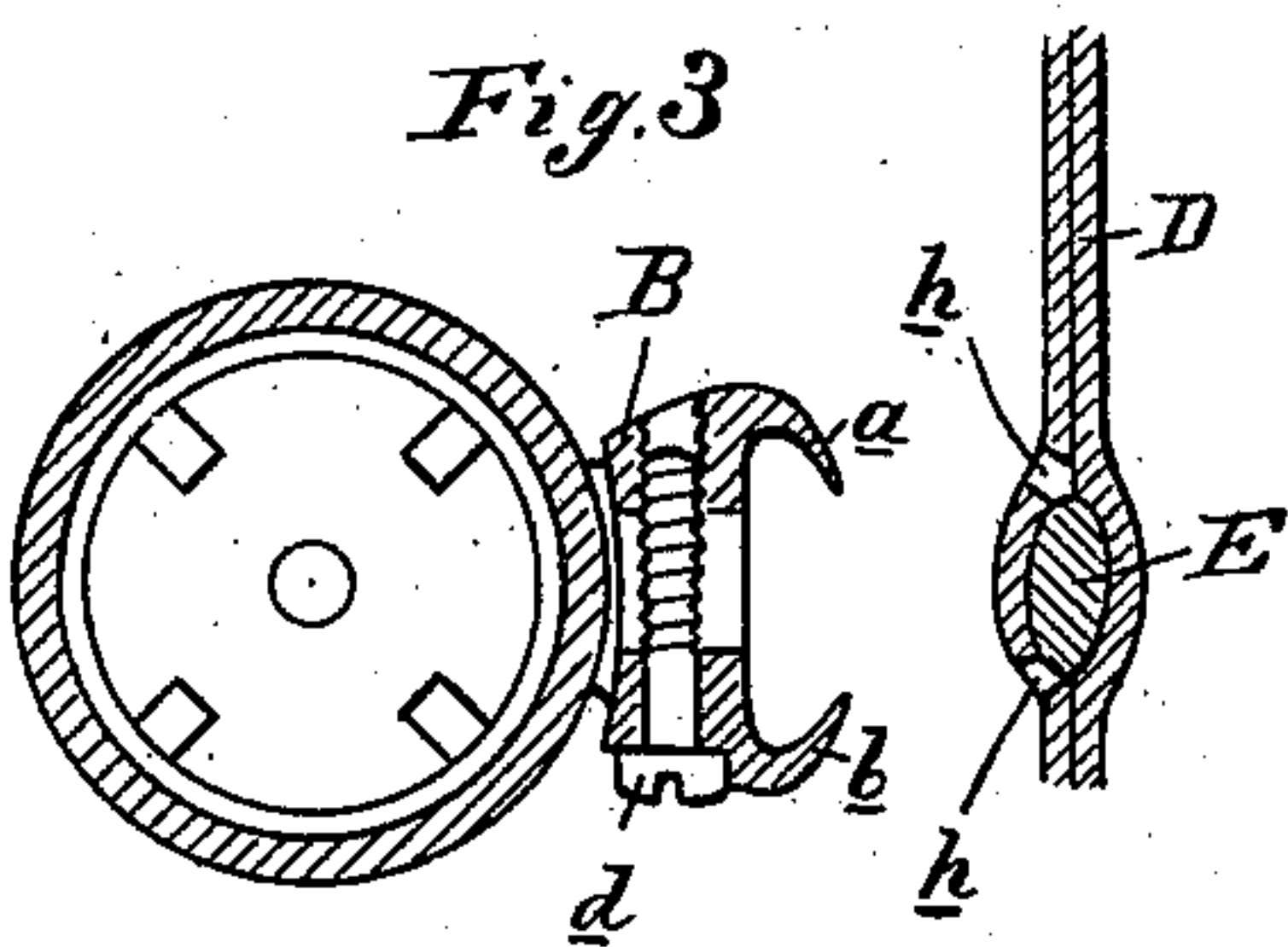


Fig. 3

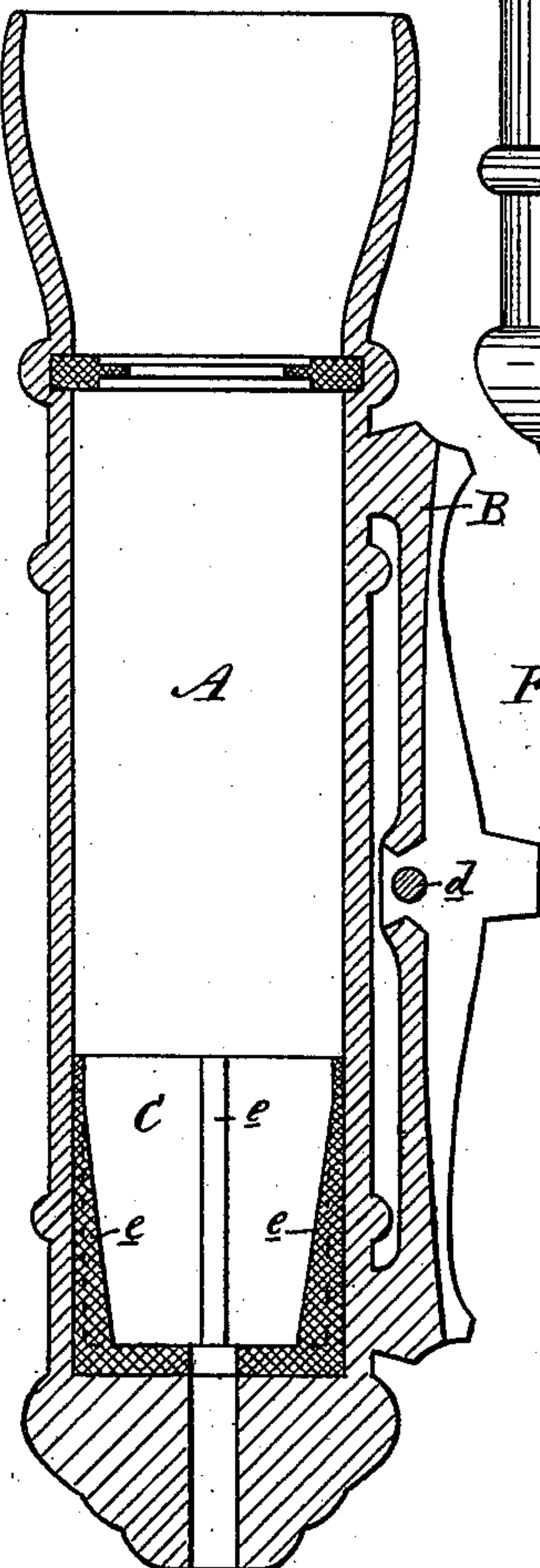


Fig. 4

Attest:  
John Schuman.  
Edmond Seely.

Inventor  
George P. Rose.  
by his Atty  
Thos. S. Sprague



# UNITED STATES PATENT OFFICE.

GEORGE P. ROSE, OF FENTONVILLE, MICHIGAN.

## WHIP-SOCKET.

SPECIFICATION forming part of Letters Patent No. 359,286, dated March 15, 1887.

Application filed July 15, 1886. Serial No. 208,059. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE P. ROSE, of Fentonville, in the county of Genesee and State of Michigan, have invented new and useful Improvements in Whip-Sockets; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, which form a part of this specification.

10 This invention relates to certain new and useful improvements in the construction of whip-sockets.

The object of the invention is to produce a device for fastening whip-sockets to dash-rails of buggies and wagons, wherein a steady rest is provided for the socket against such rail, and wherein the dash proper has to be cut upon one side only; also, to provide means within the socket for avoiding frictional wear upon the whip when inserted, and to prevent its accidental displacement or jumping out of the socket; and to that end the invention consists in the peculiar means employed for securing the socket to the dash-rail, and in the peculiar construction, arrangement, and combination of the various parts, all as more fully hereinafter set forth.

Figure 1 is a side elevation of my improved socket and fastener. Fig. 2 is a rear elevation of the same. Fig. 3 is a horizontal cross-section on the line *xx* in Fig. 1. Fig. 4 is a vertical central section of the socket, showing in section, also, the inserted socket for the reception of the butt of the whip.

35 In the accompanying drawings, which form a part of this specification, A represents the tubular whip-socket, of any desired configuration, to which is rigidly secured, in any convenient manner, the rest-bar B, substantially of the form shown, so that when in place upon the dash-rail a bearing of such rest-bar will be had at its upper and lower ends upon the rail and prevent its wobbling when the carriage to which it is attached is under motion. At the central part of this rest-bar B, and forming an integral part thereof, is formed an outwardly-flaring clamp-jaw, *a*, while the opposite side or edge of the rest-bar is cut away, as at *c*, Fig. 2, to receive the head of a movable jaw, *b*, which is secured in place by a clamping-screw, *d*, which passes through the head of such jaw, and is threaded into the head of the stationary jaw *a*, as is clearly shown in Fig. 3.

55 To prevent the wobbling of the parts, the

cut-away portion *c* is dovetailed, as shown, and the head of the movable jaw *b* is shaped correspondingly, and by this construction the jaw *b* is prevented from wobbling at all points of its adjustment from its maximum to its minimum, and to this I attach importance.

C is a rubber socket, which is interiorly provided with the inclined ribs *e*, as shown, and this socket is designed to be inserted in the socket proper at its lower end, the butt of the whip resting upon and being held by the frictional contact of the whip upon the said ribs, while at the same time they prevent the wobbling of the whip and a consequent wear or mar of its finish. When it is desired to attach a socket of this character to the dash, the inner face of the dash D is cut, as at *h*, about opposite the edges of the dash-rail E, the movable jaw *b* is removed, the socket put in place with the point of the jaw *a* inserted in one of the openings *h* in the dash. The movable jaw is then inserted and turned up, drawing the jaws together and forcing their points back of the dash-rail, but beneath its outer covering, so that upon the front of the dash none of the fastenings appear, nor is the leather cut or marred in the least.

No claim is made in this application to anything shown in the Patent No. 327,113.

I am aware of the Patent No. 69,291, and make no claim to the construction shown therein as forming part of my invention; neither do I claim, broadly, a ribbed socket.

What I claim as my invention is—

1. In a whip-socket, the combination, with the rest B, having dovetailed cut-away portion *c*, and formed with clamping-jaw *a*, of the movable sliding jaw *b*, working in the dovetailed recess *c*, and the clamping-screw *d*, passed through the head of the jaw *b* and into the jaw *a*, for adjusting said jaws to and from each other, substantially as described, and for the purposes specified.

2. In a whip-socket, the rubber socket C, formed with internal longitudinal ribs, substantially as described.

3. In a whip-socket, the rubber socket C, provided interiorly with inclined longitudinal ribs *e*, substantially as and for the purpose specified.

GEO. P. ROSE.

Witnesses:

E. SCULLY,  
H. S. SPRAGUE.