

(No Model.)

B. M. JOHNSON.  
WHIP SOCKET.

No. 471,555.

Patented Mar. 29, 1892.

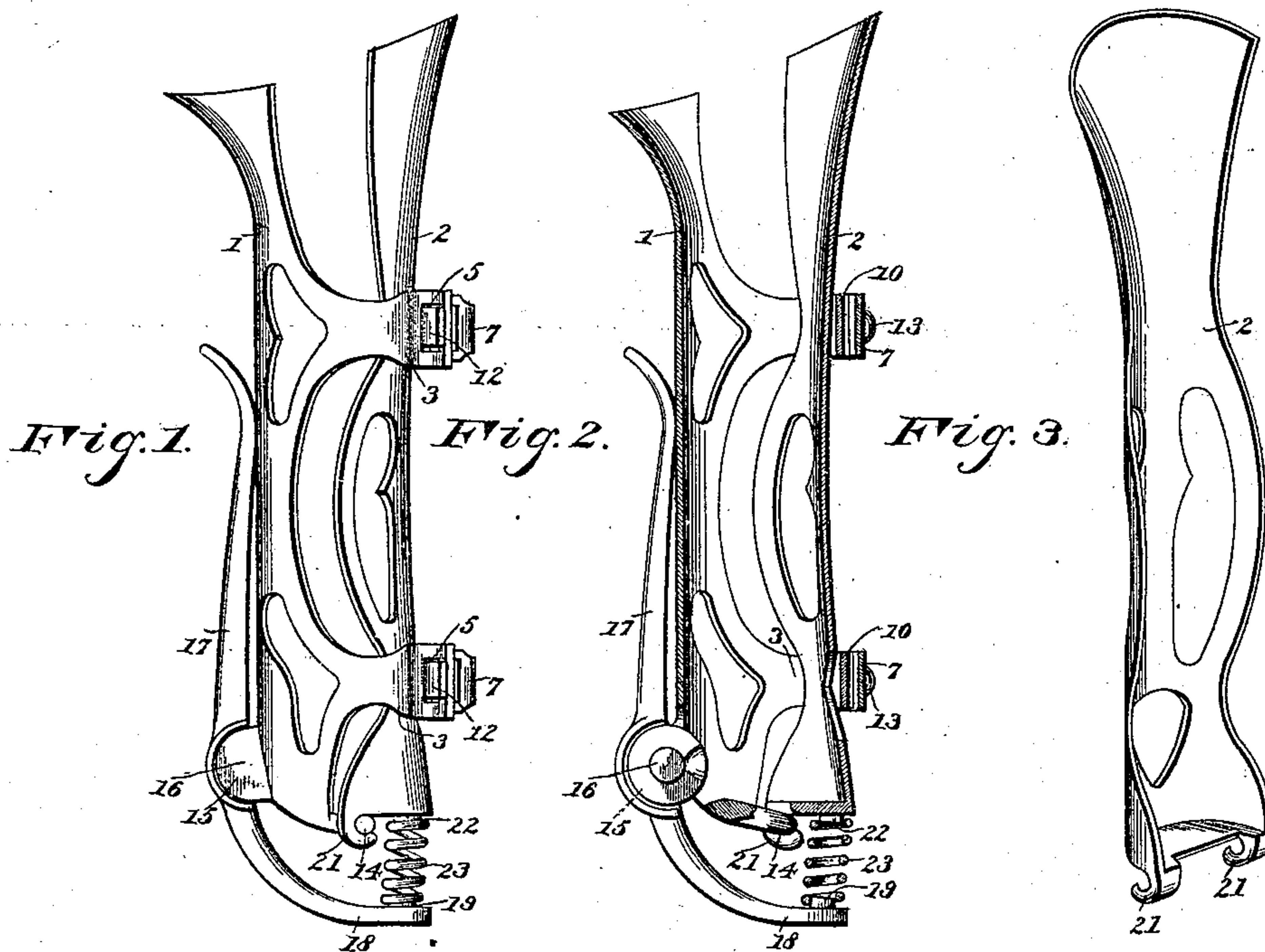


Fig. 6.

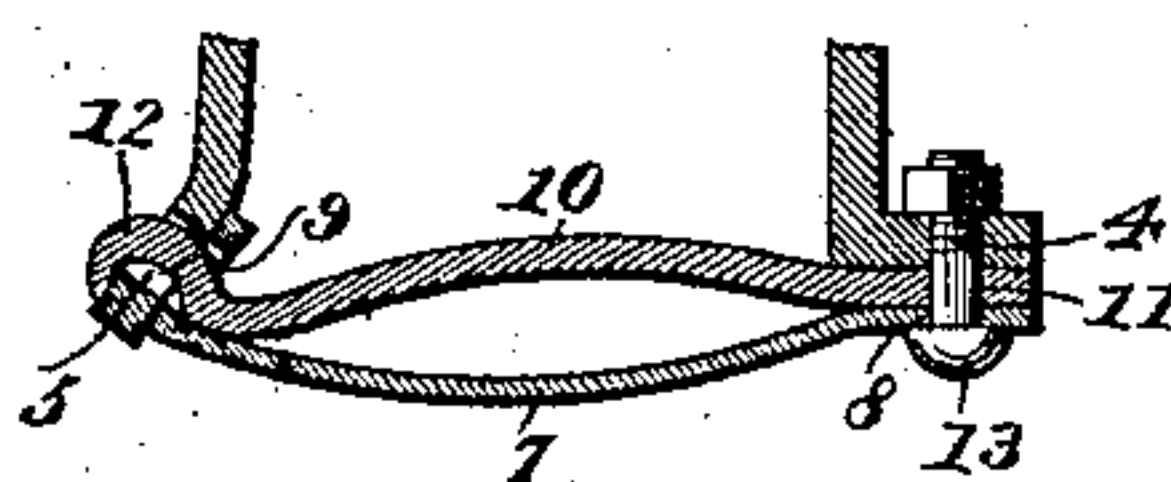


Fig. 5.

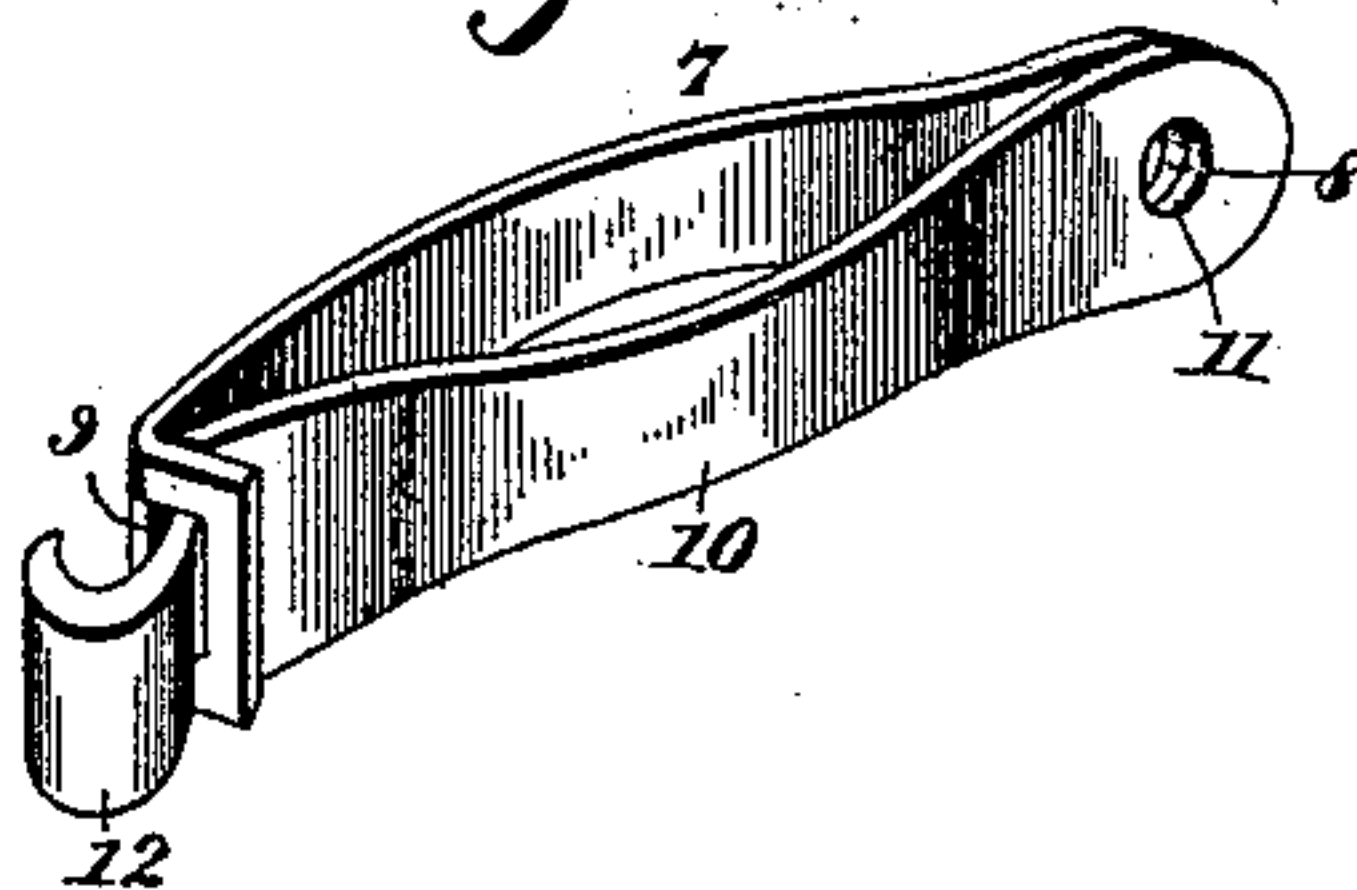
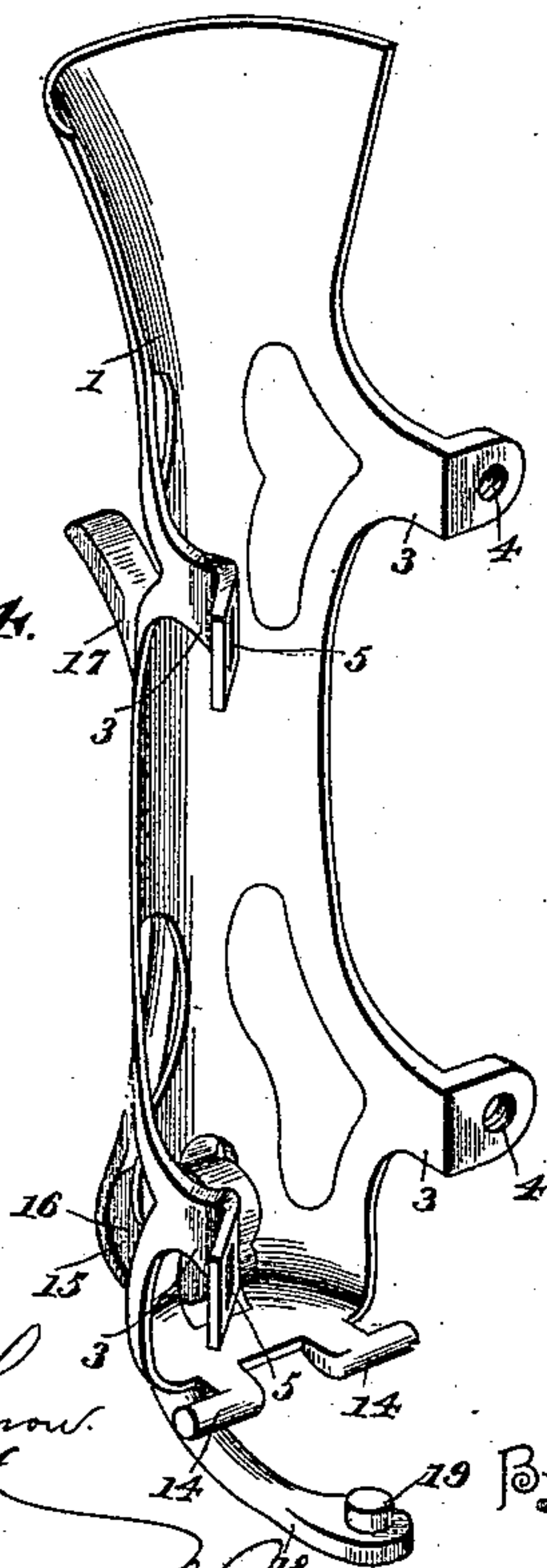


Fig. 4.



Witnesses;

*M. Withers.*

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By *his* Attorneys,

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Inventor  
*Bernit M. Johnson,*



# UNITED STATES PATENT OFFICE.

BERNT M. JOHNSON, OF RACINE, WISCONSIN.

## WHIP-SOCKET.

SPECIFICATION forming part of Letters Patent No. 471,555, dated March 29, 1892.

Application filed July 23, 1891. Serial No. 400,497. (No model.)

*To all whom it may concern:*

Be it known that I, BERNT M. JOHNSON, a citizen of the United States, residing at Racine, in the county of Racine and State of Wisconsin, have invented a new and useful Whip-Socket, of which the following is a specification.

This invention relates to improvements in whip-sockets; and the objects of the invention are to simplify and cheapen the construction, to avoid the necessity of forming numerous hinges, and withal to provide a serviceable device readily attached to the dashboards of vehicles and adapted to removably receive the butt-ends of whips.

Other objects and advantages of the invention will appear in the following description, and the novel features thereof will be particularly pointed out in the claims.

Referring to the drawings, Figure 1 is a perspective of a whip-socket constructed in accordance with my invention. Fig. 2 is a vertical longitudinal section. Figs. 3 and 4 are details in perspective of the two sections disconnected. Fig. 5 is a detail in perspective of the socket-connecting straps.

Like numerals of reference indicate like parts in all the figures of the drawings.

In practicing my invention I employ two sections, which for the purpose of convenience I will denote as the "securing-section" 1 and the "holding-section" 2. The securing-section 1 is provided near its upper and lower ends with pairs of rearwardly-disposed lugs or arms 3, one of each pair being perforated, as at 4, and threaded and the other provided with a transverse slot 5.

7 denotes a sheet-metal strap provided at one end with a perforation 8 and having its opposite end inwardly bent and slotted, as at 9.

10 denotes an inner strap arranged alongside the strap 7 and having at one end a corresponding perforation 11 and its opposite end reduced to form a hook 12. The hook passes through the bent slotted end of the companion strap and also through the elongated opening or slot in one of the arms, while the two opposite ends of the straps are connected by a screw 13 to the opposite perforated companion arm. These straps are spread at their centers and are designed to embrace the usual upright of a dash. A pair

of these straps is employed in connection with each pair of arms, so that the socket as a whole is securely connected in position.

The section 1 is further provided at its lower end with a pair of diametrically-opposite lugs 14, and above the same at its front side with a pair of ears 15, in which is pivoted, as at 16, a lever 17, the upper end of which bears against the exterior of the section and the lower end of which is bent under the same to form a foot 18, having upon its upper side a lug 19.

The companion or holding section 2 is located between the pairs of arms of the securing-section, is provided at its lower inner edge with a pair of bearing-hooks 21 for engaging the bearing-lugs of the opposite section, whereby the two sections are hinged together in a cheap, strong, and efficient manner, and upon its bottom near its outer edge and vertically above the foot of the lever is provided with a lug 22. This lug, together with the lug of the lever, is encircled by the ends of a vertical coiled spring 23, said spring therefore being interposed between the lower end of the holding-section and the lever, and thus pressing the holding-section against the securing-section.

It will be obvious that the butt of the whip may be readily introduced between the flared upper ends of the two sections and that the same will be retained against any accidental displacement and yet at the same time may be readily withdrawn for use when desired.

It will be seen that I avoid in the construction of the socket the necessity of the usual hinge-joint at the lower end of the two sections and also construct the hinge between the lever and the securing-section in a very simple manner, and, furthermore, that I have devised a cheap and simple means for connecting the socket to the dash.

Having described my invention, what I claim is—

1. In a whip-socket, the combination, with the securing-section terminating at its lower end in a pair of transversely-disposed bearing-lugs or trunnions and provided at its outer side above the same with a pair of perforated ears, and a lever pivoted between the ears, bearing at its upper end against the section and having its lower end inwardly bent and

terminating under and beyond the bearing-lugs and provided upon its upper side with a lug, of a holding-section terminating at its inner lower end in a pair of opposite hooks  
5 for engaging the trunnions or lugs and in rear of the same provided with a lug vertically opposite that of the lever, and a coiled spring encircling the lugs of said section and the lever, substantially as specified.

10 2. In a sectional whip-socket, a pair of rearwardly-disposed arms located near the upper and lower ends of the outer socket-section, one arm of each pair being provided with a threaded perforation and the other with a  
15 slot, combined with two pairs of straps of metal, the inner strap of each pair being per-

forated at one end and reduced to form a hook at the opposite end for engaging the slot of the arm, the remaining strap of each pair being perforated at one end and having its op- 20-  
posite end inwardly bent and slotted to receive the hook of the opposite strap, and screws passed through the perforated arms and the perforated ends of the straps, substantially as specified. 25

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

BERNT M. JOHNSON.

Witnesses:

LOUIE WRIGHT,  
ADAM KOULT.