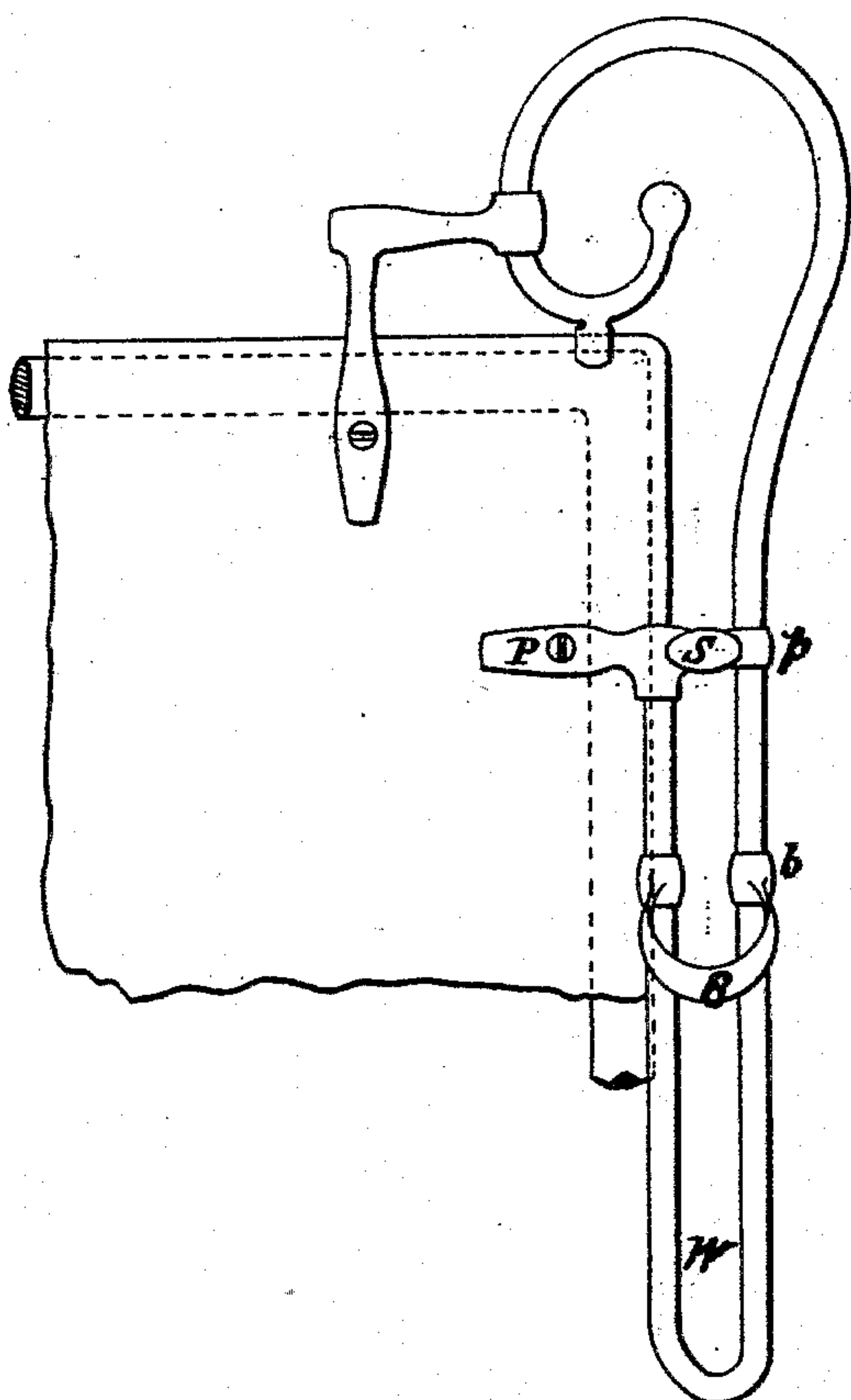


(No Model.)

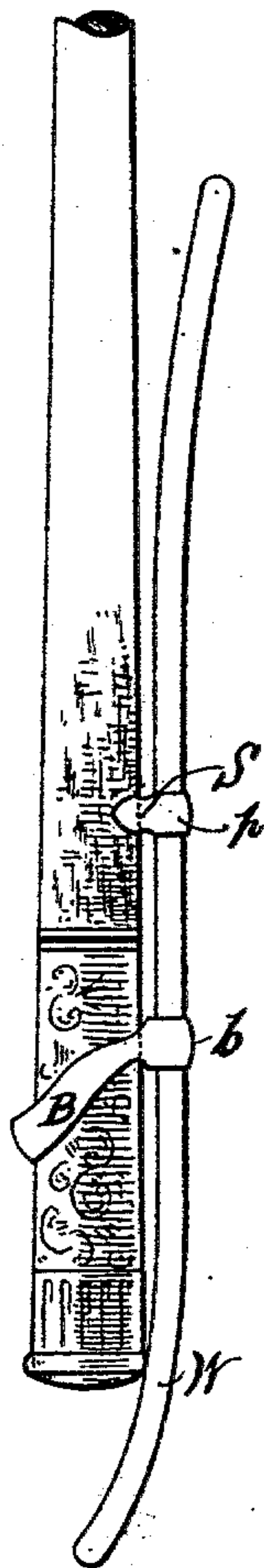
A. SEARLS.  
WHIP HOLDER.

No. 511,165.

Patented Dec. 19, 1893.



*Fig. 1.*



*Fig. 2.*

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*Atty*



# UNITED STATES PATENT OFFICE.

ANSON SEARLS, OF NEWARK, NEW JERSEY.

## WHIP-HOLDER.

SPECIFICATION forming part of Letters Patent No. 511,165, dated December 19, 1893.

Application filed May 27, 1892. Serial No. 434,542. (No model.)

*To all whom it may concern:*

Be it known that I, ANSON SEARLS, a citizen of the United States of America, and a resident of Newark, in the county of Essex and State of New Jersey, have invented certain new and useful Improvements in Dash-Rails, of which the following is a specification, reference being had to the accompanying drawings, forming part of the same, in which—

Figure 1, is a front elevation of a part of a dash board or frame and a detachable dash rail attached thereto embodying my invention; and Fig. 2, is a side elevation of the rail formed into a whip socket, showing also the whip in position.

The universal demand at present is for dash rails to be attached to dash frames of almost all classes of vehicle. This demand however has not lessened the necessity for whip sockets. These sockets cannot well be made a part of the dash frame, as that would involve the substantial destruction of the frame or its leather, whenever a new socket was required, or the necessity arose for the removal of the old one, for replating, or renovating in any other manner, as well as inconvenience in manufacture. Making the socket independent of either rail or frame and then securing it to the frame, as is the present general custom, has also objectionable features. It requires several fasteners. The best place for a fastener, to properly hold the side or handle piece of the rail, is at a point which is the best location for one, or the sole fastener of the whip socket, (two are usually employed.) If the rail fastener and the socket fastener are placed side by side, the resulting appearance is not attractive. If they are so spaced as to present a more uniform and attractive, and therefore salable, appearance, one or the other is not in the most appropriate location. Removal and readjustment unduly injures the frame. To overcome these objections, I have devised a dash rail which is itself a whip socket. Being removable, change or adjustment is readily performed. It is simpler and more readily made than the two devices could be separately constructed, and economy in manufacture, as well as increased salability because of that economy, and also of increased attractiveness in the

resulting appearance of the device over the two heretofore used, is attained.

A satisfactory whip socket requires that it should present at least two, and preferably three, points of contact or bearings for the whip handle, in order that the whip may be properly held and especially that the wobbling of the whip in the socket (a fault that would at once condemn a socket) may be prevented. The rail constructed to form a socket, which I have devised, presents the good features and avoids the objections above noted, though when I say rail, I include what is sometimes called a handle, to wit, a piece of rail at the side of the dash frame adapted to be taken hold of by a person alighting from or getting into the carriage.

In the drawings, that part of the rail extending down along the side of the dash frame, is bent to one side near the lowest point. This bend is intended to form one of the bearings above mentioned. Its inclined face has a wedge like section in forcing the whip properly and firmly against the other bearings. To broaden this bearing to such an extent that the whip will not escape on either side, I bend the rail back upon itself in a loop, or U, which I have marked W. It could be broadened by hammering it out thin in spoon shape and other forms, by which the whip would be supported at this point will readily suggest themselves. From the rail I then extend a loop or band B, to form a second point of contact for the whip, it being made large enough and placed at such an angle to the upright part of the rail that the space between its farther side and said upright part as well as the space between its other sides will be sufficient to permit the insertion of the butt of the whip. I also prefer to arrange and construct this band as shown, that is with two apertures b, in its ends through which the upright legs of the U-shaped rail may pass (as that is a cheap, convenient and durable means of attachment) and to so incline the loop part proper, that the angle its main plane makes with the upright part of the rail below the junction will be much less than the angle made above. This renders the insertion of the whip much easier than if the loop B, stood at right angles to the upright portion of the rail. The sides guide the



whip to its proper position. The front of the loop might be extended down and bent toward the upright part of the rail so as to itself form an inclined bearing for the whip butt, but it is not so readily thus constructed.

I have said that I extend the loop or band B, from the rail. It would be more strictly true to say, that I extend it in front of the rail, for it is not absolutely essential for it to extend directly from the rail. It could be extended from the supporting or clamping post, or from a cross-bar secured to the rail. Nor is its point of connection with the rail (when it is connected) a restricted one. Any point of connection, that will enable me to present a firm, secure bearing for the whip handle, will answer the purpose, whether it be accomplished by the identical means shown (a direct attachment to the rail by having that pass through the apertures in the loop) or by equivalent means. For instance extending it down from a higher point of attachment with the rail or from the post or directly outward from a cross bar, such as the part of the said post between the two branches of the rail or from such a post itself. Nor does it need to completely encircle the whip or the space to be occupied by the whip. It must present a bearing for the whip handle and should sufficiently encircle it to prevent it from sliding away from that bearing. That being accomplished satisfies the main function of this element, though, as shown, there is a subsidiary function, that of holding both branches of the rail at a proper distance apart. Again the loop need not necessarily be an intermediate point of contact. It could readily be extended upward and downward that it would really form external points of contact, while the rail, itself or the shoulder hereinafter mentioned, would be intermediate.

S, is a shoulder which constitutes a third point of contact, preferably concave on its exposed face as shown, to more perfectly support the whip. This form of bearing might be omitted from this device, in which event, the curved part of the rail which projects above the dash would constitute said third point of contact and the whip would then bear against the rail there, instead of at the shoulder B, or the whip may be left to incline as it will without such bearing. This shoulder I likewise prefer to secure to the rail by providing perforations (or a perforation and a recess) through one and into the other of which the legs of the U shaped portion of the upright rail pass, and from one side of the shoulder, and here made integral with it, I have extended a clamping post *p*, as a means for attaching the device to the dash frame.

It will be readily apparent that the device might be secured by a post integral with loop B, or by one which was not an integral part of the rail socket, but independent therefrom, such for instance as the one at the top of the frame. So too the second or inner leg of the

U may be terminated at any point desired—where it does now, or above or below that point; but the durability of the device is increased by having it extend through the perforation of loop B, and into the recess in shoulder S. The loop and shoulder are usually secured in their desired positions upon the rail by solder.

As is manifest in this instance, the device is not a whip socket attached to a dash rail. It is not a simple ring requiring the placing in it of a whip socket which being thus supported from the frame by the ring may in its turn support a whip. It is a socket itself formed of the rail and without the rail it would not be a socket. Removal of the whole of either would destroy the other.

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

1. A dash rail, the lower integral portion of which constitutes a bearing adapted to support the butt of a whip and provided with a loop bearing extending in front of the rail and adapted to receive a whip handle, all arranged substantially as set forth, whereby said dash rail and loop constitute a complete whip socket, substantially as set forth.

2. A dash rail provided with a supporting loop, extending laterally from the upright portion of said rail and contacts or bearings, one above and one integral with the rail below said loop, which loop is adapted for the insertion of a whip handle, arranged substantially as described, whereby said dash rail with its loop forms also a whip socket substantially as set forth.

3. A dash rail, provided with a supporting loop extending laterally from the upright portion of said rail (adapted for the insertion of a whip handle and secured to the rail which rail passes through a perforation in the body of said loop) contacts or bearings one above and one integral with the rail below said loop and a supporting post, all constructed substantially as and for the purpose set forth.

4. A dash rail extending down and bent upon itself and formed into a U, the lower part of which is bent to one side to form an inclined faced contact or bearing, a supporting loop extending outward from the side of the rail and provided with perforated extremities receiving the members of the first loop, a shoulder piece or contact located above said second loop and supported by the rail passing through a perforation therein and a supporting post, all constructed and arranged substantially as set forth.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of two witnesses, this 25th day of May, 1892.

ANSON SEARLS.

Witnesses:

PETER B. VERMILYA,  
A. G. N. VERMILYA.