(No Model.)

F. McC. BEIDLER.

WHIP SOCKET.

No. 526,478. Patented Sept. 25, 1894.

Fig. 1.

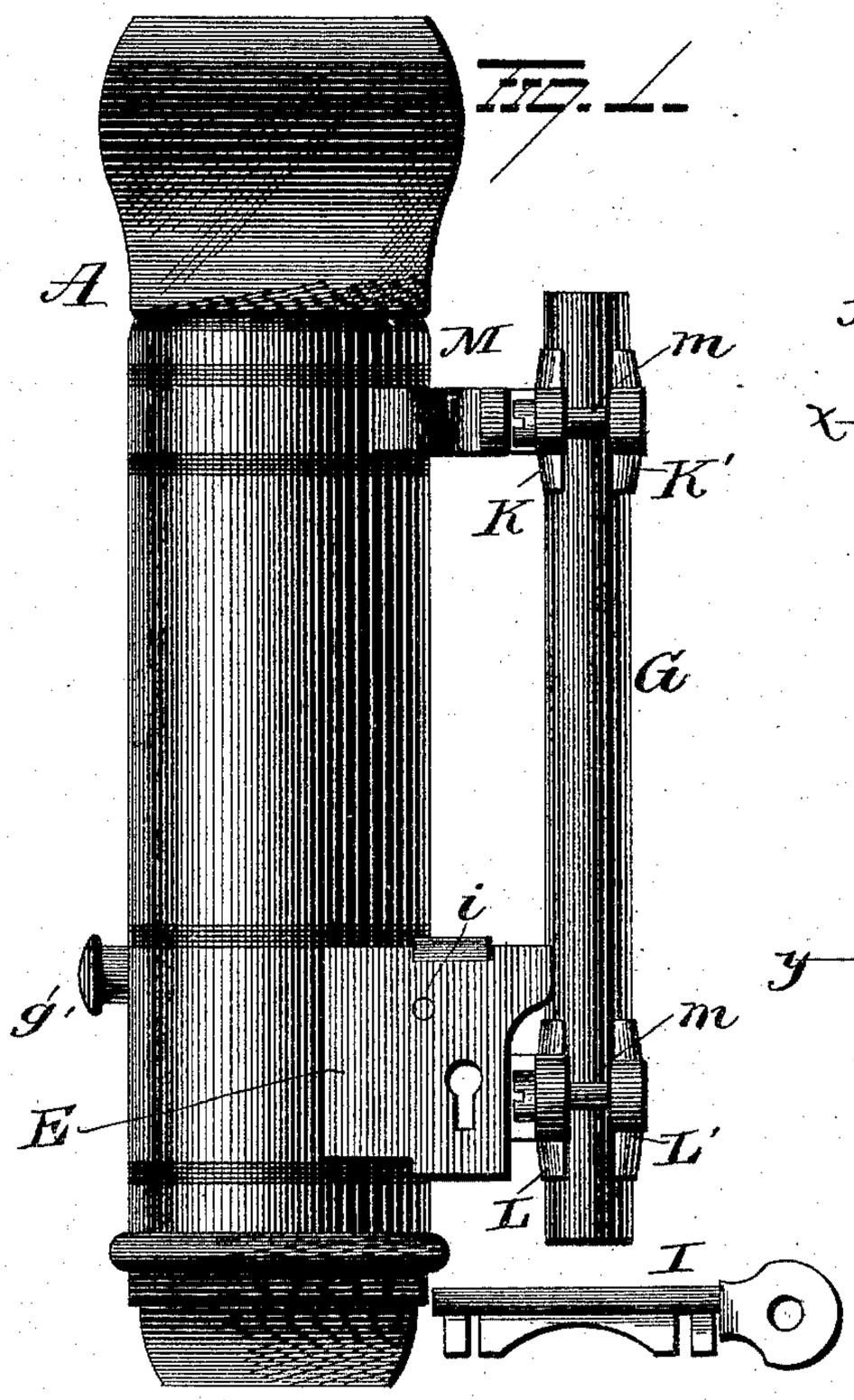

Fig. 2.

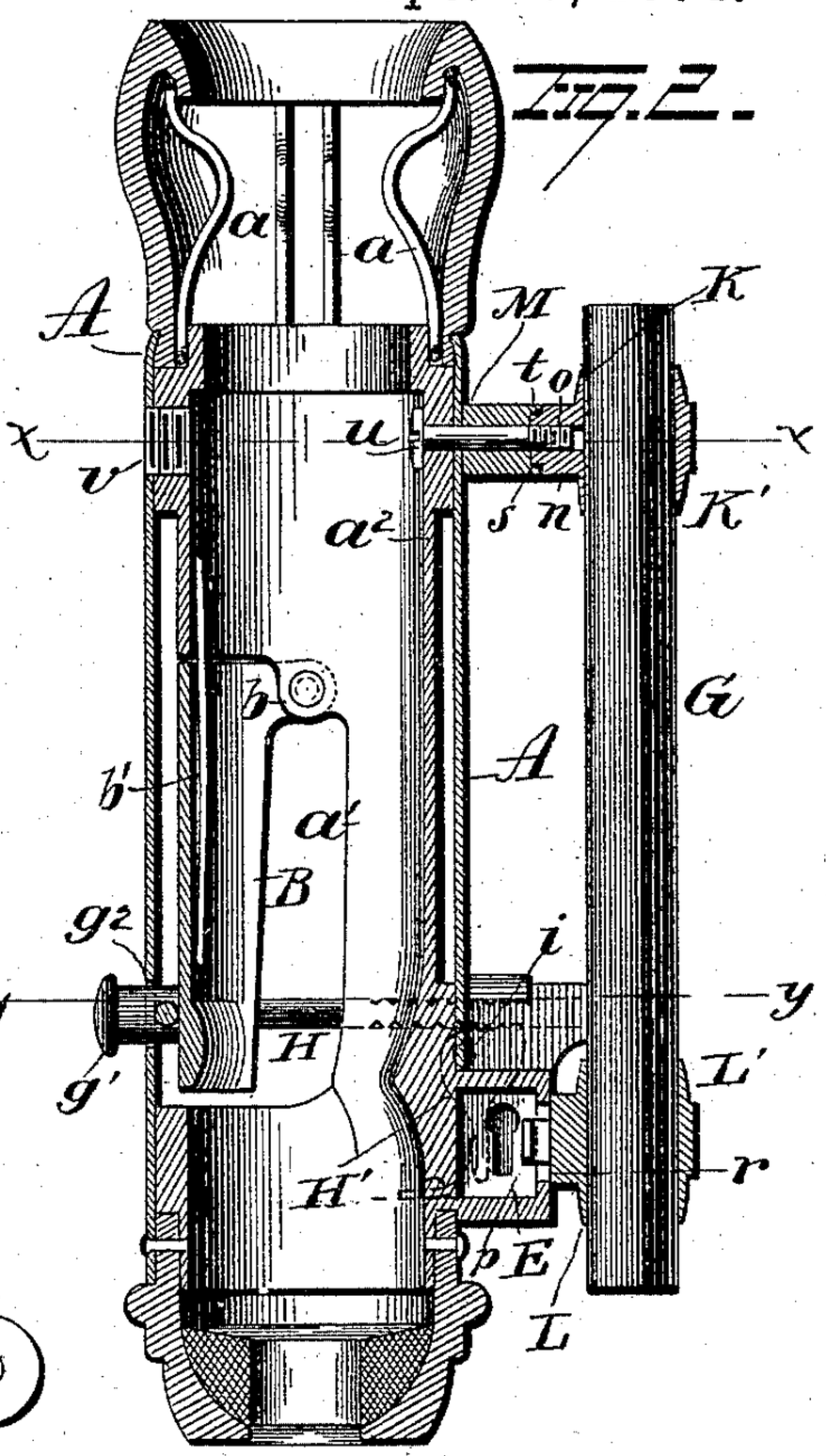

Fig. 3.

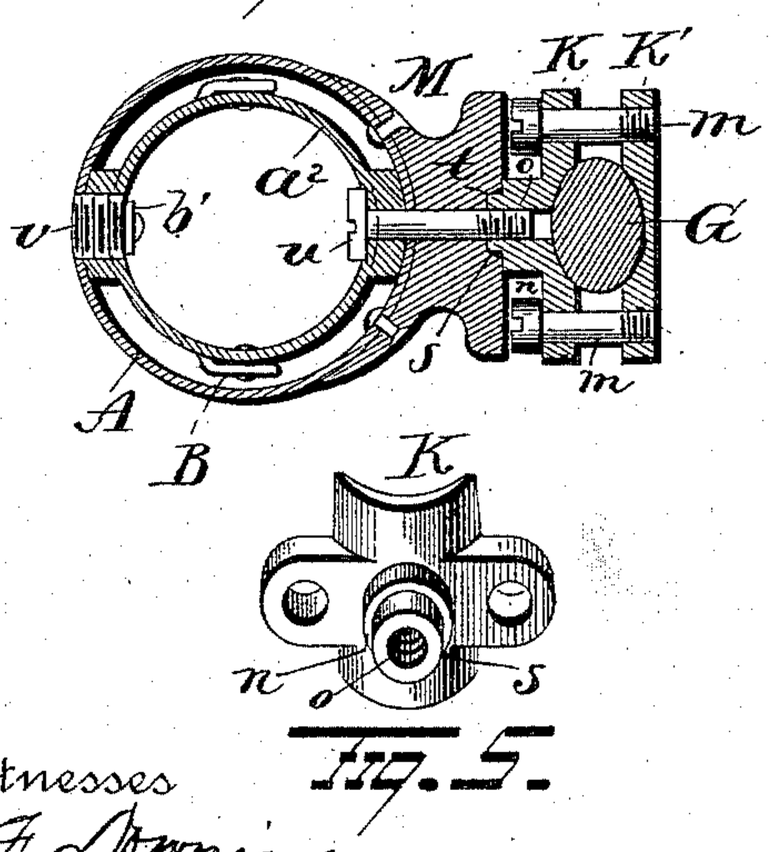

Fig. 4.

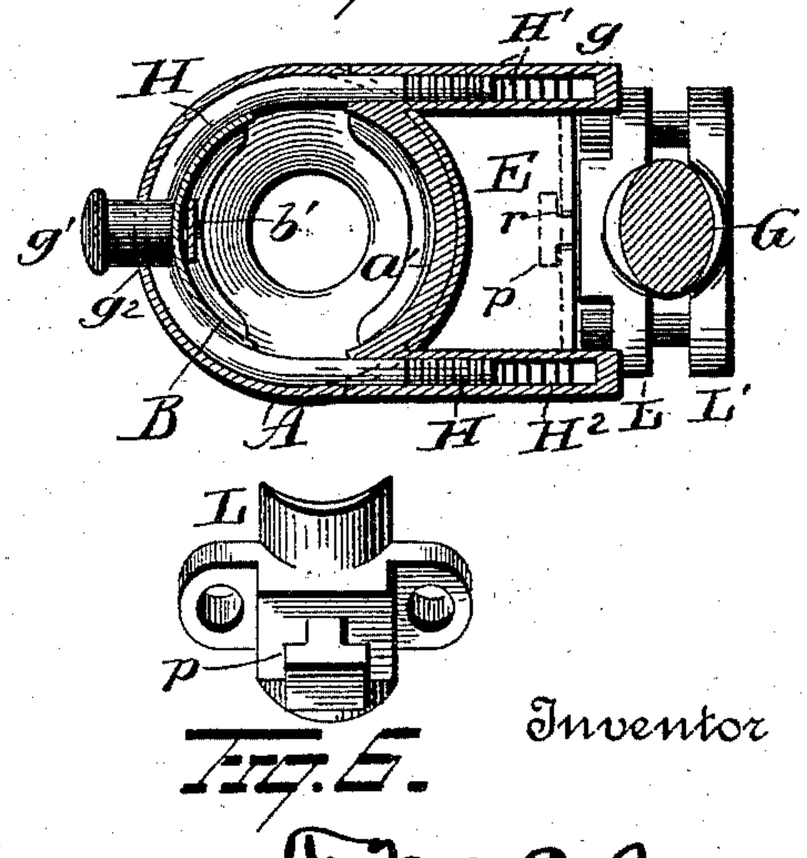

Fig. 5.

Fig. 6.

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WHIP-SOCKET.

SPECIFICATION forming part of Letters Patent No. 526,478, dated September 25, 1894.

Application filed January 11, 1893. Renewed December 28, 1893. Serial No. 495,015. (No model.)

To all whom it may concern:

Be it known that I, FRANK MCCUTCHEN BEIDLER, of Upper Sandusky, in the county of Wyandot and State of Ohio, have invented certain new and useful Improvements in Whip-Sockets; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to an improvement in whip-sockets, and more particularly to means for locking the whip-socket to the dash, the object being to provide means for locking the whip-socket to the dash, so that the removal of the whip or socket containing the whip is absolutely prevented.

With this end in view my invention consists in the parts and combinations of parts as will be hereinafter more fully described and pointed out in the claims.

In the accompanying drawings, Figure 1 is a view of my improvement. Fig. 2 is a vertical section of same. Fig. 3 is a sectional view on the line $x\ x$ of Fig. 2. Fig. 4 is a sectional view on the line $y\ y$ of Fig. 2. Figs. 5 and 6 are detailed views.

A represents a whip-socket of any desired shape and size constructed wholly or partially of sheet metal and ornamented in any desired manner. This socket is provided on its interior at or near its top with a series of wires or spring metal strips a, bent in the form shown and are particularly adapted to prevent the whip from shaking or jumping out of the socket, when the latter is unlocked. Located within the socket A is a downwardly projecting jaw a' curved as shown and preferably integral with the lining a^2. The lining a^2 is also provided at points in front of jaw a' with projections b to which the upper ends or corners of the hinged jaw B are pivoted. The upper edge of the hinged jaw rests when in its open position upon the lower edge of the lining a^2, thus presenting a continuous unbroken surface. The adjacent edges of the jaws a' and B are beveled so as to permit the jaw B to be moved toward jaw a, thus decreasing the size of the socket formed by the jaws for the purpose of locking the whip in the socket.

Secured to the outer face of the lining a^2 and directly above the upper edge of the movable jaw B, is the spring b', the lower edge of which bears against the lower outer face of the movable jaw B and is designed to throw said jaw in its open position when the locking devices employed for closing the jaw are unlocked.

Secured to one jaw of the lining a^2 and preferably to the rigid jaw a', is the lock E. This lock is as shown slightly wider than the jaw to which it is attached, and is provided on opposite sides of said jaw with openings g for the reception of the ends of the hasp H. This hasp passes around the rear of the movable jaw B, and is operated by means of a push button g', the outer end of which projects through an opening g^2 located in the whip-socket A, while the inner end of said push button is rigidly secured to the looped end of hasp H. The ends of the hasp are never withdrawn from the lock and hence in order to close the jaws around the whip stock it is simply necessary to force the push button g' inwardly and as the looped end of the hasp passes around the inner surface of the movable jaw B, the latter will be moved toward the rigid jaw. This movement forces the ends of the hasp into the lock where they are engaged by the cams H' H^2 and are held against outward movement until the latter have been turned to release the hasp. The cams H', H^2 are spring pressed as shown and normally rest in position to engage and lock the hasp, and are turned on their pivots i to release the hasp by the key I. As soon as the hasp is released the spring carried by the lining a^2 and engaging the movable jaw B, throws the latter to its open position carrying with it the hasp, which as before stated is passed around the rear surface of the movable jaw. The arms of the hasp are preferably serrated on their upper faces to engage serrated seats formed on the lock case and also serrated on their lower faces to engage serrations on the cams.

K K' represent the upper clamps, while L L' are the lower clamps. These clamps are secured to the dash iron G by means of screws m, which latter screw into screw threaded holes located in the ends of clamps K K' and

L L′. The clamp K is provided centrally with a projection *n*, which latter is screw threaded as at *o*. A teat *s* is formed on said projection, the function of which will be hereinafter set forth.

The clamp L is provided centrally with a T-shaped lug *p*, the head of which is oblong in shape having its longest side parallel with the longest side of the clamp. The outer or rear face of lock E is provided with an oblong slot *r*, the greatest length of which is parallel with the socket A. The socket A is secured to the clamps fastened to the dash G as follows: The socket A is held at right angles to the dash iron G and the T-shaped lug *p* forced into the oblong slot *r*, after which the socket is moved to a vertical position, or in other words, is moved until it is parallel with the dash iron G. When in this position the clamp K rests against the outer face of the saddle M, which latter is rigidly secured to the socket A as shown. The saddle M is provided centrally with a hole *t*, which latter registers with like openings located in the socket A. The hole *t* is countersunk or enlarged slightly to receive the teat *s*, by means of which side movement is prevented and registering of the holes for the passage of the screw *u* is obtained. The upper part of the socket A is locked to the clamp K by the screw *u*, which latter is placed in the opening located in the socket adjacent to the saddle and is screwed into the clamp K by inserting a screw driver through the opening located in the opposite side of the socket A. After the screw *u* has been driven home, the screw driver is withdrawn and an opening through which it was inserted is closed by means of a blind screw *v*.

It will be seen that it is absolutely impossible to remove the whip-socket from the dash iron, without first removing the blind screw *v* and then unscrewing the screw *u*, after which the socket is moved until it is at right angles to the dash iron G, in other words until the long side of the oblong slot registers with the long side of the T-shaped lug and when this is accomplished the socket can be withdrawn. It will also be apparent that when a whip is locked within the socket it is impossible to remove the latter from the dash iron G, for the reason that the whip prevents the introduction of a screw driver to remove the screw *u*.

The heads of screws *m*, it will be seen rest or abut against the outer faces of the saddle and lock respectively, which makes it absolutely impossible to remove them, without first removing the socket A.

It is evident that changes in the construction and relative arrangement of the several parts might be made without avoiding my invention and hence I would have it understood that I do not restrict myself to the particular construction and arrangement of parts shown and described, but,

Having fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The combination of a whip socket comprising an outside shell of an approximately cylindrical form, and a hinged jaw located within the shell, a locking device, and a hasp located within the shell, and connected with the hinged jaw, said hasp having a portion which projects outside of the casing, and one portion which is adapted to be engaged and held by the locking device, substantially as set forth.

2. The combination with a whip socket dash rail, and clamps secured thereto, one of said clamps having a lug adapted to enter the socket, and a screw passing through the socket and entering the other clamp, substantially as set forth.

3. The combination with a dash rail and clamps secured thereto, one of said clamps having a projecting lug, of a whip-socket having an opening to receive the lug, a screw passing through the socket and engaging the other clamp and devices carried by the socket and resting in close proximity to and covering the heads of the screws connecting the sections of the clamps together, substantially as set forth.

4. The combination with a pair of clamps, one having an elongated lug or projection thereon and the other a threaded hole or opening, of a tubular whip socket having an elongated slot adapted to receive the elongated lug or projection on the clamp when out of its normal position, said lug and slot adapted to cross each other when the parts are in their normal position, and the socket provided with a hole adapted to receive a screw whereby to fasten the socket to the clamp having the hole therein, substantiallyas set forth.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

FRANK McCUTCHEN BEIDLER.

Witnesses:

L. R. SEAMAN,

A. HAURENSTEIN.