No. 632,971. Patented Sept. 12, 1899.

E. W. SCOTT.

WHIP SOCKET.

(Application filed Mar. 27, 1899.)

(No Model.)

Fig. 1.

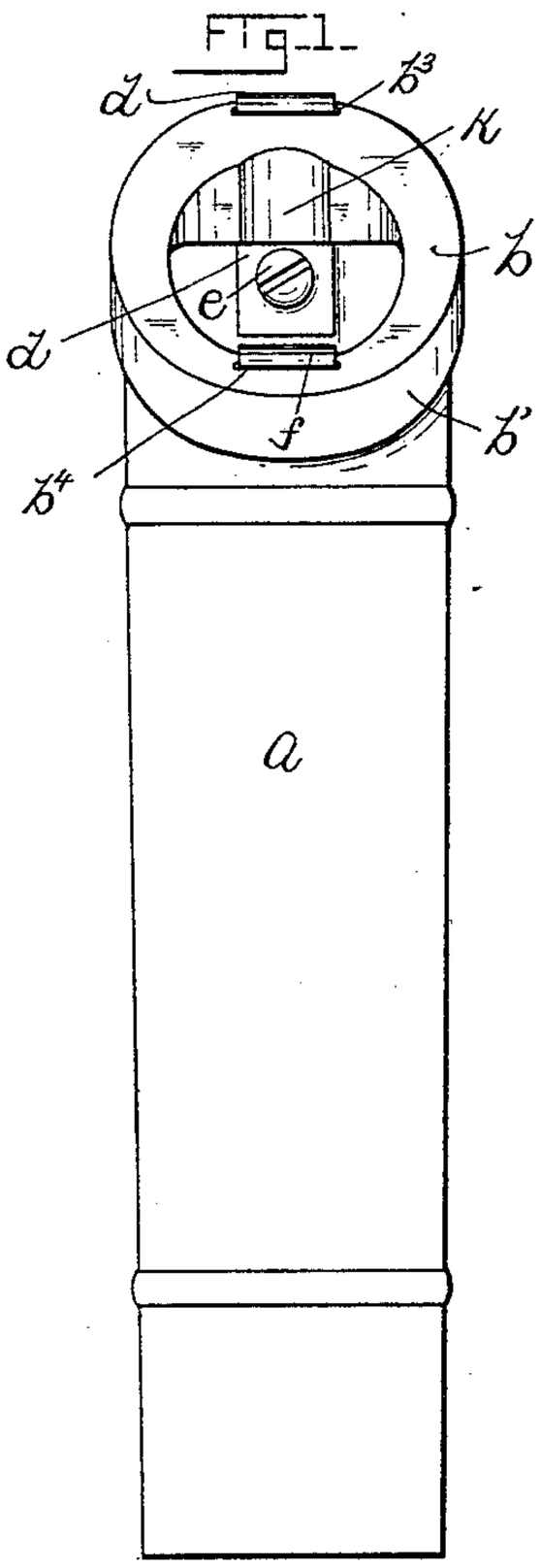


Fig. 3.

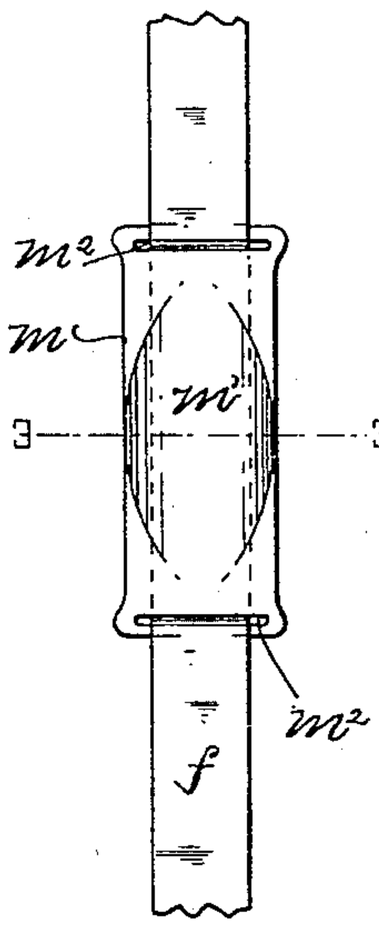


Fig. 4.

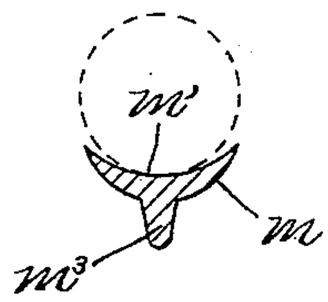


Fig. 2.

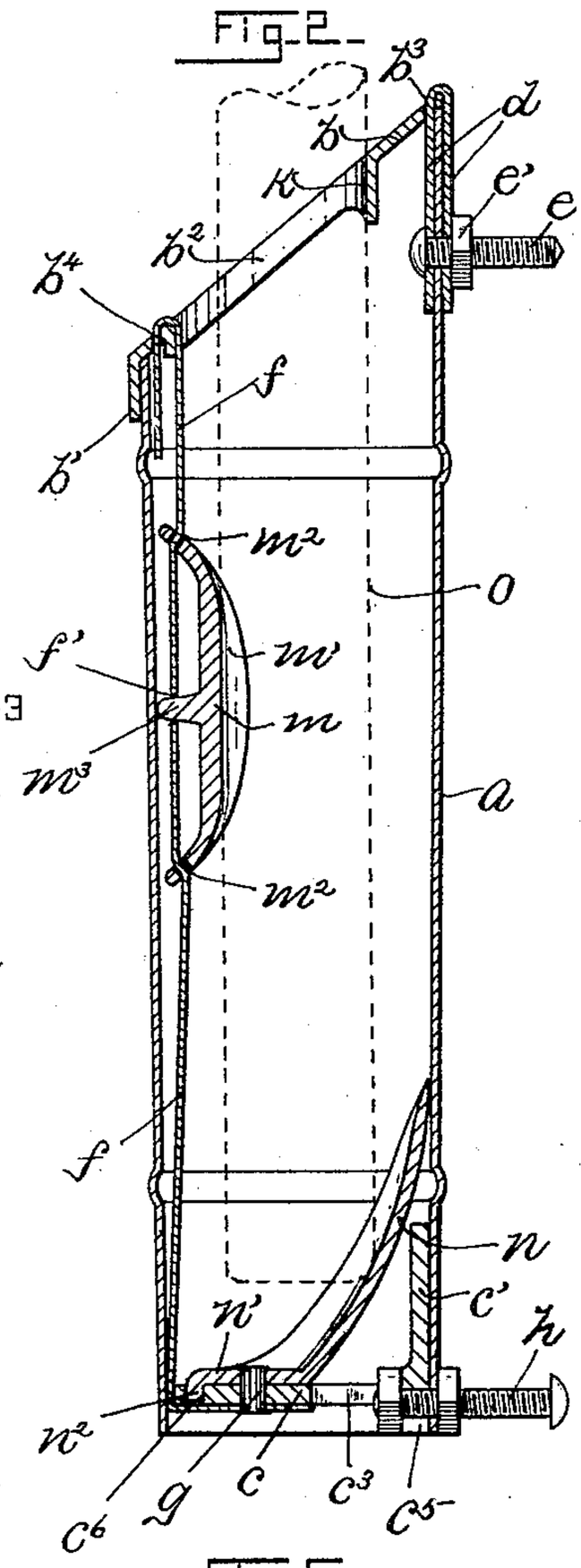


Fig. 7.

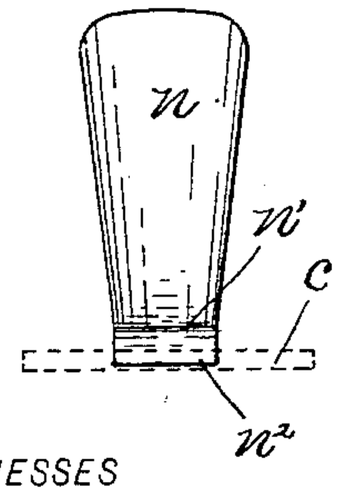


Fig. 6.

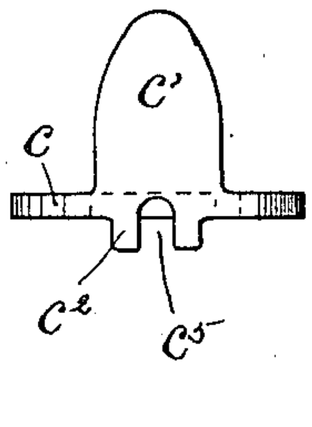
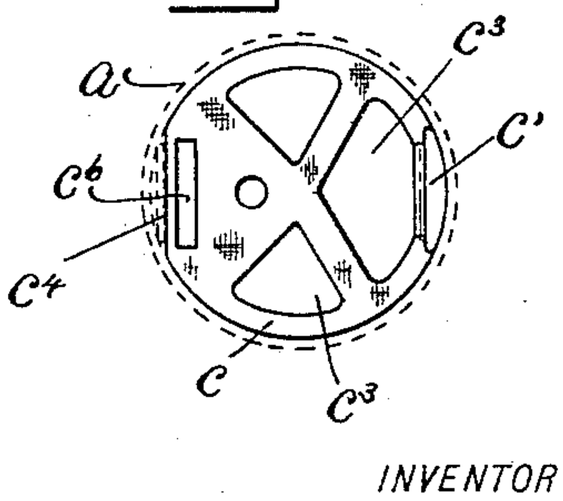


Fig. 5.



WITNESSES

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WHIP-SOCKET.

SPECIFICATION forming part of Letters Patent No. 632,971, dated September 12, 1899.

Application filed March 27, 1899. Serial No. 710,540. (No model.)

To all whom it may concern:

Be it known that I, ERASTUS W. SCOTT, a citizen of the United States, residing at Danielson, in the county of Windham, State of Connecticut, have invented certain new and useful Improvements in Whip-Sockets, of which the following is a full, clear, and exact description.

This invention is in whip-sockets, and has for its object improvements in the general construction thereof and in the manner of securing the same to the dashboard of a vehicle; also, the provision of means whereby the whip is clamped within the socket against accidental displacement.

To assist in explaining my invention, I have provided the accompanying sheet of drawings, illustrating the same as follows:

Figure 1 is a front elevation of a whip-socket of my newly-improved construction, and Fig. 2 shows the same in central vertical section. Fig. 3 shows in elevation, detached, a certain element of the said whip-clamping device; and Fig. 4 is a cross-sectional view of said element, taken on the line 3 3. Figs. 5 and 6 illustrate in plan and elevation, respectively, the bottom of my socket; and Fig. 7 shows a second element of the said whip-clamping device.

Referring to the drawings, the letter *a* denotes the body portion of the whip-socket, the same being preferably rolled up of thin sheet metal and having its meeting edges secured together in any practicable manner, said body portion being preferably tapered slightly, as shown. The larger end of the body portion *a* (which forms the upper end of the socket) is cut off obliquely to the central line of the body portion, and said upper end is adapted to receive the top or cap *b* of the socket, which cap is of oval shape in outline to correspond to the oval-shaped outline described by the upper edge of the body portion *a*. The cap *b* has a flanged perimeter, which flange is denoted by the reference-letter *b'*, forming a device similar to a box-cover that is adapted to be received upon the upper end of the body portion *a* to stiffen and finish the latter, as shown in the drawings.

The reference-letter b^2 denotes an opening in the top of cap *b* to receive the butt end of the whip, and said top extending obliquely, as above explained, permits the whip to be readily inserted in the socket.

The bottom of my newly-invented socket consists of a disk *c*, adapted to be inserted at the smaller end of the body portion *a* at right angles to the central line of the latter, and to prevent the rocking of the disk it is preferably provided with projections *c'* c^2, formed on the opposite faces thereof and adapted to engage the inner face of the wall of the body portion *a*, as shown. To lighten the disk *c* and prevent the accumulation of dirt in the socket, various openings c^3 are preferably cut therethrough.

The top or cap *b* and the bottom disk *c* of my socket are securely fastened in their respective positions in the following described manner: The cap *b* has cut therein near its highest point a slot b^3, adapted to receive a metallic strap *d*, which passes therethrough and is doubled upon itself to engage the inner and outer faces, respectively, of the wall of the body portion *a*. The flange *b'* of the cap *b* is preferably cut away at the point where the strap *d* engages the edge of the cap *b* to permit said strap to closely engage the outer face of the socket-wall *a*. The strap *d* is securely fastened to the wall *a* by means of a screw *e*, passing horizontally through the doubled portions of the strap and through the wall *a*, the head of said screw lying within the socket and being easily reached and manipulated because of the angle of cap *b*. (See Figs. 1 and 2.) The screw *e* bears outside the socket a nut *e'*, adapted to be turned home to clamp the said doubled sections of the strap *d* and the socket-wall *a* firmly together. Near the lowest point of cap *b* a slot b^4 is provided similar to the slot b^3, which slot b^4 receives the upper hooked end of a strap *f*, which passes upward through the opening b^2 and is doubled upon itself, its end passing downward through the said slot b^4. The strap *f* passes downward through the socket, and the lower end is secured to the under side of the bottom disk *c*, the edge of which latter is preferably cut away, as at c^4, to permit the introduction of the strap *f* between itself and the circular wall *a* of the socket, and the lower end of said strap *f* is then bent at right angles to engage the lower face of the disk *c*, to which latter it is secured by a rivet *g*, which

serves also to secure a certain element of the whip-clamping device in position, as hereinafter explained. The disk *c* is secured in position by a screw *h*, similar to the screw *e* and parallel therewith. Said screw *h* passes through the wall *a* and through a slot c^5 in the disk projection c^2 and bears two nuts thereon adapted to engage, respectively, the outer face of the wall *a* and the inner face of the projection c^2, the nuts serving to clamp the disk projection and the wall firmly between them, thereby firmly securing the bottom of the whip-socket in place.

The screws *e* and *h* are of considerable length and project from the socket, as shown, such projecting portions being utilized to secure the socket to the dashboard of the vehicle, the screws *e* and *h* being adapted to be screwed into or through a wooden dashboard or into previously-tapped holes in the iron frame of a leather dashboard, thus doing away entirely with the metallic strap usually provided for securing the socket to the vehicle and enabling the socket to be secured much more easily and firmly than when such straps are employed.

I have already stated that my newly-invented whip-socket embodies means for clamping the whip therein sufficiently to prevent its accidental displacement, and in order to attain this end I have provided a number of bearing-points adapted to engage the butt of the whip with a considerable degree of friction, as I shall proceed to explain. One of said bearing-points is denoted by the reference-letter *k*, and consists of a seat for the reception of the whip, formed by a flange extending downward from the cap *b*. The strap *f*, which I have already described as serving to secure together the cap *b* and disk *c*, serves also to support a second bearing-point, which latter is denoted by the letter *m*. The bearing *m* consists of a vertically-extending plate having a groove *m'* cut therein to receive the whip-butt and having slots m^2 near its ends to receive the strap *f*, as shown in the drawings. To prevent the sliding of the bearing *m* on the strap *f*, the latter is provided with a hole *f'* to receive a spur m^3, projecting from the bearing *m*. A third bearing for the whip is denoted by the letter *n* and is secured to the disk *c*. The bearing *n* is provided with a base portion *n'*, that is adapted to engage the upper face of said disk and also to receive therethrough the rivet *g* already mentioned, said rivet serving to secure to the disk *c* the foot portion *n'* and the strap *f*, as shown. The bearing proper, *n*, consists of a grooved lip extending upward and outward from the disk portion *n'* and leading substantially from the central line of the socket to a point adjacent to the wall *a*. To guard against rotation of the bearing *n* on the disk *c*, the base portion *n'* is provided with a downwardly-extending lip n^2, adapted to enter a slot c^6 in the disk *c*. It will now be seen that of the three bearings *k*, *m*, and *n*, engaging the butt of the whip, two of said bearings (*k* and *n*) are located near the upper and lower ends of the socket, respectively, and are adapted to engage the whip on the same side. The third bearing *m* engages the butt midway the bearings *k* and *n* and on the opposite side of said butt. The butt of the whip is shown in dotted lines in Fig. 2 of the drawings and is denoted by the letter *o*. The whip *o* is usually inserted in the socket with more or less downward pressure, and when the same is engaged by the bearings, as just described, it will be seen that such pressure will cause its end engaging the bearing *n* to ride downward on said bearing and toward the front side of the socket, thus forcing the whip into close contact with the bearings *m* and *k*, which, with the bearing *n*, engage the whip frictionally sufficiently to prevent its accidental displacement.

My newly-improved socket having comparatively few parts is readily assembled, may be quickly attached to a vehicle, and effectually holds the whip from accidental withdrawal.

Having thus described my invention, I claim—

1. In a whip-socket, in combination, a body portion of tubular form, a cap as set forth, a bottom disk with flanges c' c^2, and means consisting of a strap extending through the said body and connecting the cap and bottom disk for securing said cap and disk to the said body, all substantially as specified.

2. In a whip-socket, in combination, a tubular body, a cap mounted upon one end of said body, a disk inserted in the other end of said body, means for clamping the disk and body together, and means, consisting of the strap *f* and rivet *g*, for securing together the body, disk and cap.

3. In a whip-socket, in combination, a tubular body, a flanged cap having an inclined top and whip-support *k*, means consisting of strap *d* and bolt *e* for securing one side of the cap to the body of the socket, a disk secured in the bottom of said body, a strap *f* and rivet *g* connecting the cap, body and said disk, and a whip-support mounted upon the strap *f*, all substantially as specified.

Signed at Danielson, Connecticut, this 14th day of March, 1899.

ERASTUS W. SCOTT.

Witnesses:

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