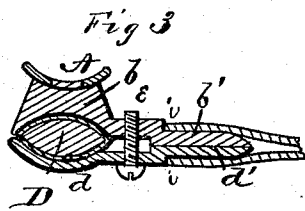
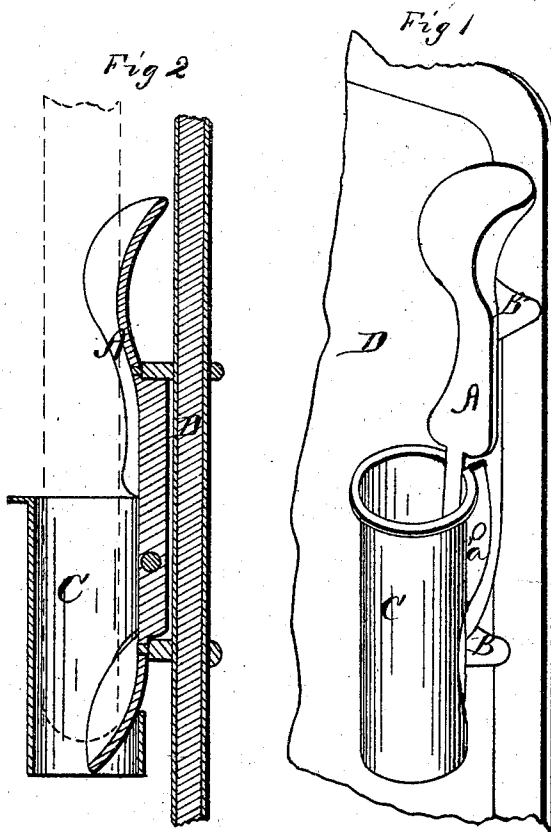


J. HEBERLING.
Whip-Sockets.

No. 144,093.

Patented Oct. 28, 1873.



WITNESSES
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By

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UNITED STATES PATENT OFFICE.

JOHN HEBERLING, OF MOUNT PLEASANT, OHIO, ASSIGNOR OF ONE-HALF
HIS RIGHT TO CHARLES L. MCCOY, OF WHEELING, WEST VIRGINIA.

IMPROVEMENT IN WHIP-SOCKETS.

Specification forming part of Letters Patent No. **144,093**, dated October 28, 1873; application filed
July 29, 1873.

To all whom it may concern:

Be it known that I, JOHN HEBERLING, of Mount Pleasant, in the county of Jefferson and in the State of Ohio, have invented certain new and useful Improvements in Whip-Sockets; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings and to the letters of reference marked thereon, making a part of this specification.

The nature of my invention consists in the construction and arrangement of a whip socket or holder that will so adjust itself as to hold or clamp a large or small whip in such a manner as to prevent its working or chafing from the motion of the vehicle, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, in which—

Figure 1 is a perspective view, and Fig. 2 a longitudinal section, of my improved whip-socket. Fig. 3 is a cross-section through one of the fastenings.

A represents a curved back plate, provided with suitable fastenings B B, for rigidly securing it to the dash-board or other part of the vehicle. C represents a socket or barrel, about half the length of the back piece A; and on one side, at or near the upper end, it is provided with suitable lugs or projections, *a a*, whereby it is hinged at or near the central portion of the back piece A, the lower end of which extends into the socket through an opening in its side, thus forming a slide and rest-

ing-place for the whip, causing it to wedge or press against the socket, so as to force it to adjust itself to the same angle of the whip, and thereby make an even bearing on that part of the whip extending into the socket. It is therefore less liable to chafe and cut the whip than those sockets which have rigidly-attached front plates or bands. The fastening B for the curved back plate A consists of a lug, *b*, attached to the back of said plate A, which lug is curved to fit one side of the frame of the dash-board D, and has an arm, *b'*, extending inward. *d* represents a curved bar fitting the other side of the dash-board frame, and has an arm, *d'*, extending inward. The two arms are then fastened by a screw, *e*. These arms are provided with offsets or shoulders *i i*, so that their inner ends can be inserted under the leather and form a good joint on both sides of the dash-board.

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

The combination of the short socket C, with a recess in its back, and the extended curved plate A, with its lower curved end extending into the recess in the socket C, the plate A being secured to the dash-board, and the socket C pivoted to said plate, all substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 24th day of July, 1873.

JOHN HEBERLING.

Witnesses:

J. K. RATCLIFF,
R. W. CHAMBERS.