

JOHN HEBERLING.

Improvement in Whip Sockets.

No. 120,381.

Patented Oct. 31, 1871.

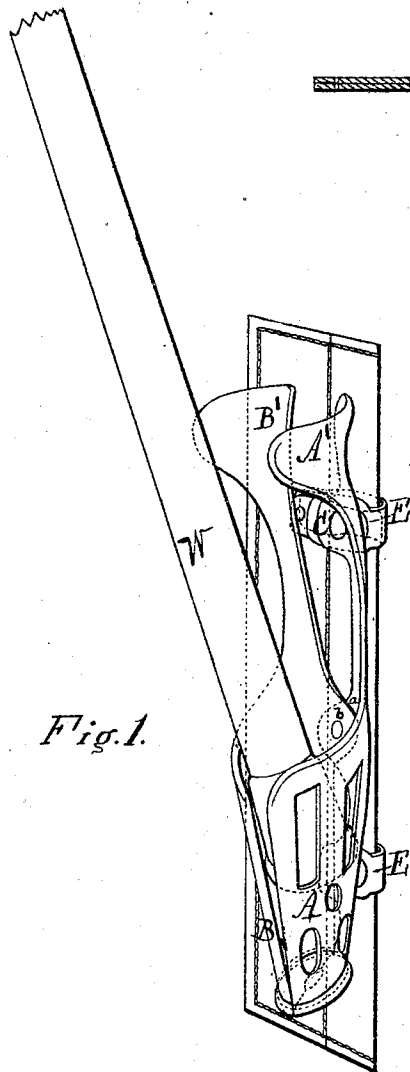


Fig. 1.

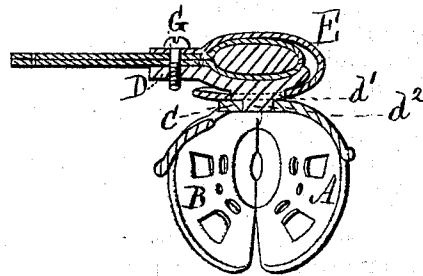


Fig. 2.



Fig. 3.

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JOHN HEBERLING, OF MOUNT PLEASANT, OHIO.

IMPROVEMENT IN WHIP-SOCKETS.

Specification forming part of Letters Patent No. 120,381, dated October 31, 1871.

To all whom it may concern:

Be it known that I, JOHN HEBERLING, of Mount Pleasant, in the county of Jefferson and State of Ohio, have invented a new and useful Improved Whip-Socket; and I do hereby declare that the following is a full, clear, and exact description thereof, sufficient to enable those skilled in the art to which my invention appertains to make and use the same, reference being had to the accompanying drawing making part of this specification, and to the letters and figures marked thereon.

My invention relates to that class of whip-sockets which is formed of two sections hinged together at or near the center; and it consists in so constructing the sections that the whip may be readily inserted in or withdrawn from the socket without the necessity of holding it in a vertical position, or of raising it clear of the extreme upper end of the socket, as hereinafter more particularly described. My invention further consists in the peculiar construction and arrangement of the device for attaching the socket to the seat or dash-board.

In the drawing—

Figure 1 is a perspective view of my improved whip-socket, showing a whip in the act of being inserted or withdrawn. Fig. 2 is a horizontal transverse section. Fig. 3 is a view of the fastening device.

The socket is made of halves or sections, A B, the lower portions of which are semi-cylindrical, or nearly so. The sections may be cast or pressed in shape in any suitable manner. At or near the center of the section A, on one side, is a curved projection or lug, *a*, and in a corresponding position on the section B is a similar lug, *b*. These two lugs, when riveted together, form a hinge by which the two sections are connected to form the socket. The upper portions of the sections A B are made very narrow, except at the extreme upper ends, where they are curved and flaring, and are widened to an extent nearly but not quite equal to the dimensions of the lower portions, forming a pair of jaws, A' B'. On one side of the section A, near each end, I form a lug, C, which is perforated to receive a rivet. To this lug C I attach a bar, D, (see Fig. 2,) which assists in securing the socket to the dash-board. One side of the bar D is made slightly concave and the opposite side convex, with a projecting

portion, *d*¹, which passes through a perforation in a metallic strip, E, and a further and smaller projection, *d*², which forms the rivet by which the bar D is attached to the lug C. Near the end of the bar D furthest from the socket is a hole with a screw-thread formed in it. The metallic strip E has a perforation in one end large enough to receive the projection *d*¹, as above described, and at the other end a perforation, which receives a screw, G. The strip E is made long enough to extend from the socket around the edge of the frame of the dash-board to a point opposite the end of the bar D. To attach the parts together, the projection *d*¹ is passed through the perforation made for its reception in the strip E, the projection *d*² is passed through the perforation in the lug C and riveted down, and the sections A B are riveted together at the central lugs *a b*. The strips E are then bent around until their screw-holes are opposite the screw-holes in the bar D, and the socket is then ready for attachment to the dash-board.

Whip-sockets have been constructed heretofore composed of two sections hinged together at or near the center, and being of the same form above and below the center—that is to say, the entire length of the socket is in form nearly that of a closed cylinder. In those sockets some difficulty is experienced in withdrawing or inserting the whip, owing to the necessity of raising the whip vertically until the butt-end is clear of the upper end of the socket in order to withdraw it; and in order to insert the whip it is necessary to insert the butt-end in the upper end of the socket, and then hold the whip in a vertical position until it is fairly entered in the socket. It is found in practice that this difficulty is often the cause of much inconvenience to the person using the whip, especially if haste is required. The difficulty and inconvenience referred to are entirely avoided in my improvement. It will be seen by reference to Fig. 1 that by inserting the butt-end in the portion of the socket below the center, with the whip W in an inclined position, and then giving the whip a slight push, it will be clasped by the jaws A' B' and held firmly in a vertical position, the weight and shape of the butt-end causing the lower portions of the sections A B to separate and press the jaws A' B' toward each other. To withdraw the whip from the socket it is only necessary to raise it a short

distance—say about one inch, more or less—when the weight of the lower portions of the sections A B will press them toward each other and separate the jaws A' B', allowing the whip to be inclined toward the person using it, and withdrawn without raising it clear of the upper end of the socket, thus saving several inches of the travel of the whip in the socket. My socket is readily secured to the dash-board by means of the screws G passing through the strips E and engaging with the screw-threads in the bar D, there being but two screws required for each socket.

I do not claim, broadly, a whip-socket composed of two sections hinged together at or near the center; neither do I claim, broadly, the securing of the socket to the dash-board by means

of screws and plate or bars. But having described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The sections A B, formed with the curved flaring jaws A' B' and lugs C C, and hinged together by the lugs *a b*, when made in the form and operating in the manner herein shown and described.

2. The strip E, in combination with the bar D for securing the socket to the dash-board, as herein shown and described.

JOHN HEBERLING.

Witnesses:

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