

(No Model.)

E. N. TUTTLE.
WHIP SOCKET.

No. 484,067.

Patented Oct. 11, 1892.

Fig. 1.

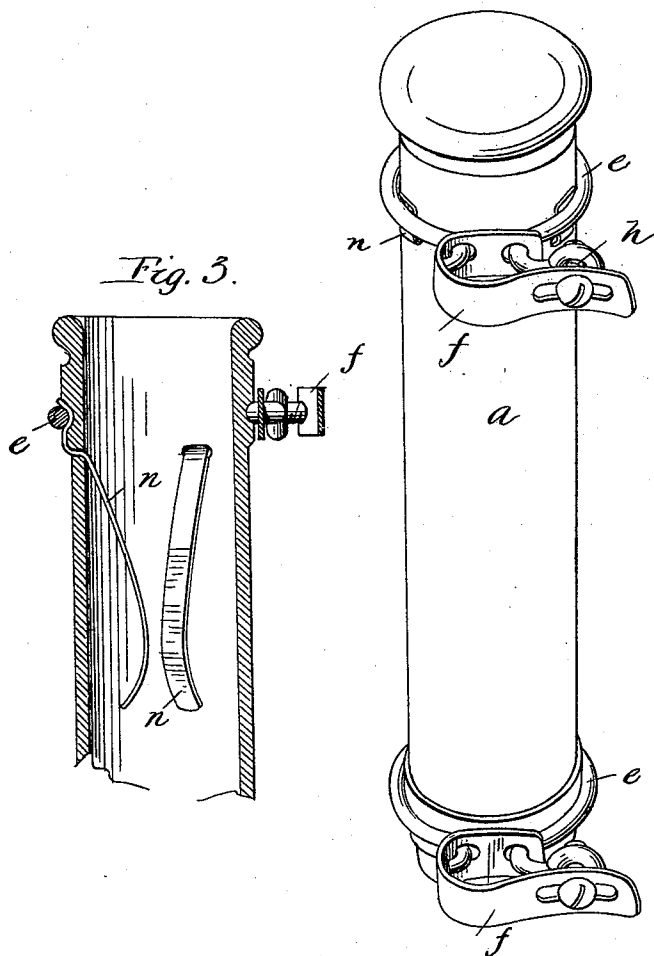


Fig. 3.

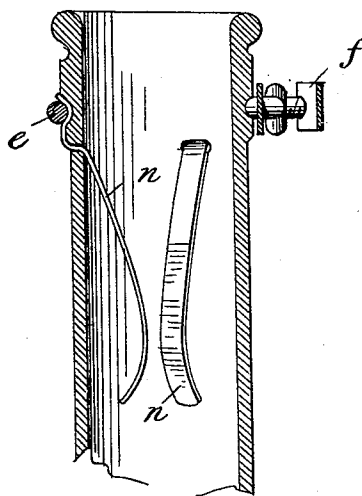


Fig. 4.

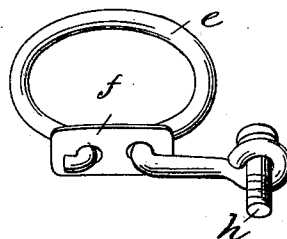
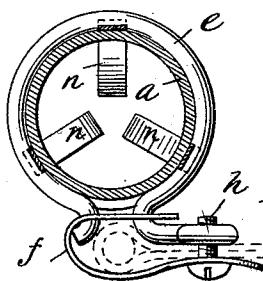


Fig. 2.



Witnesses

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EDWIN N. TUTTLE, OF BEVERLY, MASSACHUSETTS.

WHIP-SOCKET.

SPECIFICATION forming part of Letters Patent No. 484,067, dated October 11, 1892.

Application filed December 10, 1891. Serial No. 414,645. (No model.)

To all whom it may concern:

Be it known that I, EDWIN N. TUTTLE, of Beverly, in the county of Essex and Commonwealth of Massachusetts, have invented certain Improvements in Whip-Sockets, of which the following, taken in connection with the accompanying drawings, is a specification.

This invention relates to improvements in whip-sockets, and pertains to the construction of the socket and also to its adaptation for attachment to a vehicle.

In the accompanying drawings, Figure 1 is a perspective view of a socket embodying this invention. Fig. 2 is a plan of the same. Fig. 3 is a sectional detail. Fig. 4 represents a modified form to be more fully described hereinafter.

The socket-barrel *a*, being formed of the desired size and contour, is provided with mechanism designed for strengthening and ornamenting the socket and also to afford means whereby the socket may be secured and firmly held to a vehicle. As represented in the present instance said mechanism is duplicated at or near the ends of the socket. (See Fig. 1.) Said mechanism comprises the wire *e*, the clip *f*, and screw *h*, (see Fig. 4,) the clip being in some cases extended and connected with the screw, as shown in Figs. 1 and 2. The socket-barrel is preferably provided with a slight groove, in which which the wire *e* is fitted, so as to embrace the socket-barrel and extend beyond the outer surface of the barrel to form an ornamental rib, substantially as shown in Figs. 1 and 2. The wire *e* is applied to the socket-barrel, its ends being extended through suitable holes in the clip *f* and overturned against the outer surface of the clip, as shown. In carrying out this arrangement I prefer to have the wire drawn tightly about the socket-barrel and its ends overturned against the clip, so as to firmly grip and thus strengthen the socket-barrel. This construction affords a neat rib on the outer surface of the socket-barrel that will not be liable to chip or mar in use, and in case the socket-barrel is composed of wood this construction obviates the necessity of cutting away the surface of the wood to form strengthening-ribs thereupon, as in commonly done. It affords economy of material in that it permits a socket-barrel of a given interior diameter to be formed of a smaller

piece of lumber than when the strengthening-ribs are formed integral with the socket-barrel. It also affords economy in that less skill and care are required to turn the socket-barrels plain than with strengthening-ribs, and in other obvious ways economy is permitted by this construction. One end of the overturned wire *e* is extended and coiled or otherwise formed to make an opening for the screw *h*. Said opening is preferably screw-threaded to conform to and engage the thread of said screw *h*. As thus formed it is adapted for attachment directly to the carriage-board, in which case the screw *h* is passed through the opening of said wire *e* and entered directly into the carriage-board, substantially as shown in Fig. 4.

In other cases it is desirable to attach the socket directly to the stay-iron or other brace-arm of the carriage-board. In such cases the clip *f* is turned about one end of wire *e* and extended to engage the screw *h* in the other end, as shown in Figs. 1 and 2. By this construction the clip *f* is adapted to be looped about the carriage-stay or brace-arm and drawn tightly to said arm by means of screw *h*, applied as shown in Fig. 2. The clip when thus extended is preferably provided with an elliptic or oblong hole to receive the screw *h*, to thus adapt it for embracing different-sized stay or brace arms.

The means employed for supporting the whip in an upright position within the socket-barrel is composed of spring metal. Preferably three strips *n*, Fig. 3, are used. Said strips have one end engaged with the wire *e*, so as to be firmly held thereby, and are extended through suitable openings to the interior of the socket-barrel, and there are bent to engage with the whip, all substantially as shown in Fig. 3.

I claim—

1. In combination with the socket-barrel, the wire *e*, surrounding the same, the clip *f* for securing the ends of the wire, and means for attaching the socket to a vehicle, substantially as described.

2. In combination with the socket-barrel, the wire *e*, surrounding the same, spring-strips, as *n*, secured at one end by said wire and passing into the interior of the socket-barrel, and a clip for holding the ends of the wire, and

means for attaching the socket to a vehicle, substantially as described.

3. In combination with the socket-barrel *a*, the wire *e*, surrounding the same, the clip *f*,
5 against which the wire ends are overturned, one of said ends having a loop, and a screw, as *h*, passing through the loop in the end of the wire for securing the socket to the vehicle, substantially as described.

10 4. In combination with the socket-barrel *a*, the wire *e* and the clip *f*, said wire having

its ends overturned against the clip and the clip having its end extended to engage the screw *h* in one end of said wire *e*, substantially as described.

Signed at Lynn, Massachusetts, this 8th day
of November, A. D. 1891.

EDWIN N. TUTTLE.

Witnesses:

E. E. HAMILL,
A. M. TUTTLE.