D. A. KIMBARK.

WHIP-SOCKET.

No. 194,096. Patented Aug. 14, 1877.

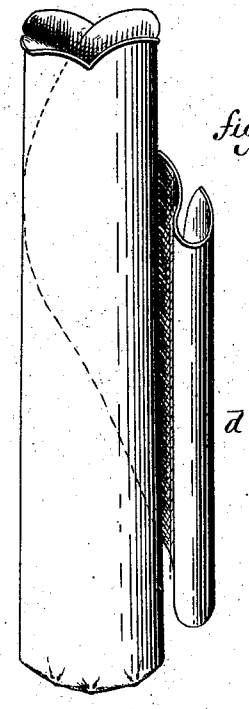


fig. 1.

fig. 2.

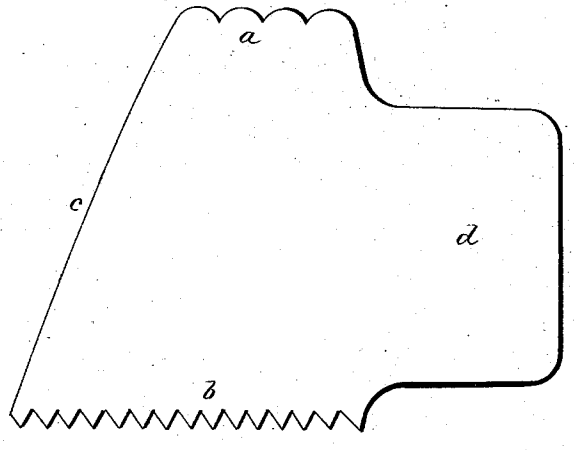
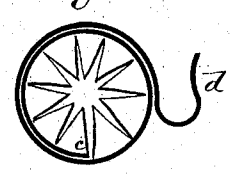


fig. 3



Witnesses.

J. H. Chumway

H. A. Kilson.

Danl. A. Kimbark

Inventor

By Atty.

John E. Earle

N. PETERS, PHOTO-LITHOGRAPHER, WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

DANIEL A. KIMBARK, OF CHICAGO, ILLINOIS.

IMPROVEMENT IN WHIP-SOCKETS.

Specification forming part of Letters Patent No. **194,096**, dated August 14, 1877; application filed July 18, 1877.

To all whom it may concern:

Be it known that I, DANIEL A. KIMBARK, of Chicago, in the county of Cook and State of Illinois, have invented a new Improvement in Whip-Sockets; and I do hereby declare the following, when taken in connection with the accompanying drawings and the letters of reference marked thereon, to be a full, clear, and exact description of the same, and which said drawings constitute part of this specification, and represent, in—

Figure 1, perspective view; Fig. 2, the blank from which it is formed; Fig. 3, the transverse section of the socket.

This invention relates to an improvement in the article of carriage-trimmings known to the trade as "whip-sockets"—that is to say, the holder which is attached at a convenient point on the carriage for holding the whip; the object of the invention being a simple and cheap construction, which will securely hold the whip, to prevent its rattling, and avoid the wear upon the handle of the whip occasioned by the usual construction of the socket.

The invention consists in constructing the socket from a blank of elastic sheet metal or other suitable material rolled into tubular shape, but the edge free to allow expansion or contraction of the socket as the handle of the whip is inserted or removed, as more fully hereinafter described.

The metal used may be any suitable sheet metal, as brass, or may be hard rubber, celluloid, or any material capable of being wrought into thin sheets, and possessing a considerable degree of elasticity. From such a sheet a blank is cut into the form substantially as seen in Fig. 2, the width at the top *a* being substantially the circumference of the socket to be produced. The opposite end *b* is considerably broader, so as to produce the inclined side *c*. The lower end is preferably cut into points, as indicated, for the purpose to be hereinafter described.

The blank thus shaped is rolled, the inclined side *c* inward, and as seen in Fig. 3 and broken lines, Fig. 1, and should be somewhat smaller in diameter at the mouth than at the bottom. This will give to the edge *c* in the socket a spiral shape, as indicated in Fig. 1. The nature of the metal allows of the expansion of the socket by a force from within, and when that force is removed the socket returns to its normal condition. The points at the bottom are bent inward into a horizontal plane, to form a bottom for the socket, as seen in Fig. 3. On the outer edge an extension, *d*, is made, as a means for attaching the socket. This may be placed around the bar on the carriage seat or dash, and secured by rivets or otherwise. This extension is not an essential part of the socket, as it may be otherwise attached.

The internal diameter of the socket is slightly less than that of the handle of the whip-stock; hence in setting the handle into the socket a slight force will be required, which will cause the socket to expand, and the reaction of the elastic material of the socket will cause it to clasp the handle and hold it firmly within the socket, so that it will not move as in the usual socket, and hence the usual wear upon the handle of the whip will be avoided.

The inner edge *c* is inclined, to give the inner spiral shape for the purpose of facilitating the introduction of the whip-handle, as the handle, in being introduced, will follow this spiral shape and enter like a screw, forcing the expansion of the socket as the handle is pressed downward. The edge, however, may be made vertical without departing from the principles of this invention.

I claim—

The herein-described whip-socket constructed from a thin sheet of elastic metal, rolled or coiled into tubular form, so as to leave the inner edge free, substantially as specified.

DANIEL A. KIMBARK.

Witnesses:

HUME R. BUCHANAN,

JAS. PEPPER.