J. A. BECHLER.

Socket-Joints for Whip Canes.

No. 162,605 Patented April 27, 1875.

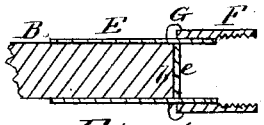

Fig. 1

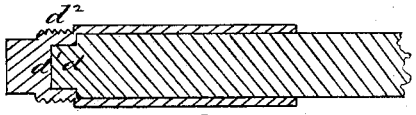

Fig. 2

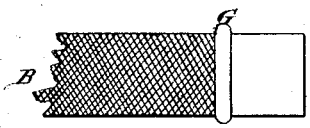

Fig. 3

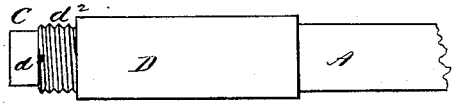

Fig. 4

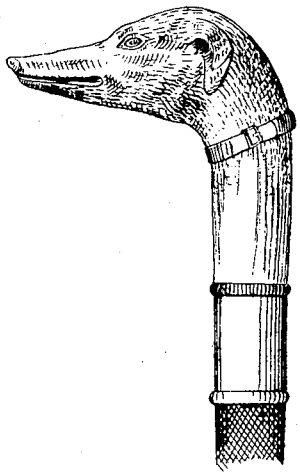

Fig 5

Witnesses

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UNITED STATES PATENT OFFICE.

JOHN A. BECHLER, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR OF ONE-HALF HIS RIGHT TO WILLIAM MITCHELL, OF SAME PLACE.

IMPROVEMENT IN SOCKET-JOINTS FOR WHIP-CANES.

Specification forming part of Letters Patent No. **162,605**, dated April 27, 1875; application filed October 31, 1874.

To all whom it may concern:

Be it known that I, JOHN A. BECHLER, of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented a certain new and useful Improved Socket-Joint for Whip-Canes, &c.; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawings, which form a part of this specification, in which—

Figures 1 and 2 are sectional views of details. Figs. 3 and 4 are side views of details, and Fig. 5 is a side view of ornamental tip.

The object of my invention is to provide a new and improved joint for whips, whereby the top may be applied either to the butt of a carriage or driving whip or to the handle of a riding-whip.

My invention consists in the peculiar construction of the joint, as hereinafter more fully described, and in the combination, with the top or tip of a whip, of a socket and joint adapted to the butt of a driving or the handle of a riding whip, as hereinafter set forth.

In the accompanying drawing, A shows the butt of an ordinary carriage or driving whip, and B the top or tip, as it is variously called, of the same. C is the joint connecting the butt and top, and is composed of the butt-socket and head D, top-tube B, and combining-tube F. The butt-socket consists of a tube having a socket, *d*, into which the butt-stock fits, and wherein it is fastened by any suitable means, as riveting. It has a solid head, d^1, threaded at d^2, and smooth at the end d^3, which is of less diameter than the threaded portion. E is a plain straight tube, into which the top-stock is driven or passed through, leaving a slight portion of said tube to project beyond the end *b* of the top, to form a socket for the end d^3 of the solid head of the tube D. After the stock of the top has been drawn through the tube E to the extent described, a small quantity of solder is poured into the socket, forming a head, *e*, which prevents the stock from coming out or back through the tube, and forms a bearing for the end d^3 of the butt-socket head. The combining-tube F is then slid on the tube E, about half the distance of the latter. The braiding is then brought down over the tube E until it meets the combining-tube F, the ends being covered by a ring or band, G, which gives both strength and finish to the whip at this point.

The combining-tube F, being threaded throughout, may be screwed on the tube E, if desired; but I prefer to solder it in place, so as to prevent its removal when it is wished to change the handles.

The parts being constructed and applied as above described, the solid head of the butt-tube D is inserted into the combining-tube F, and screwed therein until the end d^3 impinges against the head *e*. This forms a very firm joint, which will not break or yield under any ordinary usage to which a whip is subjected.

Should it be desired at any time to convert the driving-whip into a carriage-whip, this may be done by withdrawing the butt-stock from its socket, and inserting instead a suitable handle, or by unscrewing the socket and head D from the combining-tube F and top-tube E, and substituting therefor a similar socket and head, secured to a riding-whip handle or head.

The peculiarity by which my invention is clearly distinguished from other whip-joint connections consists, essentially, in the extension of the end of the tip-socket tube E into the connecting-ferrule F a sufficient distance to receive the end d^3 of the butt-socket head D, which abuts against the solid wall *e*. The joint thus formed at the junction of said wall *e* and end d^3 is protected by the double casing formed of the connecting-ferrule F and the protracted portion of the tube E.

I am well aware that the connecting of the butt and tip of a whip by means of screw-and-socket couplings is not, in itself, new. I do not, therefore, claim as my invention the combination, broadly, with a whip butt and tip, of a threaded butt-socket, tip-socket, and connecting-tube.

What I claim as my invention is—

1. The combination of the tip-socket E, internally-threaded connecting tube or ferrule F, and butt-socket D, said tip-socket having

its end inclosed by the combining-tube, and said butt-socket being constructed with a threaded neck, d^2, and a tenoned end, d^3, the former fitting the threaded portion of the connecting-ferrule, and the latter entering the incased end of the tip-socket, substantially as shown and described, and for the purpose set forth.

2. In a whip-tip having the end of its core inserted in a tubular socket, E, and the latter covered by the braiding, the ring G, protecting the end of said braiding, in combination with the connecting-ferrule F and butt-socket D, constructed substantially as shown and described.

In testimony that I claim the foregoing I have hereunto set my hand.

JOHN A. BECHLER.

Witnesses:
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