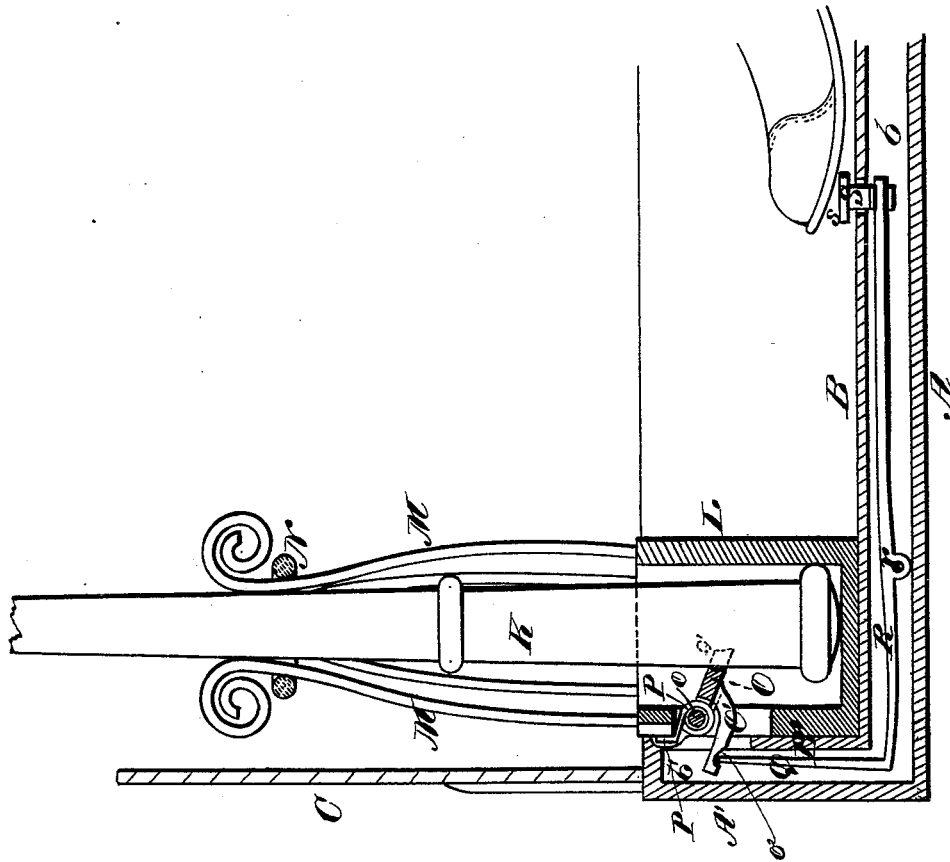


W. CALLAWAY.

WHIP-SOCKET.

No. 185,892.

Patented Jan. 2, 1877.



WITNESSES
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WILLIAM CALLAWAY, OF ELWOOD, INDIANA.

IMPROVEMENT IN WHIP-SOCKETS.

Specification forming part of Letters Patent No. 185,892, dated January 2, 1877; application filed September 30, 1876.

To all whom it may concern:

Be it known that I, WILLIAM CALLAWAY, of Elwood, in the county of Madison and State of Indiana, have invented a new and valuable Improvement in Rein - Holders and Whip-Sockets; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a horizontal section of my rein-holder, and Fig. 2 is a front elevation of same. Fig. 1 is a longitudinal vertical sectional view of my whip-socket.

This invention relates to devices attached to (or near) the dash-boards of wagons; and it consists in a peculiarly-constructed whip-socket, and devices for releasing the whip from the same.

In the annexed drawings, A, Fig. 3, designates the bottom of a wagon-body, and B the floor of the same, leaving a small space, *b*, between them. A' designates the front of said wagon-body, and B' a false front on the inner side thereof, leaving a space, *b'*, between them. Said space *b'* communicates with the lower space *b*, and forms an upward and forward extension thereof. C designates a dash-board secured to the front of said wagon-body in the usual manner. K designates a whip-handle, and L a socket in which said handle is set. Said socket is attached to said wagon-body near said dash-board, and is provided with a series of vertical metal spring-arms, M, which clasp said whip above said socket. N designates a rubber band which surrounds the upper ends of said spring clasp-arms, and reinforces their action. Said whip-handle K is locked into said socket L by means of a clamping-block, O, which is pivoted by a rod, *o*, to the forward side of socket L, and forced by spring P against said whip-handle. Said block is beveled to allow the insertion of said whip-handle, and curved

on its inner side or edge, so as to correspond in shape with said whip-handle, and is provided there with a flange, *o'*, for the purpose of causing it to hold more tightly.

Said whip-handle may be relieved from said clamping-block by the following means: To the under side of block O is secured a curved rod or arm, O', which passes through an opening in socket L into forward space *b'*. The under side of the rear end of said arm O' is recessed at *o''* to receive the upper end of a vertical rod, Q, which is rigidly connected at its bottom end to the forward end of a lever, R, of the first kind. Said lever is pivoted at *r*, within space *b*, to the inside of said wagon-body. The inner end of said lever is provided with a treadle or reciprocating foot-rod, S, which passes up through floor A', and terminates in a foot piece or head, *s*, for the driver's foot. Whenever rod S is depressed by the pressure of the driver's foot, or otherwise, said block O is forced downward against the resistance of its spring, thus releasing said whip-handle.

Various modifications may be made in the devices above described. For instance, the form of the springs, or of either of them, may be changed by substituting any other construction which is adapted to produce the desired results.

What I claim as new, and desire to secure by Letters Patent, is—

1. The combination of socket L, having spring clasp-arms M, with pivoted clamping-block O, and spring P, substantially as set forth.

2. The combination of vertically-operating treadle S with lever R, vertical rod Q, curved arm O', and block O, substantially as set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

WM. CALLAWAY.

Witnesses:

ALONZO T. STARKING,
WOOD BARNES.