A. SEARLS.
Whip-Socket.

No. 200,671. Patented Feb. 26, 1878.

Fig. 1.

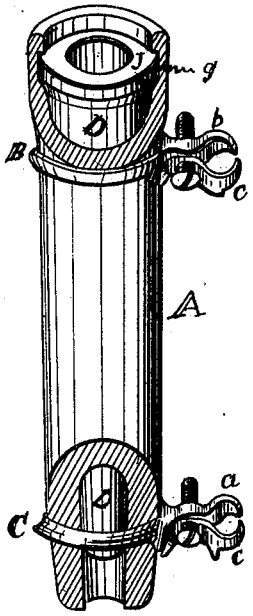


Fig. 3.

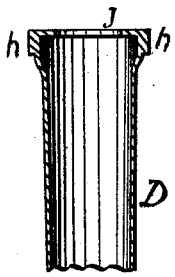


Fig. 2.

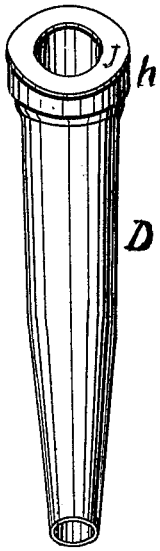


Fig. 4

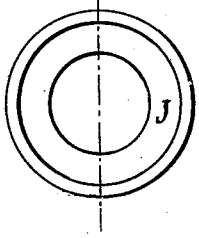


Fig. 5.

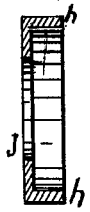


Fig. 6.

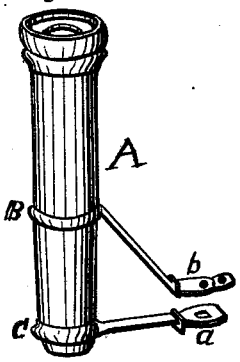
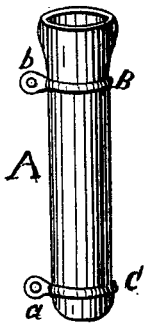


Fig. 7.



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UNITED STATES PATENT OFFICE.

ANSON SEARLS, OF NEWARK, NEW JERSEY.

IMPROVEMENT IN WHIP-SOCKETS.

Specification forming part of Letters Patent No. **200,671**, dated February 26, 1878; application filed July 21, 1877.

To all whom it may concern:

Be it known that I, ANSON SEARLS, of Newark, county of Essex, and State of New Jersey, have invented certain new and useful Improvements in Whip-Sockets; and I hereby declare the following to be a full, clear, and exact description of the same, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawing, and the letters of reference marked thereon, which form a part of this specification.

My invention relates to whip-sockets, and the means by which the same are attached to carriages; and it consists in the construction and combination of parts by which the whip is protected from wear, all as hereinafter more fully set forth.

Figure 1 represents the socket cut away at each end to show the lining. Fig. 2 represents a perspective view of the lining provided with a diaphragm or cap. Fig. 3 represents a section of the same. Fig. 4 represents the interior of the top of Fig. 2, consisting of diaphragm and rim. Fig. 5 is a section of the same; and Figs. 6 and 7 are modified forms of arms *a* and *b*, shown in Fig. 1.

The barrel of the socket A may be of wood or any suitable material, the outside being made in a tapering form from the top downward, where the ring B is designed to be placed.

The ring B is made a proper size, and is placed on the socket from the bottom, and driven firmly thereon, so as to sustain and protect the socket and form a finish at the desired place.

At a point near the bottom, where the ring C is designed to be placed, the socket A is made with an increased taper, so that the ring C, when placed thereon, impinges with the socket at the proper place, and is secured in like manner to the ring B, and forms a corresponding finish to the bottom of the socket.

It will be observed that the barrel of the socket A increases in size from the bottom about one inch, more or less, to the point where the ring C may impinge. It then runs nearly straight to near the top, where the ring B impinges. An increased taper or enlargement is here made to receive the ring B. Each ring is adapted in size to impinge at the proper place, where the increased size of the socket is adapted to receive and securely fasten the rings. By this socket a plain construction, without beads, may be finished separately, the rings also finished separately and passed on the socket, the ring B first, and securely fastened at the places designed, without marring the socket where the rings do not impinge or are not secured.

The rings B and C are provided with arms or bearing-supports *a* and *b*, by which the socket is secured to the vehicle.

In Fig. 1 movable jaws *c c* are shown, adapted, with screws, to embrace the dash-rail. Fig. 6 shows arms *a* and *b*, with holes adapted to attach the same to a coach-seat, Fig. 7, to the wood part of any vehicle. By this combination of rings firmly attached to the socket a durable and fine finished socket is produced, that may be attached to any part of a vehicle, and not liable to get loose and allow the socket to sway from the perpendicular.

A soft lining, D, made of any material, but in which rubber is here employed, is formed upon molds corresponding to the form of the socket, at or near the top of which is formed a thick rim or flange, *h*, that projects into a groove, *g*, by which the lining D is held in the socket.

On top of the rim *h* an elastic diaphragm, J, is formed, which performs its usual office in holding a whip. By this means a continuous soft elastic lining, made in one piece, is adapted to the socket, and held therein by the rim *h;* and while the diaphragm J supports the whip at the top, the lining D protects it from wear in the socket when inserted or removed. As will be seen, the lining D can be removed or inserted at pleasure, and is held by the rim *h* for all practical purposes.

The diaphragm J, placed on the top or bottom of the rim *h*, Figs. 4 and 5, affords an elastic bearing for the whip where no lining D is used.

I am aware that, broadly, a tapering whip-socket and open circular holders for the same, rigidly attached to an arm connecting said holders, is not new, and I do not, therefore, claim such as my invention; but,

Having thus fully described the invention,

what is claimed as new, and desired to be secured by Letters Patent, is—

1. The tapering rigid whip-socket, in combination with solid metallic rings having arms or bearings, substantially as and for the purpose set forth.

2. The combination of a rigid whip-socket and a continuous elastic lining, constructed substantially as and for the purpose set forth.

3. A diaphragm, J, extending internally from the top or bottom of a rim, *h*, in combination with the whip-socket and lining, for the purpose set forth.

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