J. LAKE.

Whip-Socket.

No. 46.680 Patented Mar. 7, 1865

Fig: 1.

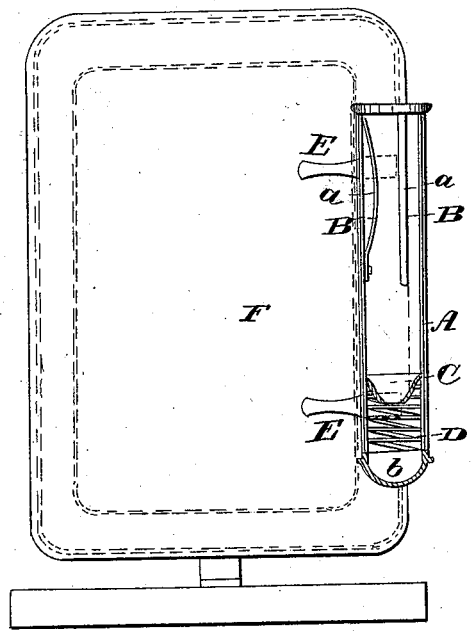
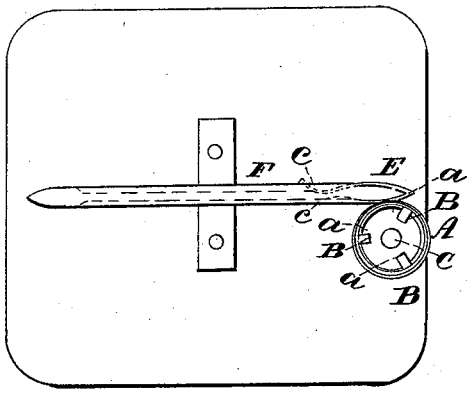



Fig: 2.

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# UNITED STATES PATENT OFFICE.

JOHN LAKE, OF HAYDENVILLE, MASSACHUSETTS.

## IMPROVEMENT IN WHIP-SOCKETS.

Specification forming part of Letters Patent No. **46,680**, dated March 7, 1865.

*To all whom it may concern:*

Be it known that I, JOHN LAKE, of Haydenville, in the county of Hampshire and State of Massachusetts, have invented a new and useful improvement in whip-sockets and in the manner of attaching them to the dash-boards of vehicles; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a vertical central section of my invention, applied or attached to a dash-board according to my improved plan; Fig. 2, a plan or top view of the same.

Similar letters of reference indicate like parts.

This invention relates to an improvement in the whip-socket, whereby the whip will be firmly retained therein and the lower end or bottom of the socket prevented from being broken out or detached under the thrust of the whip when hurriedly shoved into the socket, a contingency of frequent occurrence with the ordinary sockets in use.

The invention further relates to an improved mode of attaching the socket to the dash-board of the vehicle, whereby the socket may be readily detached from the dash-board of one vehicle and applied to that of another.

A represents a whip-socket, which may be constructed of metal, hard rubber, leather, or any other suitable material. Within this socket there are secured springs, B. Three would be the most desirable number. These springs are constructed of flat metal plates, bent or curved so as to have a swell, *a*, at their centers projecting radially inward toward the center of the socket, the springs being at equal distances apart and placed uprightly within the socket, with their upper and lower ends secured by solder or otherwise to the inner surface thereof.

C represents a funnel shaped plate which rests on a spiral spring, D, fitted in the lower part of the socket and having its lower part or end attached thereto. This plate C supports the whip in the socket, and in consequence of resting upon the spiral spring D yields or gives when the butt of the whip comes in contact with it, and thereby prevents the bottom *b* of the socket being forced or broken out when the whip is shoved into the latter. The springs B support the whip properly in the socket, yielding or giving when the lower end of the former is thrust into the latter, and grasping the whip just above the butt.

The socket A has two or more springs, E, attached to its exterior. These springs are constructed of flat metal plates bent in U form and projecting tangentially from the socket, with their ends slightly curved inward and then outward, as shown at C in Fig. 2. These springs E thus formed or constructed constitute clamps to secure the socket to the dash-board F, the springs being slipped over one side thereof, as shown clearly in Fig. 2.

By this arrangement the socket may be adjusted to the dash-board and detached therefrom, and the socket taken from the dash-board of one vehicle and applied to that of another.

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

1. The springs B, placed within the socket and arranged substantially as and for the purpose set forth.

2. The plate C with the spring D underneath it, arranged within the lower part of the socket to operate substantially as and for the purpose specified.

3. The securing of the socket to the dash-board by means of the springs E, substantially as shown and described.

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