

JAMES NELLIS.

Improvement in Whip-Sockets.

No. 114,845.

Patented May 16, 1871.

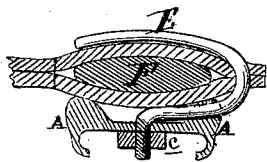
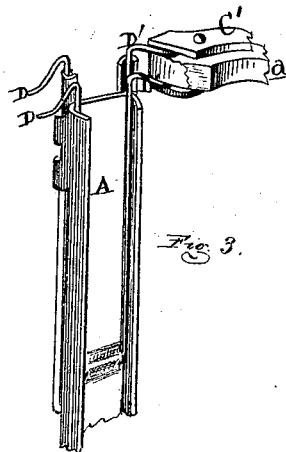
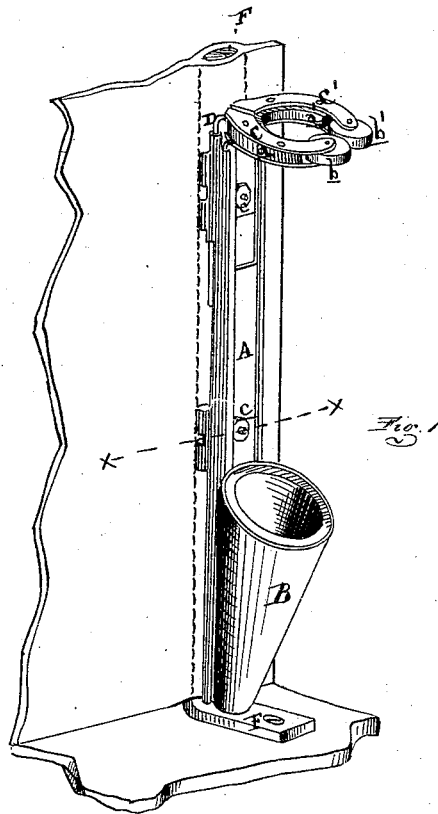


Fig. 2.

Fig. 3.

ATTEST

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INVENTOR

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# United States Patent Office.

JAMES NELLIS, OF YPSILANTI, MICHIGAN.

Letters Patent No. 114,845, dated May 16, 1871.

## IMPROVEMENT IN WHIP-SOCKETS.

The Schedule referred to in these Letters Patent and making part of the same.

### *To whom it may concern :*

Be it known that I, JAMES NELLIS, of Ypsilanti, in the county of Washtenaw and State of Michigan, have invented a new and useful Improvement in Whip-Socket; and I do declare that the following is a true and accurate description thereof, reference being had to the accompanying drawing and to the letters of reference marked thereon and being a part of this specification, in which—

Figure 1 is a perspective view of my improved device as attached to the dash-frame of a vehicle ;

Figure 2 is a section through *x x* in fig. 1, showing the method of attachment; and

Figure 3 is a perspective view, showing the application of the torsion-springs.

Like letters indicate like parts in each figure.

The nature of this invention relates to an improvement in the construction of whip-holding sockets; and in the means for attaching the same to the frames of the dash-boards.

It consists in the construction and arrangement of its various parts, as more fully hereinafter set forth.

In the drawing—

*B* represents a light metallic strap terminating in or having attached to its lower end a conical socket, *B*, which, if made of metal, should be lined with cloth or leather to prevent marring; the socket, being conical, will receive and hold whip-handles of various sizes and prevent them from rattling about in the movement of the vehicle.

*O O* are metallic segments, each consisting of two plates embracing a segmental cushion or packing, preferably made from plain or mixed sheet rubber, as at *a a*. The packing does not extend the length of the segments, which have journaled between their upper and lower plates the friction-rollers or disks *b b*, which may be of metal, wood, or leather.

*D D* are torsion-springs, formed of wires secured along the edges of the strap *A*, at its upper parts, and so secured to the segments *O O* at their rear ends as to bring their front ends together and resist any attempt to pry them apart, except upon the application of considerable force. Two sets of these torsion-springs may be employed, if desired, and as shown, although but one pair is sufficient.

To secure a whip in the device, drop its handle into the socket and then press its stock between the wheels *b b* until their segments are forced apart a sufficient distance to admit the stock, when they close behind it, pressing the stock against the packing or cushions projecting from the internal edges of said segments, firmly holding it to prevent all rattling and marring of the stock.

To secure the device to the dash of a vehicle I employ a pair of hooks, *E*, curved to the section of the iron dash-frame, and provided with a screw-nut, *c*, threaded on its shank.

At the side of the iron *F* of the dash-frame I make a pair of holes in the leather, and from the rear side thereof I insert the point of a hook in each hole and cause the hook to embrace the iron. Then I insert the shanks of the hooks through holes in the strap *A*, and secure the latter in place by screwing on the nuts *c*, as shown in fig. 2.

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

The construction and arrangement of the strap *A*, socket *B*, segments *O O*, provided with cushions *a a* and rollers *b b*, and the torsion-springs *D D*, substantially as described, for the purpose specified.

JAMES NELLIS.

Witnesses:

H. F. EBERTS,  
MYRON H. CHURCH.