

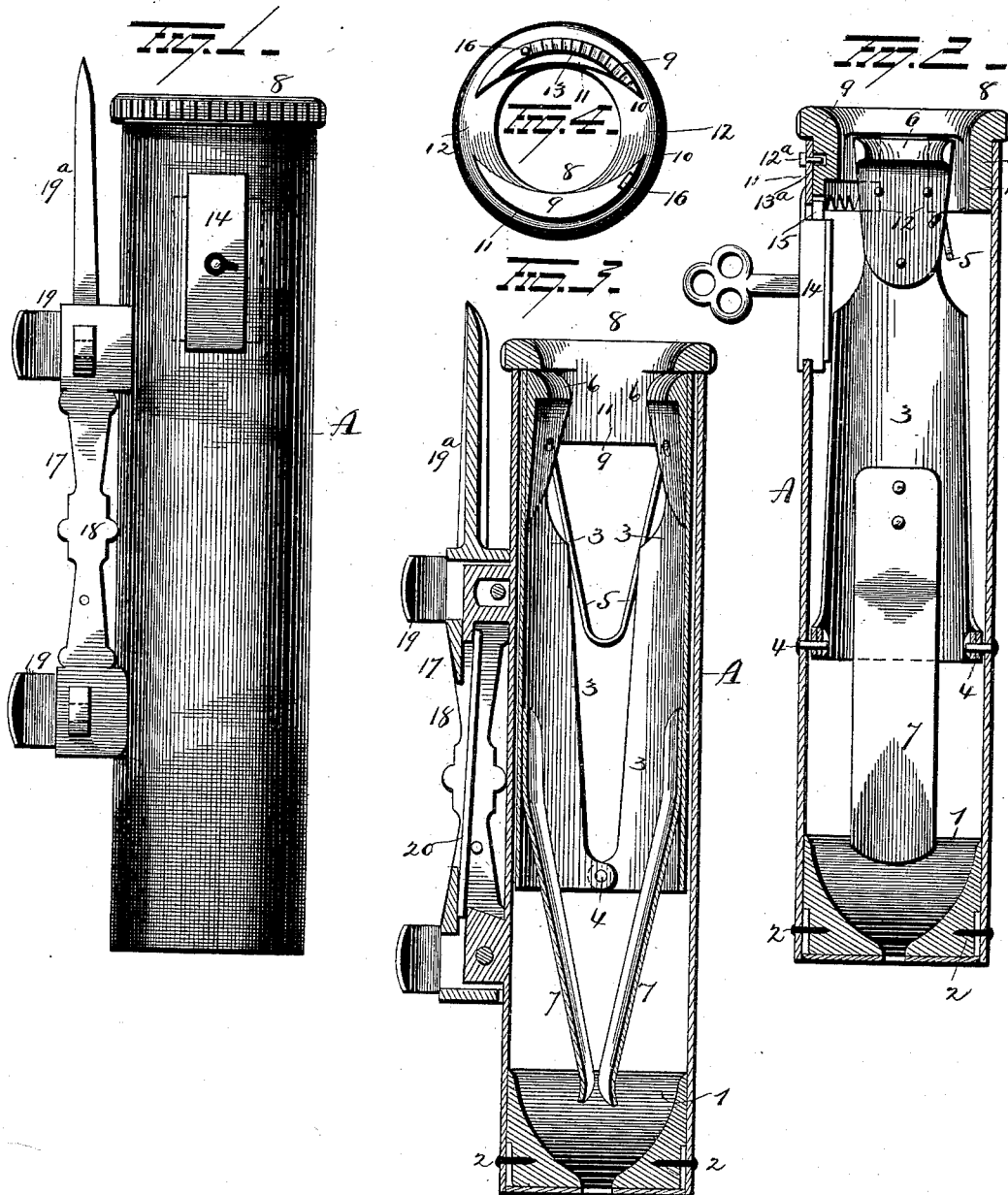
(No Model.)

2 Sheets—Sheet 1.

E. W. SWEIGARD.
WHIP SOCKET AND REIN HOLDER.

No. 422,656.

Patented Mar. 4, 1890.



Witnesses
E. W. Sweigard
G. F. Downing

Inventor
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By his Attorney
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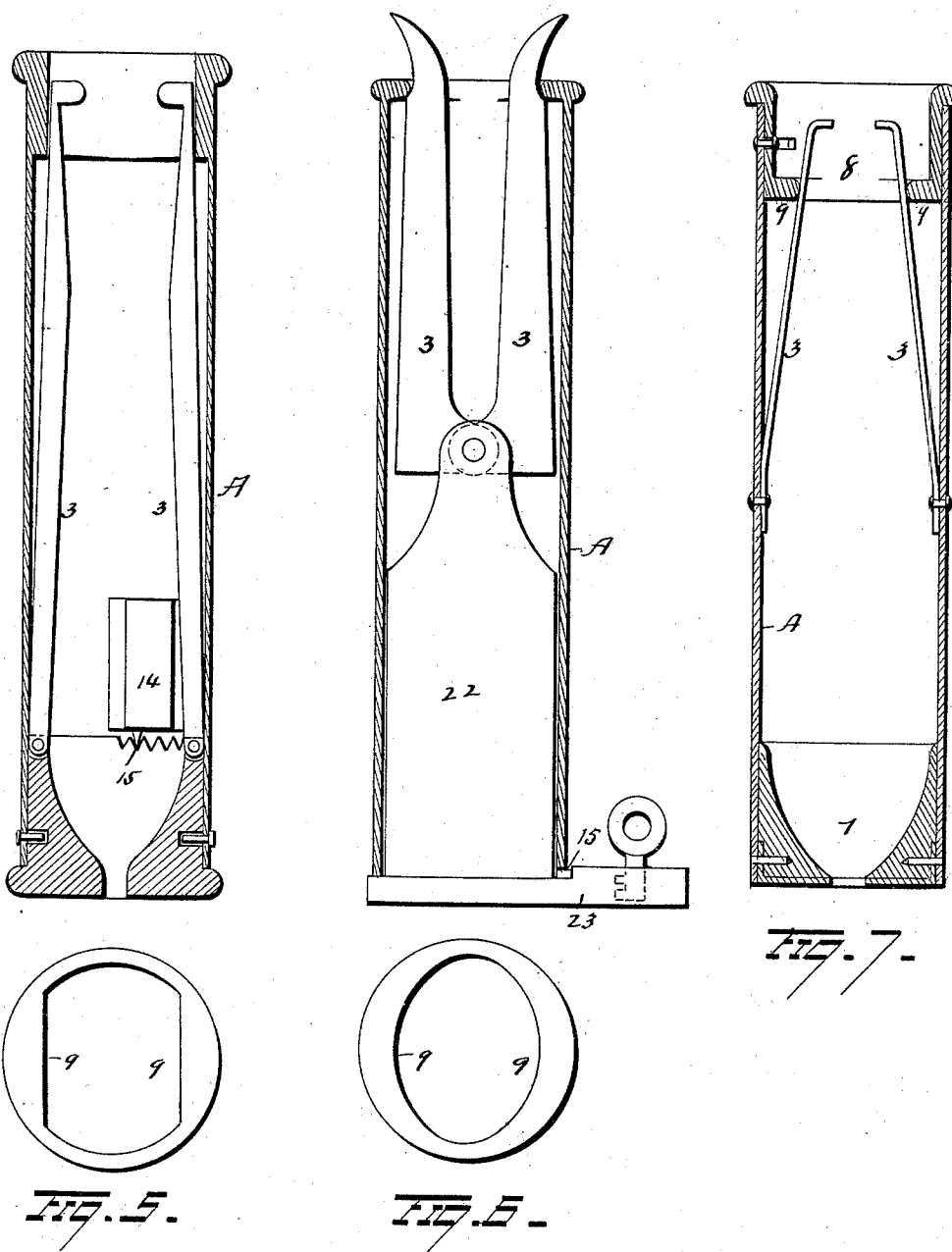
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UNITED STATES PATENT OFFICE.

EMANUEL W. SWEIGARD, OF HIGHSPIRE, PENNSYLVANIA.

WHIP-SOCKET AND REIN-HOLDER.

SPECIFICATION forming part of Letters Patent No. 422,656, dated March 4, 1890.

Application filed November 2, 1889. Serial No. 328,985. (No model.)

To all whom it may concern:

Be it known that I, EMANUEL W. SWEIGARD, of Highspire, in the county of Dauphin and State of Pennsylvania, have invented certain new and useful Improvements in Whip-Sockets and Rein-Holders; 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 appertains to make and use the same.

My invention relates to an improvement in combined whip-sockets and rein-holders, the object being to provide a neat-appearing device for attachment to the dash-boards of vehicles for holding whips and lines and for preventing the former from being removed accidentally or removed by force from the vehicle.

With this end in view my invention consists in certain novel features of construction and combinations of parts, as will be hereinafter described, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a side elevation. Fig. 2 is a sectional view. Fig. 3 is a detached view of the clamping-jaws. Fig. 4 is a detached view of the rotary operating-ring. Fig. 5 is a modification. Figs. 6 and 7 are also modifications.

A represents a tube, which constitutes the body or main portion of my improved whip-socket. This has a concaved bottom 1, preferably made of wood or rubber, removably held in place by pins or other means 2 2. A pair of clamping-jaws 3 3, substantially conical in shape when together and about semi-circular in cross-section, are pivotally supported at their lower ends by means of pins or screws 4 4. These jaws are confined within the tube and forced outward at the upper ends by the spring 5. The jaws at the upper ends are thickened inside, as shown at 6 6, to grip the whip, and the spread of these jaws is sufficient to receive the largest whip, and they may be made to hold the smallest whip-handle and retain it in the socket. The tendency of the spring 5 is to hold the jaws normally open; but a spring-jaw 7 projects downward from each clamping-jaw for the purpose of forcing the upper ends of the clamping-jaws against the whip with sufficient force to prevent wear on the whip or its accidental displacement due to the ordinary jolting of

the vehicle; but in addition to these features means is provided for locking the clamping-jaws against the whip, so that upon leaving the carriage the driver may leave his whip in its socket and quickly fasten it, rendering it impossible to remove it without having a key which will fit the lock and unlock it. To this end a ring 8 is loosely mounted on the upper end of the socket or tube A, the periphery of the portion outside of the tube being milled to facilitate in its manipulation. A pair of oppositely-located crescent-shaped lugs 9 9 depend from the ring into the tube far enough to embrace the upper ends of the clamping-jaws. These lugs are thin at their ends and thick at the middle 11 11, and the lugs are calculated to act as cams upon the ends of the jaws to force them toward each other or allow them to spread apart, accordingly as the thick or thin portions of the lugs are back of the jaws. The recess 12 12, formed between and forward of the thin ends 10 10, is of sufficient size to receive the ends of the clamping-jaws, thus leaving an unobstructed opening the size of the hole in the ring for the whip to pass. The thickened portion in the middle 11 11 extends about flush with the inner edges of the ring and gradually tapers toward the ends. This portion forces the clamping-jaws toward each other a distance to correspond with the size of the whip. A small pin or screw 12^a extends into the recess 13^a to hold the ring in the tube. It is necessary to hold this ring in position, and for this purpose the lower edge of one of the crescent-shaped lugs is furnished with teeth 13 13, and a lock 14 is provided with a bolt 15, which is adapted to engage the teeth 13 13 on the lug to lock it in position. The projections 16 16 limit the ring to a one-fourth turn. The ring is milled on its periphery to render it easy to turn it. The tube is held to the dash-board by small clips 19 19, secured to the rein-holder, now to be described, at suitable distances apart.

The numeral 17 represents the rein-holder, which the clips 19 19 hold to the dash, and to which the tube A is pivoted. This holder conveniently consists of a small skeleton frame 18, having a blade 19^a at its upper end, with flanged edges, between which and the

side of the tube the reins are crowded. A spring 20 forces the tube yieldingly toward the blade and holds the reins tightly. With this device it requires considerable force to
 5 pull the lines forward out of the holder; but the pressure is not sufficient to prevent their removal edgewise or by pushing them upward.

In the modification shown in Fig. 5 the
 10 milled ring or band is at the bottom or core, and the core has teeth for the lock to engage. The clamping-jaws are pivoted to the core, so that the clamps, core, and milled ring are turned together. Instead of the movable
 15 ring at the top with the crescent-shaped lugs, the tube is thickened at this point by means of lugs or otherwise to force the clamping-jaws together. In this form the device is operated from the bottom.

In the form shown in Fig. 6 a short tube
 20 22 is placed inside the tube A, and the clamping-jaws are pivoted to these. This inner tube is turned by means of a lever 23 at the lower end, and the lock is placed inside of this lever.
 25

In the modification shown in Fig. 7, instead of the conical semicircular clamping-jaws, flat or half-round pieces of suitable
 30 metal with a slightly turned-in top end of most any length might be hinged, pivoted, or soldered to the sides of the main tube. The revolving portion or top might be constructed from a short piece of tube thickened at its lower end by lugs or otherwise, with a milled
 35 ring or band soldered or riveted to its upper end.

It is evident that slight changes might be resorted to in the form and arrangement of the several parts described without departing
 40 from the spirit and scope of my invention, and hence I do not wish to limit myself to the particular construction herein set forth; but,

Having fully described my invention, what
 45 I claim as new, and desire to secure by Letters Patent, is—

1. The combination, with a socket and movable clamping-jaws therein, of a movable ring
 50 resting on the upper open end of the socket and overlapping said end, and provided on its inner face with cams against which the free upper ends of the clamping-jaws rest, and a lock for locking the ring against movement, substantially as set forth.

2. The combination, with a socket and
 55 clamping-jaws located therein, the said jaws being pivoted together at points between their ends and bent inwardly toward each other at their lower ends, whereby the weight of the whip on said converging lower ends forces
 60 the opposite ends of the jaws against the

whip, of a movable ring having cams thereon for holding the jaws in closed position, and a lock for locking the ring against movement, substantially as set forth.

3. The combination, with a socket and cams
 65 located at the upper open end thereof, of clamping-jaws having their upper free ends in contact with said cams, and a movable ring located at one end of said socket for
 70 changing the relative positions of the cams and jaws, the said ring projecting beyond the end of the socket and overlapping said ends, substantially as set forth.

4. The combination, with a frame having
 75 means for its attachment to the dash-board of a vehicle, of a whip-socket pivoted to said frame at or near the lower end of same, a spring for yieldingly holding the upper end
 80 of the socket toward the frame, and a connection above the spring for limiting the outward movement of the upper end of the socket, substantially as set forth.

5. The combination, with a tube having
 85 movable clamping-jaws therein, and means for regulating their positions and locking them in position, of a skeleton frame to which the tube is pivoted, a spring for retaining the tube in position, and clip-plates for holding
 90 the blade to the dash-board of a vehicle, substantially as set forth.

6. The combination, with a tube or socket,
 95 of a pair of pivoted clamping-jaws, a spring for holding them normally separated, spring-plates projecting from their lower ends toward each other, a ring having crescent-shaped lugs encircling the free ends of these jaws, the said ring resting on the upper open
 100 end of the socket and overlapping said end, and a lock for securing the ring in place, substantially as set forth.

7. The combination, with a tube or socket,
 105 a pair of semicircular tapering clamping-jaws pivoted therein, said jaws having holding-lugs projecting inwardly at their free ends, a spring for holding the jaws apart, and spring-plates projecting out at the pivoted ends, of a rotary ring having connection with the free
 110 ends of the jaws, said ring having crescent-shaped lugs adapted to operate upon the jaws to force them toward each other or allow them to separate from each other, one of said lugs having teeth, and a lock having a slide-bolt adapted to engage the teeth for securing the
 115 ring in position, substantially as set forth.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

EMANUEL W. SWEIGARD.

Witnesses:

O. P. PARTHMORE,
 J. G. BAKER.