H. W. NEAL.

Whip-Socket and Rein-Holder.

No. 204,072. Patented May 21, 1878.

Fig. 1.

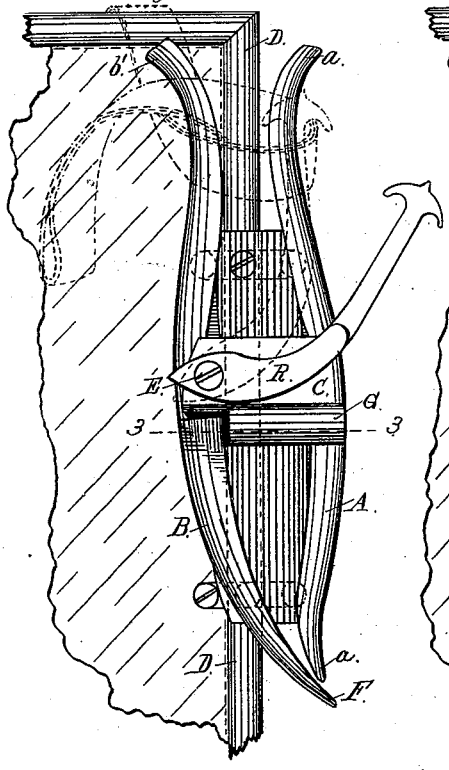


Fig. 2.

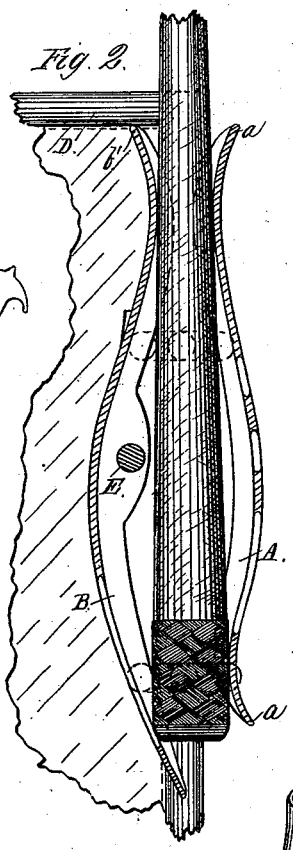


Fig. 4.

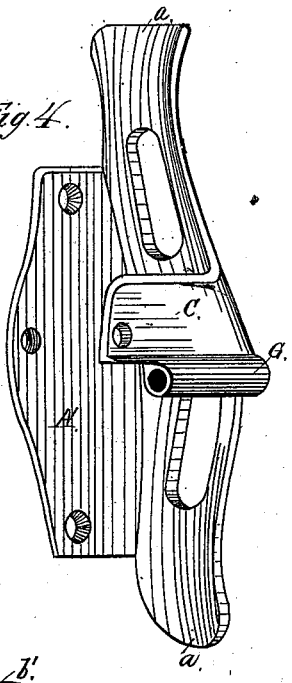


Fig. 3.

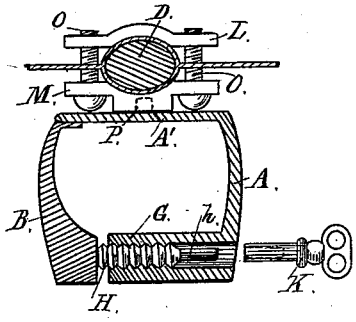
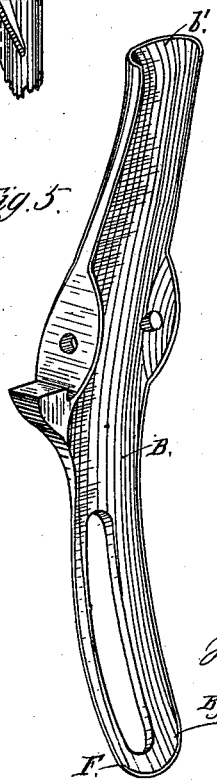


Fig. 5.



Attest:

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UNITED STATES PATENT OFFICE.

HENRY W. NEAL, OF WELLSVILLE, PENNSYLVANIA.

IMPROVEMENT IN WHIP-SOCKETS AND REIN-HOLDERS.

Specification forming part of Letters Patent No. **204,072**, dated May 21, 1878; application filed March 27, 1878.

To all whom it may concern:

Be it known that I, HENRY W. NEAL, of Wellsville, in the county of York and State of Pennsylvania, have invented a certain new and Improved Whip-Socket and Rein-Holder, of which the following is a specification:

My improved whip-socket is constructed of two parts or members, consisting of a stationary jaw, which is fixed to the dash or other part of the vehicle, and a hinged jaw pivoted to the former, said jaws being concave longitudinally as well as transversely on their inner faces, and being so shaped and connected that the lower end of the hinged jaw will project beneath the extremity of the stationary jaw, so as to form a bottom for the socket, and, by the pressure of the whip-butt against said projecting lower end, will cause its upper part to bear against the whip-handle, which is thus firmly grasped between the upper ends of the jaws. The stationary jaw is made with a flat back, by which it may be attached to the dash or other part, and with a front lug, in which the hinged jaw is pivoted, and with a threaded socket, carrying a screw, by which the socket may be locked upon the whip, as hereinafter described.

The rein-holder consists of an arm pivoted to the side of the socket, and working in connection therewith.

In the accompanying drawings, Figure 1 is a front view of my improved whip-socket and rein-holder attachment. Fig. 2 is a longitudinal section of the socket, showing a whip in position. Fig. 3 is a section on the line 3 3 of Fig. 1. Fig. 4 is a perspective view of the stationary jaw. Fig. 5 is a perspective view of the hinged jaw.

A represents the stationary jaw, which is constructed with a flat back, A′, for attaching it to the dash D or other part of the vehicle, and with a concavo-convex side, the ends being curved outward, as shown at *a a*. B is a hinged jaw, which is secured to the jaw A by a screw-pivot, E, passing through a lug, C, which is cast or forged in one piece with the stationary jaw A. The jaw B is formed longitudinally with a parabolic curve, as shown in Fig. 1, its upper end being curved outward, as shown at *b′*, and its lower end curved inward and projected, as shown at F, beneath the lower extremity of the jaw A, so as to form a bottom for the socket. Transversely the jaw B has any desirable concavo-convex form which may correspond with the transverse curvature of the jaw A, so that the interior faces of the two jaws will form together a socket suitable for the reception of the whip-handle.

G represents a barrel or socket, cast or formed on the stationary jaw A beneath the lug C, with a screw-thread for the reception of a locking-screw, H, the head of which, *h*, is of square or other suitable shape to receive a key, K. The pivot E is preferably located below the longitudinal center of the jaw B.

My rein-holder consists of an arm, R, with a hook or harpoon shaped top, working upon the same pivot as the socket-jaw B, and forming a clamp by shutting against the front and side of the whip-socket, so as to hold the rein securely. The rein first passes over the top of the dash-board, and is then drawn to the under side of the arm R, then over the top, as shown in Fig. 1, so that when the arm is closed with the rein so crossed it will hold securely.

The socket is readily secured either to the dash, bed, or post of the vehicle, or may be applied with ease, even in difficult places, by taking it apart and putting it on in sections.

For fastening it to a wooden dash ordinary wood-screws are employed; or it may be secured by rivets or bolts in any suitable manner. For fastening it to an iron-frame dash I prefer to employ clips, such as are shown in Fig. 3, consisting of two parts, L M, of suitable shape to pass around the bead of the dash, and fastened together with bolts O. These clips are provided with holes to receive the screws P, by which the stationary part A of the socket is fixed to the clips.

By thus making the socket in sections, and providing various means for its attachment, I am enabled to apply and fasten it securely in any place where a socket is required.

The working-jaw B of the socket, when closed at bottom and opened at top, is so shaped that it always overlaps or projects beyond the bottom of the stationary jaw, so that when it recedes at bottom from the stationary jaw to receive the butt of the whip the bottom of the socket is still closed. Hence the smallest whip

in use cannot drop through, but a whip of any size wedges itself within the socket, and is securely held by the pressure of the upper part of the jaws.

The lock H is adapted to operate with equal effect in any position of the jaw B. Hence a whip of either large or small size is locked and held within the socket with like security.

I am aware that a whip-socket has before been provided with a pivoted jaw applied within it in such a manner as to clamp the whip automatically. This, therefore, I do not claim.

The following is what I claim as new and desire to secure by Letters Patent:

1. The whip-socket herein described, consisting of a stationary concave jaw, A, constructed with a front lug, C, and a flat back, A′, by which it is attached to the dash or other part of the carriage, and a movable concave jaw, B, connected to the first by a pivot, E, passing through the lug C and jaw B and into the back A′, substantially as specified.

2. The stationary jaw A, constructed with a flat back, A′, connecting-lug C, and barrel G, as and for the purposes specified.

3. The combination, with the jaws A B, pivoted together, of the locking-screw H, fitted in a threaded socket in the jaw A, and bearing against the jaw B below the pivot, as described.

4. The combination of the whip-socket A B and the arm R, turning on the pivot E, so as to serve as a rein-holder, in the manner described.

In testimony of which invention I hereunto set my hand this 9th day of March, 1878.

H. W. NEAL.

In presence of—
P. S. BENTZ,
ROSE A. ALTLAND.