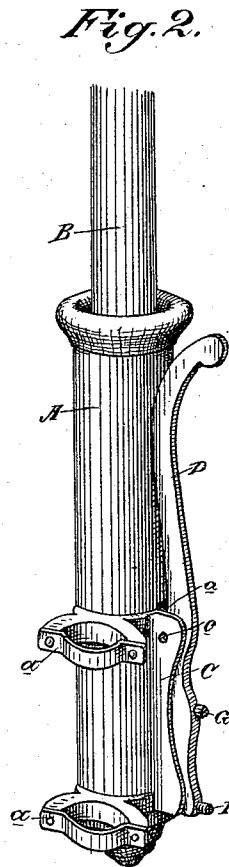
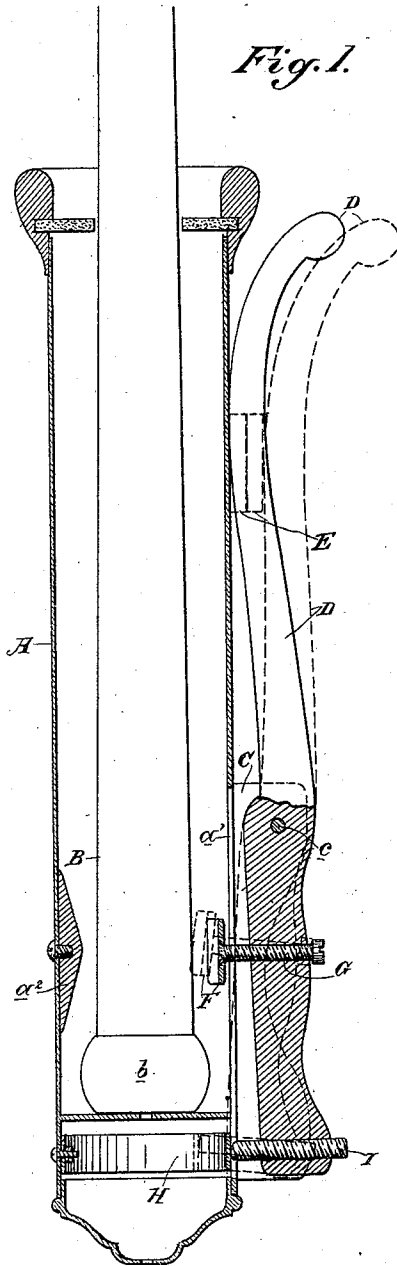


(No Model.)

T. F. BURKHARD.
WHIP SOCKET AND REIN HOLDER.

No. 478,310.

Patented July 5, 1892.



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UNITED STATES PATENT OFFICE.

THEODORE F. BURKHARD, OF SAN FRANCISCO, CALIFORNIA.

WHIP-SOCKET AND REIN-HOLDER.

SPECIFICATION forming part of Letters Patent No. 478,310, dated July 5, 1892.

Application filed September 21, 1891. Serial No. 406,403. (No model.)

To all whom it may concern:

Be it known that I, THEODORE FRANK BURKHARD, a citizen of the United States, residing in the city and county of San Francisco, State of California, have invented an Improvement in a Combined Whip-Socket and Rein-Holder; and I hereby declare the following to be a full, clear, and exact description of the same.

My invention relates to the general class of vehicle attachments, and especially to the classes of whip-sockets and rein-holders.

It consists in a socket to receive the whip-butt, a swinging lever-arm adapted to receive and hold the reins between itself and said socket, and a locking device operated by the movement of the lever-arm in receiving and releasing the reins to hold and relieve the whip-butt.

It also consists in novel details of construction and arrangement hereinafter fully described, and specifically pointed out in the claims.

The object of my invention is to provide a combined whip-socket and rein-holder in which when the reins are in the holder and the vehicle left unattended the whip shall be locked in its socket and cannot readily or easily be snatched from place and stolen; also, to provide in connection with the whip-socket a simple, convenient, and effective rein-holder.

Referring to the accompanying drawings for a more complete explanation of my invention, Figure 1 is a vertical section of my combined whip-socket and rein-holder, the full lines showing the position of parts when the reins are not in the holder and the dotted lines showing their position when the reins are in the holder. Fig. 2 is a perspective view of my device, the reins not being shown.

A is a socket to receive the whip-butt B and provided with suitable clamps *a*, by which it is secured to the dash-board. The whip-butt has the usual enlarged end *b*. Pivoted at *c* to bearing-flanges C on the side of the socket is the lever-arm D, the upper end of which extends beside the socket and is bent outwardly to provide easy entrance for the reins E into the space between said lever-arm and whip-socket. The lever-arm D below its pivotal point is adapted to play through a

slot *a'* in the whip-socket, which said slot is guarded and bounded by the spaced flanges C, to which the lever-arm is pivoted and between which it plays; thus making a neat joint. This portion of the lever-arm carries a lock-plate F, which lies within the socket and is adapted by its inward and outward movement to vary the diameter of the passage in the whip-socket, and thus to permit and to prevent the insertion and withdrawal of the whip-butt. The lock-plate may regulate this alone; but it preferably acts in conjunction with a fixed opposing plate or abutment *a*² in the whip-socket. The lock-plate F is carried on the inner end of a screw-pin G, which passes through the lever-arm and, being adapted to be reached from the outside, can be turned to adjust the position of the lock-plate farther in or out to suit different thicknesses of whips.

Within the lower portion of the whip-socket, under the supporting-base of the whip-butt and above the bottom cap, is seated a spring H, against which an adjustable screw I in the lower end of the lever-arm bears. This spring, pressing out on the lower end of the lever-arm, normally holds the lock-plate F back out of the way of the whip-butt and holds the upper end of the lever-arm in, whereby it is enabled to bind tightly upon the reins. The adjustment of the screw I regulates the tension of the spring H.

The operation of my device is as follows: The normal position of parts is such that the whip-butt may be freely inserted in and removed from the socket and the lever-arm is pressed closely against the side of the socket. When, however, the reins are forced in between the upper end of the lever-arm and the socket, the lower end of the lever-arm is thereby forced inwardly and its lock-plate F will be forced in, thereby decreasing the diameter of the passage in the whip-socket and confining the whip-butt therein, as the enlarged end *b* of the whip-butt cannot pass said plate. Thus the reins are held and the whip is secured. Upon taking the reins out of the space between the lever-arm and socket the spring H will throw the lock-plate F back, and will thus increase the space and allow the whip to be withdrawn.

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

1. The combined whip-socket and rein-holder consisting of the socket, the lever-arm pivoted to its side, the spring in the lower end of the socket under the supporting-base of the whip-butt operating on the lower end of the lever-arm, and the adjustable lock-plate on the lever-arm operating in the socket to confine and to relieve the whip-butt, substantially as herein described.

2. The combined whip-socket and rein-holder consisting of the socket, the spring-controlled lever-arm pivoted to its side, the lock-plate on the lever-arm operating within the socket to confine the whip-butt, and the fixed abutment-plate in the socket opposite the lock-plate, substantially as herein described.

3. The combined whip-socket and rein-holder consisting of the socket, the spring-controlled lever-arm, the lock-plate of said arm, and the adjusting-screw for regulating the position of the lock-plate, substantially as herein described.

4. The combined whip-socket and rein-holder consisting of the socket, the lever-arm pivoted thereto and having the lock-plate, the spring in the socket, and the adjusting-screw in the lever-arm bearing on the spring and adapted to regulate its tension, substantially as herein described.

5. The combined whip-socket and rein-holder consisting of the socket A, having the abutment-plate a^2 within it, the slot and the flanges, and the spring H in its lower portion, the lever-arm pivoted to said flanges and playing between them and through the slot, the adjustable lock-plate on the lever-arm operating within the socket, and the adjusting-screw in the lower end of the lever-arm bearing on the spring, substantially as herein described.

In witness whereof I have hereunto set my hand.

THEODORE F. BURKHARD.

Witnesses:

S. H. NOURSE,
J. A. BAYLESS.