

(No Model.)

R. P. REDMOND & W. WYTHER.
COMBINED WHIP SOCKET AND REIN HOLDER.

No. 539,960.

Patented May 28, 1895.

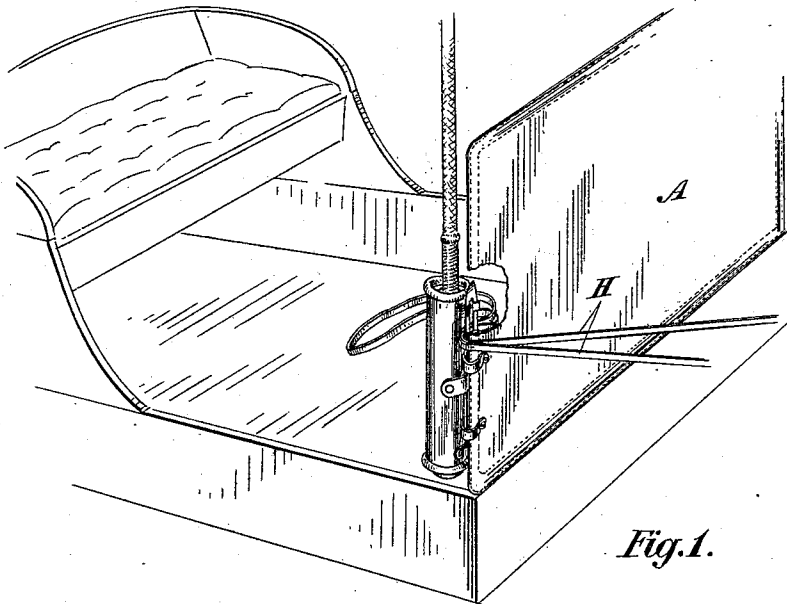


Fig. 1.

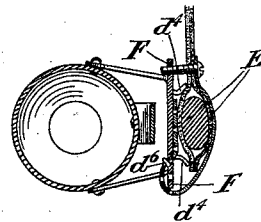
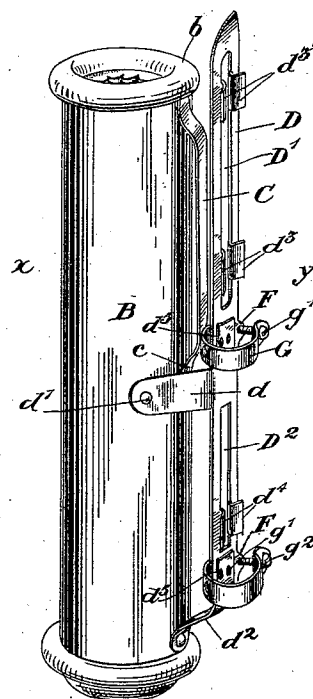


Fig. 3.

Witnesses.

W. F. McSherry
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Inventors.

R. P. Redmond
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by W. H. Thompson & Co. attys.

Fig. 2.

UNITED STATES PATENT OFFICE.

RUFUS P. REDMOND AND WILLIAM WYTHER, OF TORONTO, CANADA.

COMBINED WHIP-SOCKET AND REIN-HOLDER.

SPECIFICATION forming part of Letters Patent No. 539,960, dated May 28, 1895.

Application filed November 26, 1894. Serial No. 529,930. (No model.)

To all whom it may concern:

Be it known that we, RUFUS P. REDMOND and WILLIAM WYTHER, of the city of Toronto, in the county of York, in the Province of Ontario, Canada, have invented certain new and useful Improvements in a Combined Whip Socket and Rein-Holder, of which the following is a specification.

Our invention relates to an improved combined whip socket and reinholder and the object of the invention is to provide a very simple and efficient device for holding the reins, attached to the whip socket, and which will also provide a means for attaching the whip socket to the outside edge of the dash board and it consists essentially of a spring rib extending along the upper portion of the whip socket and secured at the lower end to the same and an attaching plate being also secured at the lower end outside of the spring rib between which the reins are frictionally held, means being provided in connection with the attaching plate for securing the device to the dash board as hereinafter more particularly explained.

Figure 1 is a perspective view showing portion of a vehicle with our combined whip-socket and rein-holder secured in position to the side edge of the dashboard. Fig. 2 is an enlarged perspective detail of our combined whip-socket and rein-holder. Fig. 3 is a sectional plan on the line *x y*, Fig. 2.

In the drawings like letters of reference indicate corresponding parts in each figure.

A, is the dash board; B, the whip socket; C, a spring rib, which is secured at the lower end at *c*, to the whip socket and is bent in the form shown at the lower and upper ends. The upper end is unfastened and extends into the hole in the top rim, *b*, of the socket.

D, is an attaching plate, which is provided with inwardly extending arms, *d*, below its center and below the lower end of the spring rib C, by which they are attached by rivets, *d'*, to the socket, B. The bottom of the plate, D, is bent at, *d''*, and riveted near the bottom of the whip socket. The plate, D, is provided with an upper and lower slot, *D'*, *D''*, respectively. Extending outwardly obliquely from the edge of the upper slot, *D'*, are wings, *d'''*, and extending outwardly obliquely from the edge of the lower slot, *D''*, are wings, *d''''*.

These wings are brought against the rib, E, of the dash board and serve to hold the socket in a vertical position.

F, are lugs extending outwardly from each side of the plate, D, opposite the unslotted portion.

G, are two metal straps, which are bent in the form shown the inner end extending through minor slots, *d''''*, made in the plate, D, between the lugs, F, and to one side. The inner ends of the straps, G, are provided with a series of holes, *g'*, which are designed to fit over a teat, *d''''*, extending outwardly and rearwardly from the plate in juxtaposition to the slots *d''''*. One of the holes of each strap is passed over a teat *d''''*, so as to hold this end of the strap securely to the plate. The free end of the strap is passed over the rib, E, formed on the edge of the dash board and screws, *g''*, are passed through the free ends of the strap and the dash board to the inside of the rib and then into the lug, F, thereby securing the device in position.

The reins, H, are passed downwardly between the spring rib, C, and the attaching plate, D, as indicated in Fig. 1, the spring rib serving to frictionally hold the reins in position when not in use and yet allow of their ready withdrawal upwardly upon sufficient force being applied.

What we claim as our invention is—

1. In combination, the whip socket, the attaching plate, the longitudinally extending rib having the inwardly bent lower end rigidly attached to the socket and the correspondingly bent upper end removably held beneath the rim of said socket, the intermediate portion of said rib being capable of springing toward said socket when the reins are inserted between said rib and attaching plate, substantially as described.

2. In combination, the whip socket, the attaching plate secured thereto, said socket having an overhanging lip and the spring rib secured at its lower end to the periphery of said socket, its upper end being removably held by said lip, substantially as described.

3. In combination, the whip socket, the attaching plate, the post, the strap secured to said plate and engaging the outer side of said post for supporting the parts, and the auxiliary holding means consisting of the pairs of

wings d^3 extending from the face of said plate and providing a seat for the inner side of said post between their opposite faces.

4. In combination, the whip socket, the attaching plate, the slots d^5 in said plate, the teats projecting in proximity to the same, the strap provided with a series of holes, said strap being attached at one end, the opposite end projecting through said slot d^5 , the said teats engaging with one of said openings and holding the strap in place.

5. In combination, the socket, the attaching

plate, the dash board, the strap having one end adjustably attached to said plate, said strap encircling the end of the dash and the screw passing through the opposite end of the strap and through the dash and secured in said plate for holding said strap, substantially as described.

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Witnesses:

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