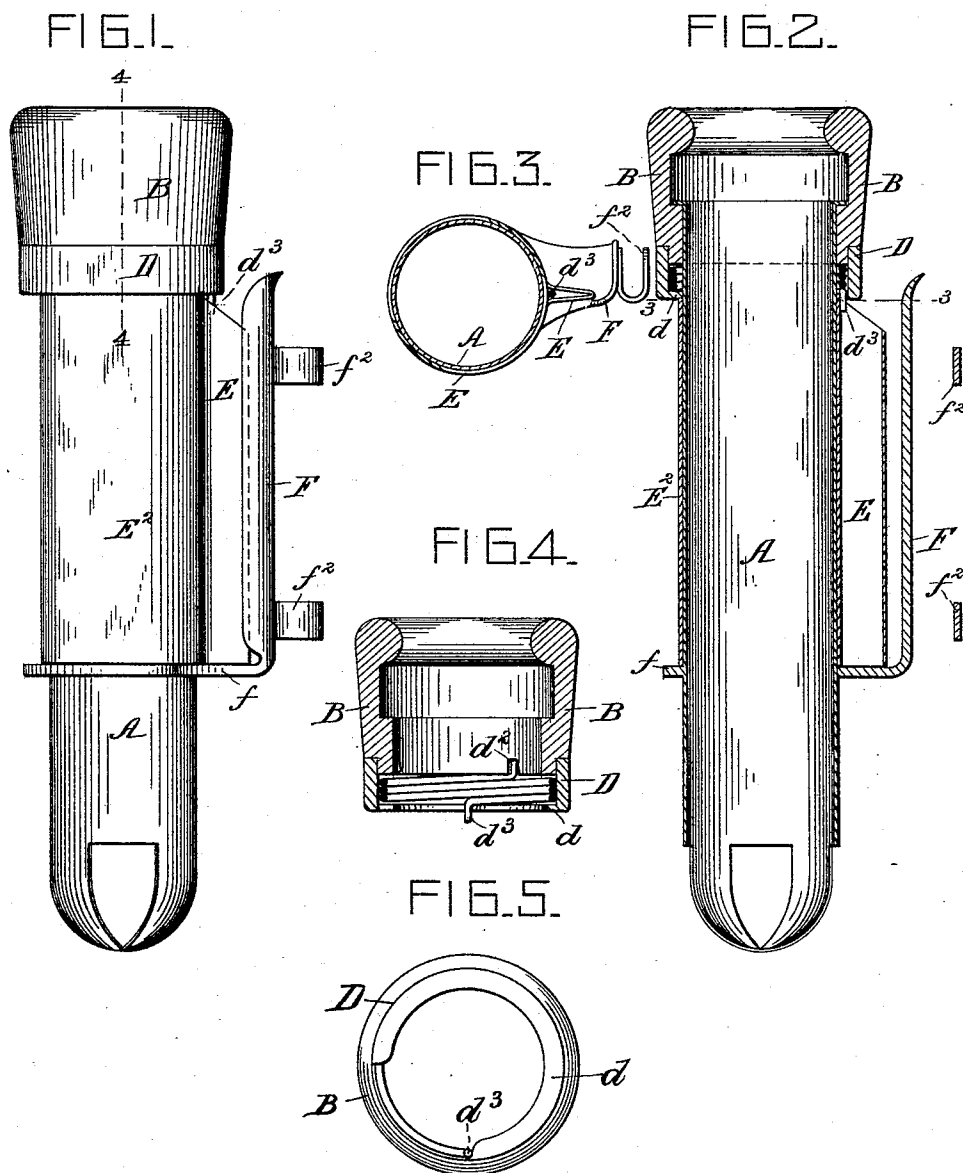


(No Model.)

W. H. HANEY.
COMBINED WHIP SOCKET AND REIN HOLDER.

No. 486,547.

Patented Nov. 22, 1892.



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UNITED STATES PATENT OFFICE.

WILLIAM H. HANEY, OF ELMWOOD PLACE, OHIO.

COMBINED WHIP-SOCKET AND REIN-HOLDER.

SPECIFICATION forming part of Letters Patent No. 486,547, dated November 22, 1892.

Application filed July 8, 1892. Serial No. 439,346. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. HANEY, a citizen of the United States, residing at Elmwood Place, Hamilton county, State of Ohio, have invented certain new and useful Improvements in a Combined Whip-Socket and Rein-Holder, of which the following is a specification, reference being had to the accompanying drawings.

The object of my invention and the features of novelty and utility therein contained will be apparent from the detailed description hereinafter set forth.

In the accompanying drawings, Figure 1 is a perspective view of my improved whip-socket and rein-holder detached from a vehicle-dash, to which it is designed to be attached. Fig. 2 is a central longitudinal section of Fig. 1. Fig. 3 is a transverse section taken on the dotted line 3 3 of Fig. 2, looking toward the bottom of said latter figure. Fig. 4 is a vertical section taken on the dotted line 4 4 of Fig. 1 through the cap and spring-retaining ring, said cap and ring being detached from the main body portion of the whip-socket. Fig. 5 is a bottom plan view of the cap and ring shown in Fig. 4.

My improved combined whip-socket and rein-holder is preferably constructed as follows:

The body portion A of the whip-socket may be formed of any suitable material, thin metal being preferred, with a detachable cap B adapted to fit over and be retained on the top of said body portion, as shown. To the bottom of cap B is preferably secured a spring-retaining ring D, having an inwardly-projecting flange *d* around about two-thirds of its lower peripheral face, as more clearly shown in Fig. 5, said flange being adapted to rest against the outer surface of the body portion A, as shown in Fig. 2. It is preferred to form this ring D separate from the cap B; but if desired said ring and its flange may be formed in one piece and integral with said cap. Within the ring D is secured a coiled spring, one end *d*² of said spring engaging with and preferably resting within a notch in the lower face of cap B, as shown, the other end *d*³ of said spring engaging with the top portion of the movable clamp E of the rein-holder, as shown in Figs. 1 and 2.

The clamp E is revolvably connected to the body portion A of the socket. It may be thus connected in a variety of ways, but is preferably formed and connected thereto as shown. When constructed as shown, the clamp E is formed by first bending a strip of suitable metal in a tubular form to fit over the body A of the socket and then forcing the surplus metal outward, forming said clamp, as more clearly shown in Fig. 3. The outer longitudinal edge of clamp E impinges against the inner face of the upright support F, which latter has a base *f*, rigidly connected to the body A of the whip-socket. The support F is preferably provided with suitable looped brackets *f*² to engage with the outer edge of a vehicle-dash in the usual manner.

The several parts of my invention are readily put together as follows, viz: The support F is first rigidly connected to the body portion A, after which the tubular portion E² of the clamp is slipped over the top of body A, said tubular portion resting on the base *f* of said support, as shown, in which position the clamp E and its tubular portion E² are capable of revolving on the body portion A. The ring D is then placed on the cap B, one end of the coiled spring engaging with said cap, as aforesaid. The cap and ring are next put to place over the top of body A, as shown, the lower end *d*³ of the coiled spring engaging in the top of clamp E, as shown. The cap, ring, and spring are then turned on said body portion until the end *d*³ of the spring forces the clamp E against the inturned face of support F, at which time the top edge of the body A is securely fastened to the inner face of cap B in any desired manner. It will thus be seen that the resiliency of the coiled spring will retain the clamp against said support, excepting when the reins are interposed, as will presently appear. The cut-away portion of flange *d* will permit the projecting portion *d*³ of the spring to play therein, and by this means the clamp E and its tubular portion E² are capable of being revolved on the vertical body portion A.

The operation of my improved whip-socket and rein-holder is readily observable, the butt of the whip resting within the body portion A, while the reins are drawn down between the clamp E and support F. The resiliency

of the coiled spring will retain the said clamp firmly against the reins until the latter are removed from place.

5 The device as a whole is simple of construction and cheap of manufacture, and is readily attached to a vehicle.

All the advantages of a whip-socket and a rein-holder are combined in my device.

10 What I claim as new, and desire to secure by Letters Patent, is—

15 1. The tubular socket A, having a detachable cap B, fitted over the top of said socket, and a support, as F, rigidly connected thereto, in combination with a clamp E, revolubly connected to said socket, and a coiled spring located within the lower portion of said cap and around the outer top portion of the socket, the end portions of said spring being connected to said cap and clamp, respectively, and
20 suitable means for attaching the support to a vehicle, substantially as set forth.

2. The tubular socket A, cap B, and ring D,

fitted over the top of said socket, with a coiled spring within said ring, support F, rigidly connected to said socket, in combination with 25 clamp E, having a tubular portion E², engaging a portion of the socket, the free ends of said spring being connected to said cap and clamp, substantially as specified.

3. The tubular portion A, having a vertical 30 support F, connected thereto, cap B and ring D, fitted over the top of said tubular portion, said ring having an inwardly-projecting flange *d* around a portion of its lower face, and a coiled spring within said ring, in combination 35 with a clamp revolubly connected to said tubular portion, the ends of said spring being connected to said cap and clamp, respectively, and suitable means for connecting said support to the vehicle.

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Witnesses:

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