(No Model.)

F. M. MOULTON & F. W. COE.

COMBINED WHIP AND REIN HOLDER.

No. 343,055. Patented June 1, 1886.

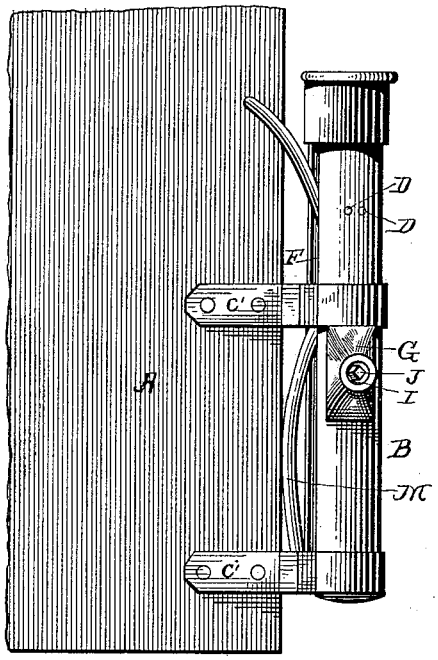

Fig. 1.

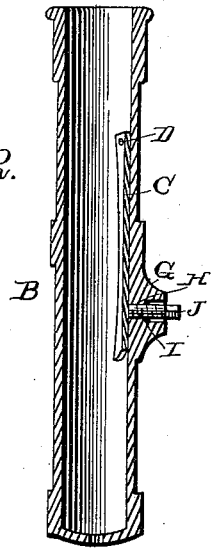

Fig. 2.

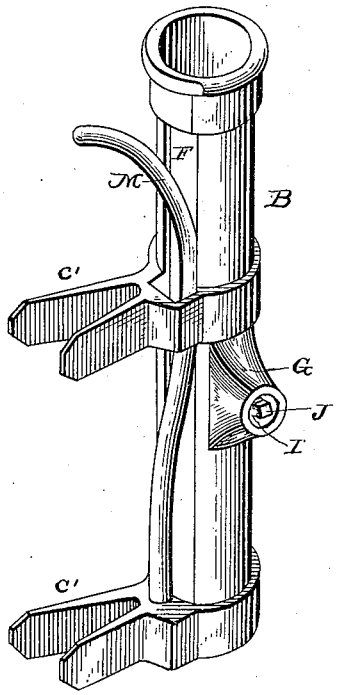

Fig. 3.

WITNESSES

P. Tuggitt.

P. Abbasi.

INVENTORS

F. M. Moulton

F. W. Coe

by Auburn & Smith

their ATTORNEYS

UNITED STATES PATENT OFFICE.

FORDYCE M. MOULTON AND FREDERICK WILLIAM COE, OF VERGENNES, VT.

COMBINED WHIP AND REIN HOLDER.

SPECIFICATION forming part of Letters Patent No. 343,055, dated June 1, 1886.

Application filed March 13, 1886. Serial No. 195,137. (No model.)

To all whom it may concern:

Be it known that we, FORDYCE M. MOULTON and FREDERICK WILLIAM COE, citizens of the United States, residing at Vergennes, in the county of Addison and State of Vermont, have invented certain new and useful Improvements in a Combined Rein and Whip Holder and Whip-Lock; and we do 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, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a view of our improved rein and whip holder attached to dash-board. Fig. 2 is a vertical section of the same taken through the lock. Fig. 3 is a perspective view.

Our invention relates to combined rein-holders, whip-sockets, and whip-locks; and it consists in the construction and novel combination of parts, as hereinafter fully described, and pointed out in the claim.

Referring by letter to the accompanying drawings, A designates the dash-board of a vehicle, or that portion of the vehicle to which our improved device is to be secured ready for use.

B is the body of the whip-socket, which is provided with attaching-arms c' c', by which to connect it to the vehicle. The whip-socket B is slotted or open at F in the side, the opening extending nearly the entire length of the socket. A bent spring, M, is secured at its lower end in the solid portion of the socket B, near the lower attaching arms, c', and extends up along the slot F, passing through the spring-guide near the middle of the socket to which the upper attaching-arms, c', are connected. The bent part of this spring M then passes through the slot F into the socket, so as to press on the whip and keep it from moving when the vehicle is in motion. The upper end being bent outward, it passes up outside of the socket to the top, and thereby forms a rein-holder, where the reins are held fast by simply pressing them down between the end of this spring M and the body of the whip-socket, where the occupant will always find them safe where he left them. The reins are instantly removed by simply raising them from the holder.

The whip-socket B is provided on its interior with a flat spring, C, shaped to the interior of the socket and rigidly secured therein at or near its upper end by rivets D D. At one side, preferably the rear side, the socket is provided with a seat, G, having internal threads, H, and in this seat G is a screw, I, with a head, J, adapted to receive a key by which to turn it either to force the spring C inwardly at an angle against the whip, to lock and hold it securely in place from being lost or stolen, or to turn the screw outwardly to permit the ready removal of the whip, when desired.

Thus having described our invention and the operations thereof, we wish to use the entire combination of rein and whip holder and whip-lock as herein described; but if at any time it is desired to combine only the rein and whip holder, leaving off the lock, or the lock and socket, leaving off the rein-holder, we wish to reserve the right to vary the same without departing from the spirit of the invention.

Having described this invention, what we claim, and desire to secure by Letters Patent, is—

As an improved article of manufacture, a whip-socket, whip-lock, and rein-holder consisting of a slotted socket, a spring arranged in the socket and secured at one end, a threaded key bearing in the wall of the socket and engaging the free end of the spring, and a curved spring-bar passing through the slot of the socket to engage a whip and out again to engage a rein, substantially as specified.

In testimony whereof we affix our signatures in presence of two witnesses.

FORDYCE M. MOULTON.
FREDERICK WM. COE.

Witnesses:
J. DALRYMPLE,
W. R. DALRYMPLE.