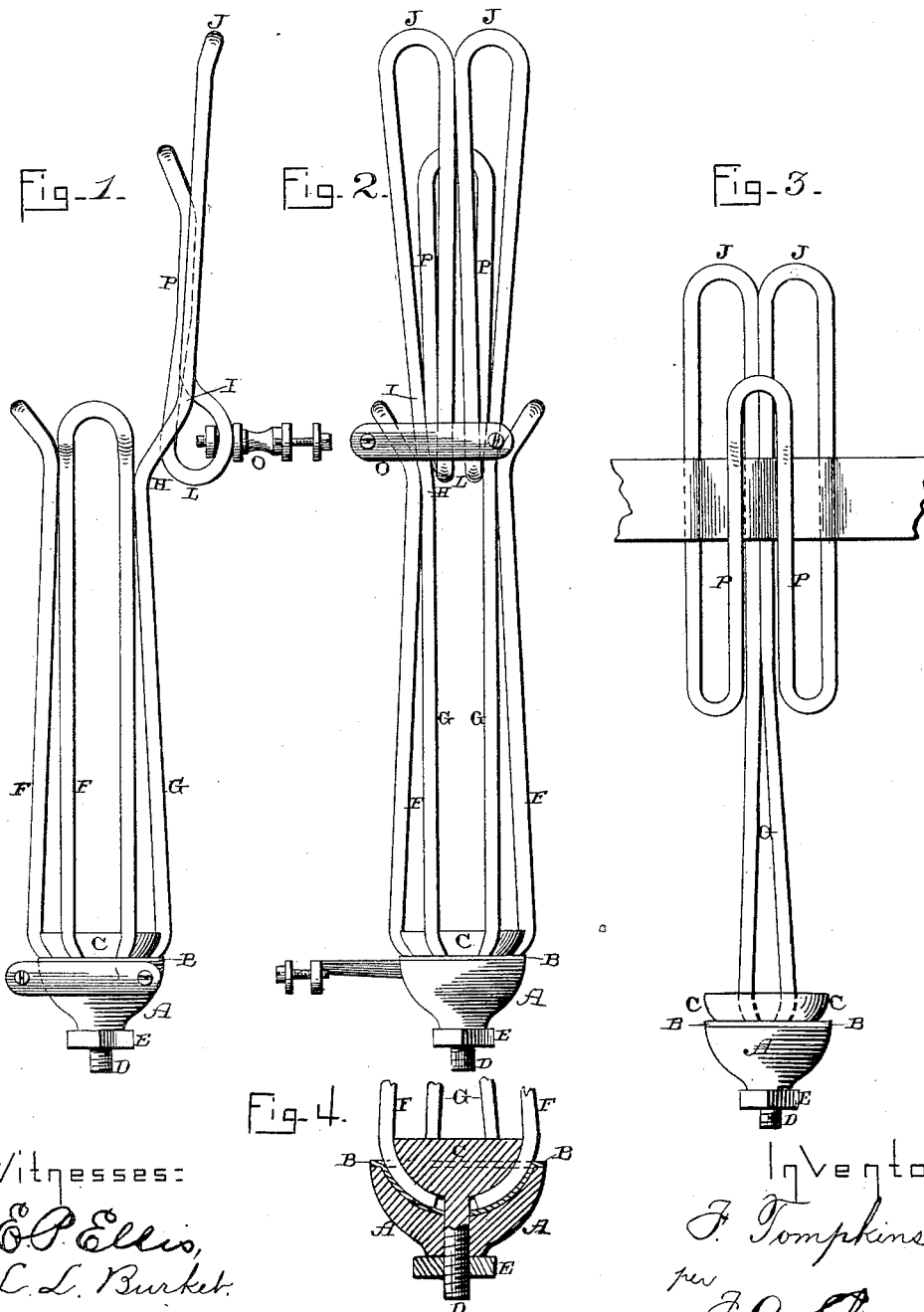


(No Model.)

F. TOMPKINS.
COMBINED WHIP SOCKET AND REIN HOLDER.

No. 419,087.

Patented Jan. 7, 1890.



UNITED STATES PATENT OFFICE.

FRANK TOMPKINS, OF PENN YAN, NEW YORK.

COMBINED WHIP-SOCKET AND REIN-HOLDER.

SPECIFICATION forming part of Letters Patent No. 419,087, dated January 7, 1890.

Application filed July 22, 1889. Serial No. 318,278. (No model.)

To all whom it may concern:

Be it known that I, FRANK TOMPKINS, of Penn Yan, in the county of Yates and State of New York, have invented certain new and useful Improvements in Combined Whip-Sockets and Rein-Holders; and I do hereby 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 pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in combined whip-sockets and rein-holders; and it consists in the combination of a suitable clamp for holding the lower ends of the wires with a number of wires which are bent double and have their ends rigidly held between the two parts of the clamp and a wire which is also bent double and made to extend above the other wires, and which is doubled back and forth upon itself at its upper end, so as to form a rein-holder, all of which will be more fully described hereinafter.

The object of my invention is to produce a combined whip-socket and rein-holder from a number of pieces of wire which are so shaped that their upper ends automatically close upon a whip, one of the wires being made to project upward above the others and form a rein-holder, thus combining the two implements in one.

Figure 1 represents a side elevation of a combined whip-socket and rein-holder which embodies my invention. Fig. 2 is a similar view taken at right angles to Fig. 1. Fig. 3 shows a slightly-modified form of the rein-holder. Fig. 4 is a detail view showing the clamp in section.

A represents the lower portion of the clamp, which has a suitable recess formed in its top, and in this recess is placed a lining B, of lead or other soft material, which will exert sufficient friction upon the lower ends of the wires to prevent them becoming displaced. The upper portion C of the clamp is convex upon its lower side and provided with a series of grooves, into which the lower ends of the wires catch. This convex portion of the upper part of the clamp catches in the concave

portion of the lower part, and in between which parts the lower ends of the wires are rigidly held. A clamping-screw D passes down through the centers of the two parts and receives a nut E upon its lower end.

In making an ordinary whip-socket three wires F are taken, bent double, as shown, and suitably curved at their upper ends, while their lower ends are turned at almost a right angle, so as to catch between the two parts of the clamp. The angle at which the ends are bent is just sufficient to incline the upper ends of the wires inward toward each other with sufficient force to cause them to grasp the whip from three sides, and thus hold it securely against accidental displacement. The three wires F form three sides of the socket and are of the same shape and construction; but the fourth wire G is given an entirely different shape in all respects, with the exception that its lower ends are bent like the ends of the other wires, so as to be caught and held between the two parts of the clamp. The wire G springs inward near the upper end of the whip-socket, and then it is inclined outward from H to I, so as to leave sufficient room between the whip, when in position, and the rein-holder. From the two points I the wire extends up to the two points J, where they are doubled upon themselves and extend downward to the point L, where they are rounded outward, as shown, so as to form a suitable bearing for the clamp O, and then the two parts are curved upward, as shown at P, so as to form a rein-holder. The upper portion of this part P is curved away from the other portions of the rein-holder, so as to allow the reins to be passed downward into position where they will be securely held.

All of the wires which form this combined whip-socket and rein-holder are elastic, so that each one forms a spring for the purpose of grasping the whip upon one side, and the parts of the wire G which extend above the whip-socket and form the rein-holder are also made elastic and give sufficient strength to hold the reins securely.

By the construction here shown and described a combined whip-socket and rein-holder is formed, and at little or no greater

expense than whip-sockets of the ordinary construction.

This combined whip-socket and rein-holder is fastened to the dash by means of the two clamps O Q and takes no more room than a common whip-socket.

In Fig. 3 is shown a slightly-modified form of the rein-holder. Instead of the two parts of the wire being curved upward from the outside, they are here extended up from the center and then curved outward and downward and then made to form the rein-holder, as shown. It is immaterial whether the wire is bent as shown in Fig. 2 or as shown in Fig. 3, for in either case the same result is accomplished.

Having thus described my invention, I claim—

1. In a combined whip-socket and rein-holder, the combination of a clamp formed of two parts and a number of separate wires which are bent double and have their lower free ends bent at an angle and inserted between the two parts of the clamp, the upper portions of the wires being bent or sprung

inward, so as to clamp the whip from opposite sides, substantially as shown.

2. In a whip-socket and rein-holder, the combination of a clamp and a suitable number of wires which are bent double and have their lower ends inserted between the two parts of the clamp with the wire G, which projects above the other wires and is formed into a rein-holder at its top, substantially as set forth.

3. The whip-socket and rein-holder formed from a single piece of wire, which is bent back and forth upon itself, so as to form an upright body, and a vertical spring portion, between which and the body the reins are to be inserted, in combination with a clamp formed of two parts and adapted to be fastened to the dash-board, and between which the lower ends of the wire are secured, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

FRANK TOMPKINS.

Witnesses:

ULYSSES S. SOUTHERLAND,
WM. T. MORRIS.