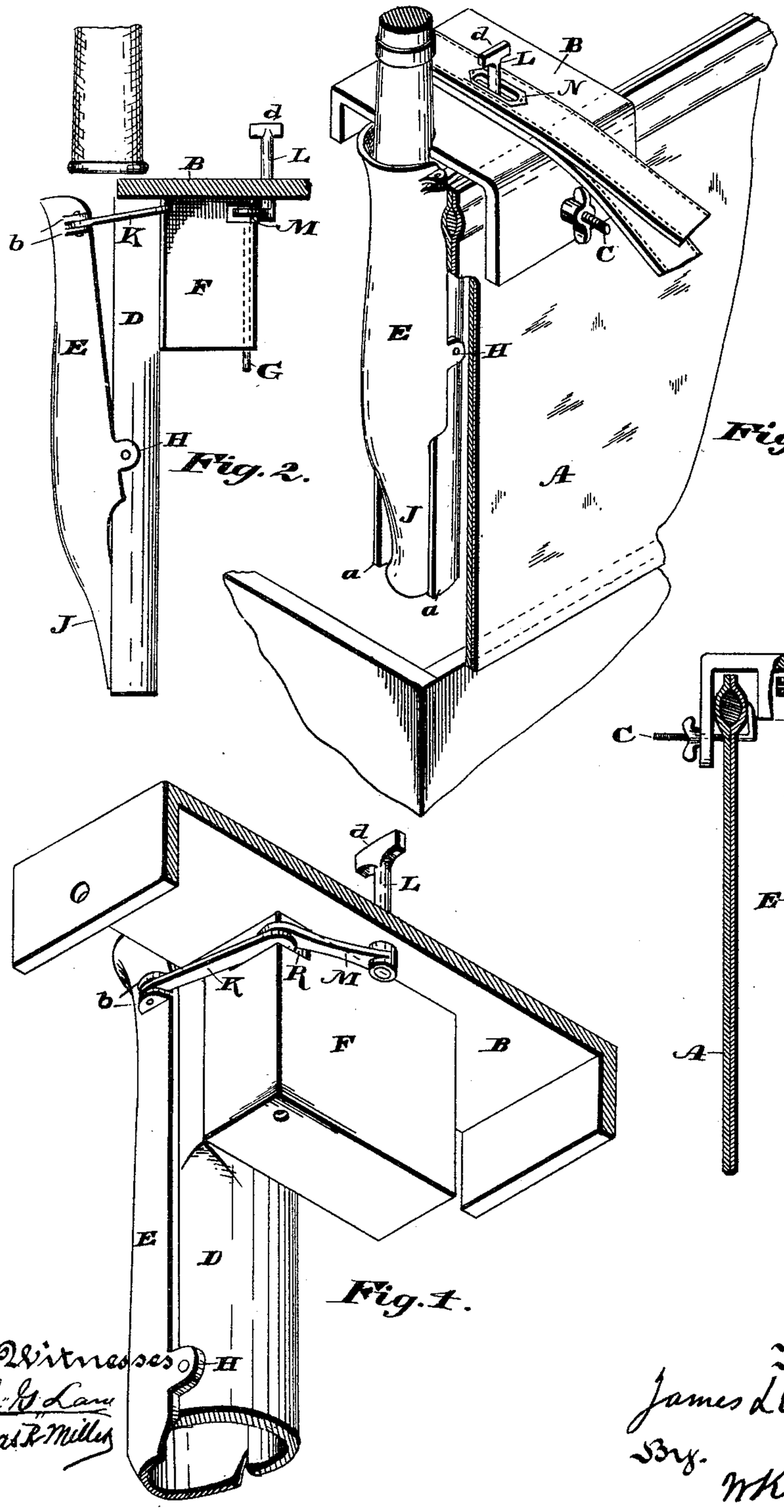
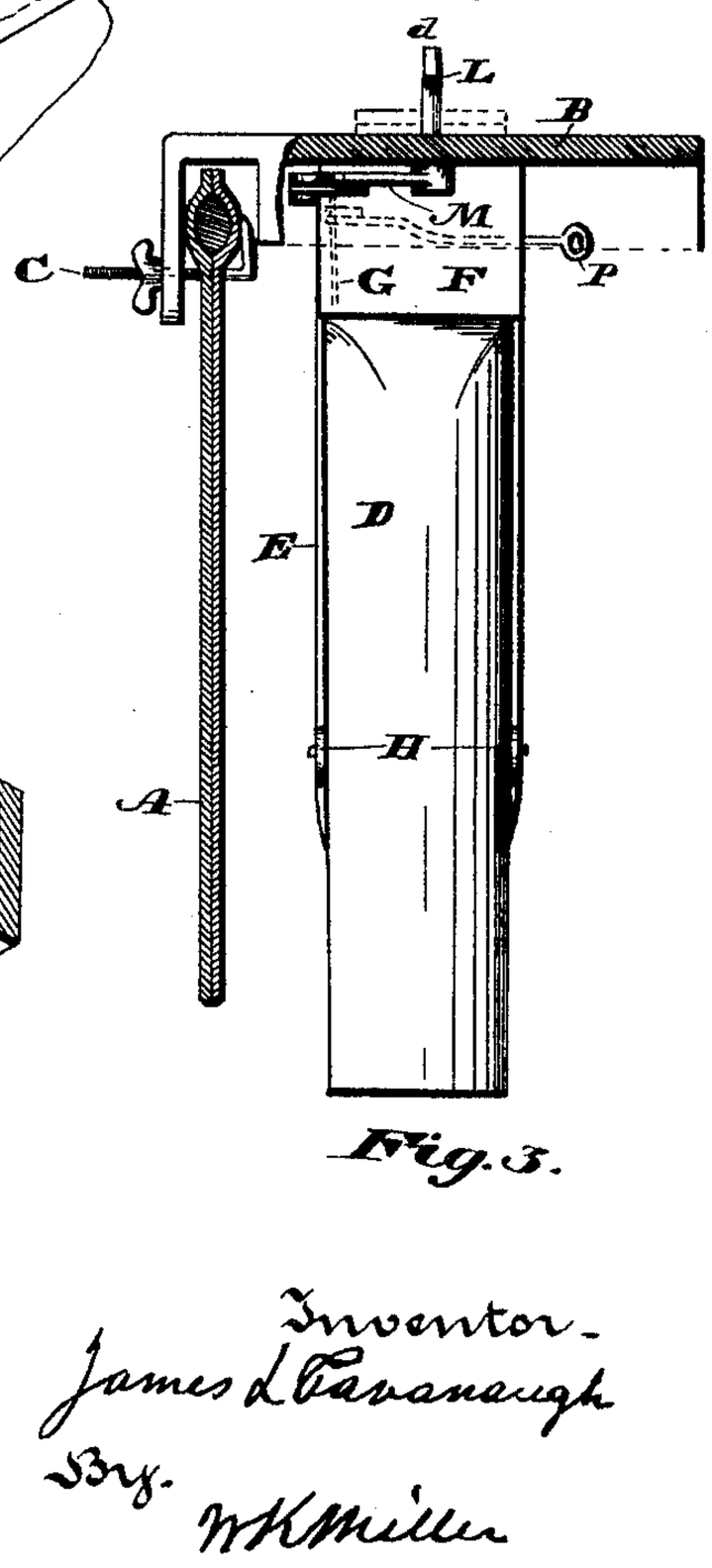
(No Model.)

J. L. CAVANAUGH.

WHIP AND REIN HOLDER.

No. 406,876. Patented July 16, 1889.





Witnesses
E. G. Law
Chas. R. Miller

Inventor.
James L. Cavanaugh
By. W. K. Miller
Attorney.

UNITED STATES PATENT OFFICE.

JAMES L. CAVANAUGH, OF CANTON, OHIO.

WHIP AND REIN HOLDER.

SPECIFICATION forming part of Letters Patent No. 406,876, dated July 16, 1889.

Application filed November 30, 1888. Serial No. 292,252. (No model.)

To all whom it may concern:

Be it known that I, JAMES L. CAVANAUGH, a citizen of the United States, and a resident of Canton, county of Stark, State of Ohio, have invented a new and useful Improvement in Whip and Rein Holders, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, making part of this specification.

My invention relates to improvements in whip and rein holders; and it consists in providing a combined whip and rein holder whereby the whip and rein may be simultaneously locked in security.

With these ends in view my invention consists in certain features of construction and combination of parts, as hereinafter described, and set forth in the claims.

Figure 1 of the accompanying drawings is a view, in perspective from front right hand, of a whip and rein holder illustrating my invention as secured to a dash-board. Fig. 2 is an elevation of whip-holder and lock and sectional view of supporting-frame. Fig. 3 is an elevation of whip-holder left-hand side, with section of supporting-frame and dash; and Fig. 4 is a perspective showing under side of supporting-frame and locking devices and upper portion of whip-holder from under side.

Similar letters of reference indicate corresponding parts in all of the figures of the drawings.

The object sought by this application is to provide means by which the whip and drivings-reins may be secured to the dash-board during the temporary absence of the driver.

A represents a buggy-dash, to which is secured a whip-socket-supporting frame B by use of the clamping-bolt C. The whip-socket is constructed of two parts, as D and E, which may be of any suitable metal, preferably of cast malleable iron, and may be made to form a socket of any desired length or diameter. Part D is semicircular in cross-section and of an even width throughout its length. At the upper portion of said part D there is provided a box or chamber portion F, in which is secured a locking-bolt G. The chamber F is secured to the frame B. Part E of the whip-socket is pivotally secured to the part D, as shown at H. The lower or bottom portion of part E is reduced in width, forming a tail portion J, that will pass between the sides *a* of part D to partly close the socket formed by the parts D and E, to prevent the whip dropping down through the socket. At the upper portion of part E there are provided lugs *b*, to which is pivotally secured a locking-arm K, having in its outer or free end a perforation through which the locking-bolt G may pass. On the frame portion B there is provided a vertical turn-post, as L, on the upper end of which there is a T-head *d*. The lower portion of said post is passed through a perforation in the frame B, and on its lower end is secured a locking-arm M, having at its free end a perforation adapted to receive the end of the locking-bolt G. The object of said post is to form a rein-holder in conjunction with a whip-holder. An oblong eyelet, as N, is placed in the reins, as shown in Fig. 1 of the drawings.

The locking-bolt G may be of any of the well-known and approved forms of spring-bolts, and is operated by an ordinary key, as P.

The operation is as follows: When the whip is placed in the socket, the end resting against the tail-piece J, the upper portion of the part E will be forced in against the hand portion of the whip. The rein-post is turned so as to place the T portion in line with the draft of the vehicle. The eyelets N are then passed over the T, which is then turned crosswise of the eyelets, or at right angles with the draft of the vehicle, thus securing the reins on the post. To secure the post L and the vibrating portion E of the whip-socket in a locked relation, the outer end of the arm K is swung into the aperture R with the arm M, that has been placed there by the movement of the post last mentioned, and the two arms secured by the bolt G, thus securing the whip and the reins, or, as occasion may require, either may be locked separately at different times, and again released by the use of the key P.

Having thus fully described the nature and object of my invention, what I claim, and desire to secure by Letters Patent, is—

1. In combination, the stationary whip-socket section, the pivoted whip-socket section, the rocking rein-holder post, arms extending laterally from the pivoted socket-sec-

tion and rein-holder post, and a locking-bolt common to the two arms, whereby the whip and the reins may be simultaneously secured, substantially as set forth.

2. In combination, a frame having a box and a stationary whip-socket section fixed thereto, means for securing the frame to the dash-board, a whip-socket section pivoted to the said stationary socket-section, a rocking rein-holder, arms extending from the pivoted socket-section and from the rein-holder to a point within the said box, and a locking-bolt located within the box and common to the said arms, substantially as set forth.

In testimony whereof I have hereunto set my hand this 21st day of November, A. D. 1888.

JAMES L. CAVANAUGH.

Witnesses:
W. K. MILLER,
CHAS. R. MILLER.