

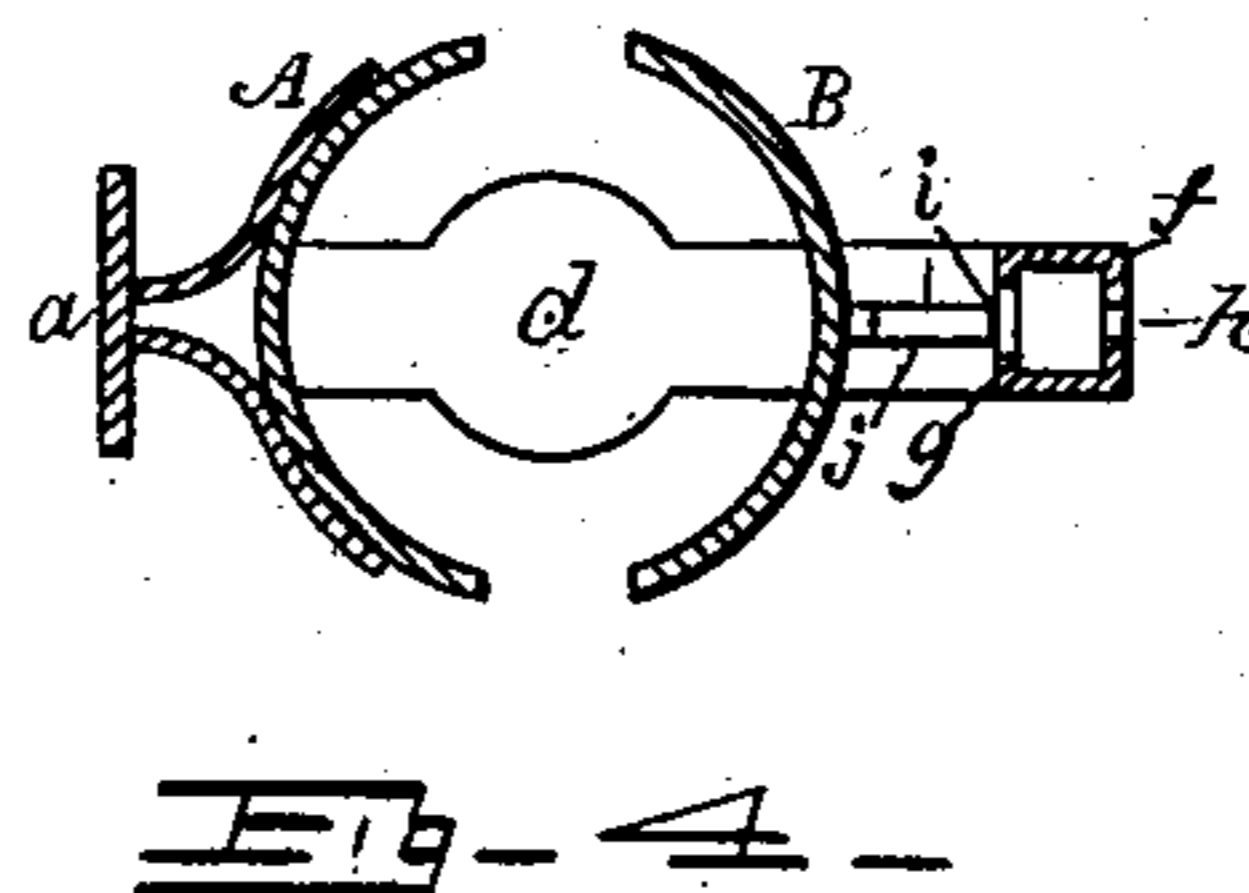
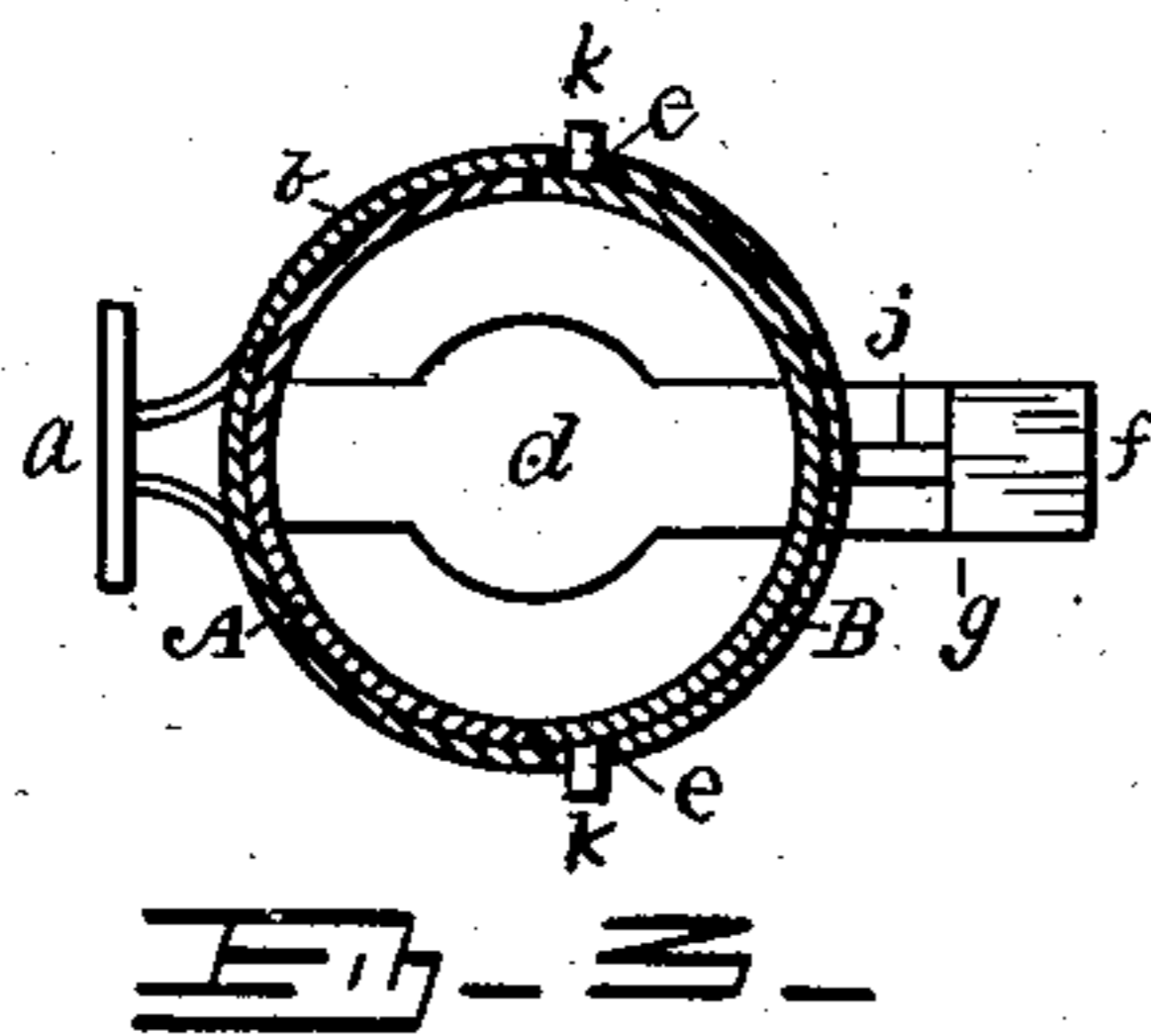
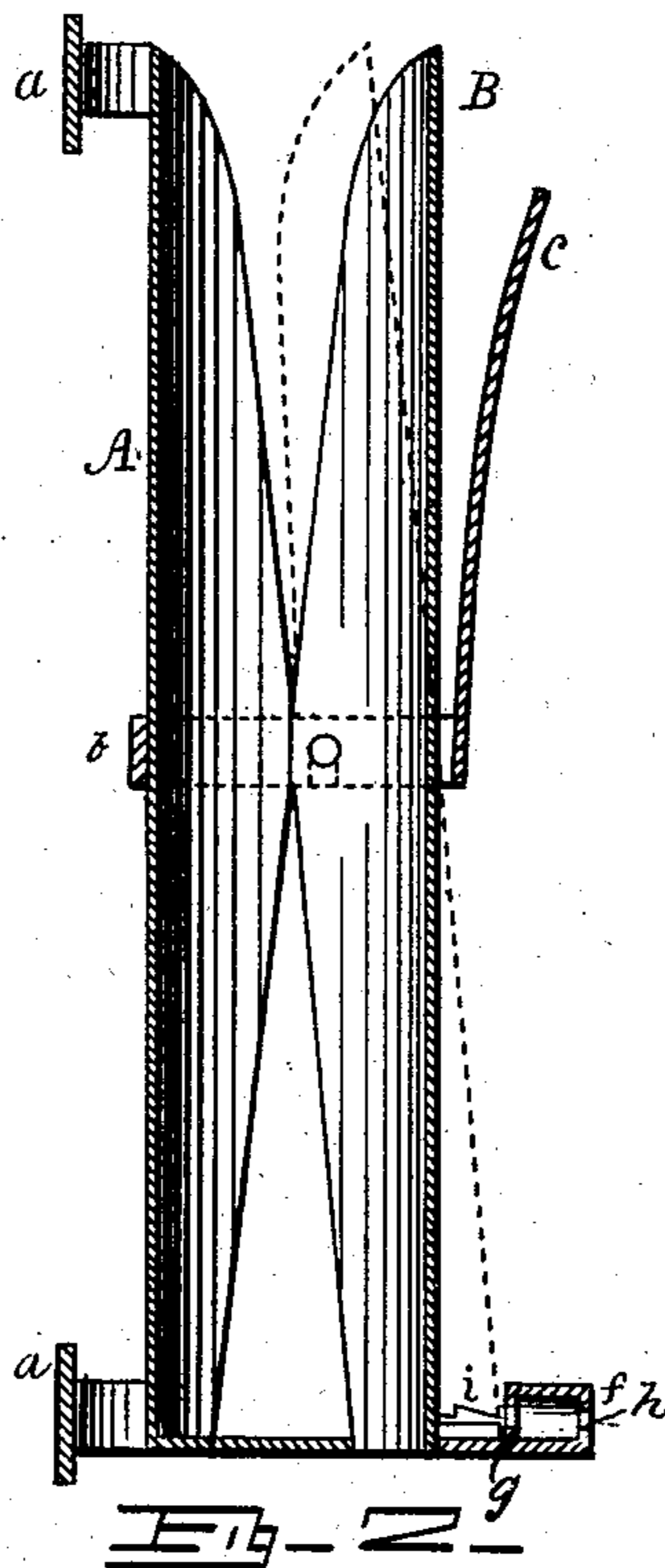
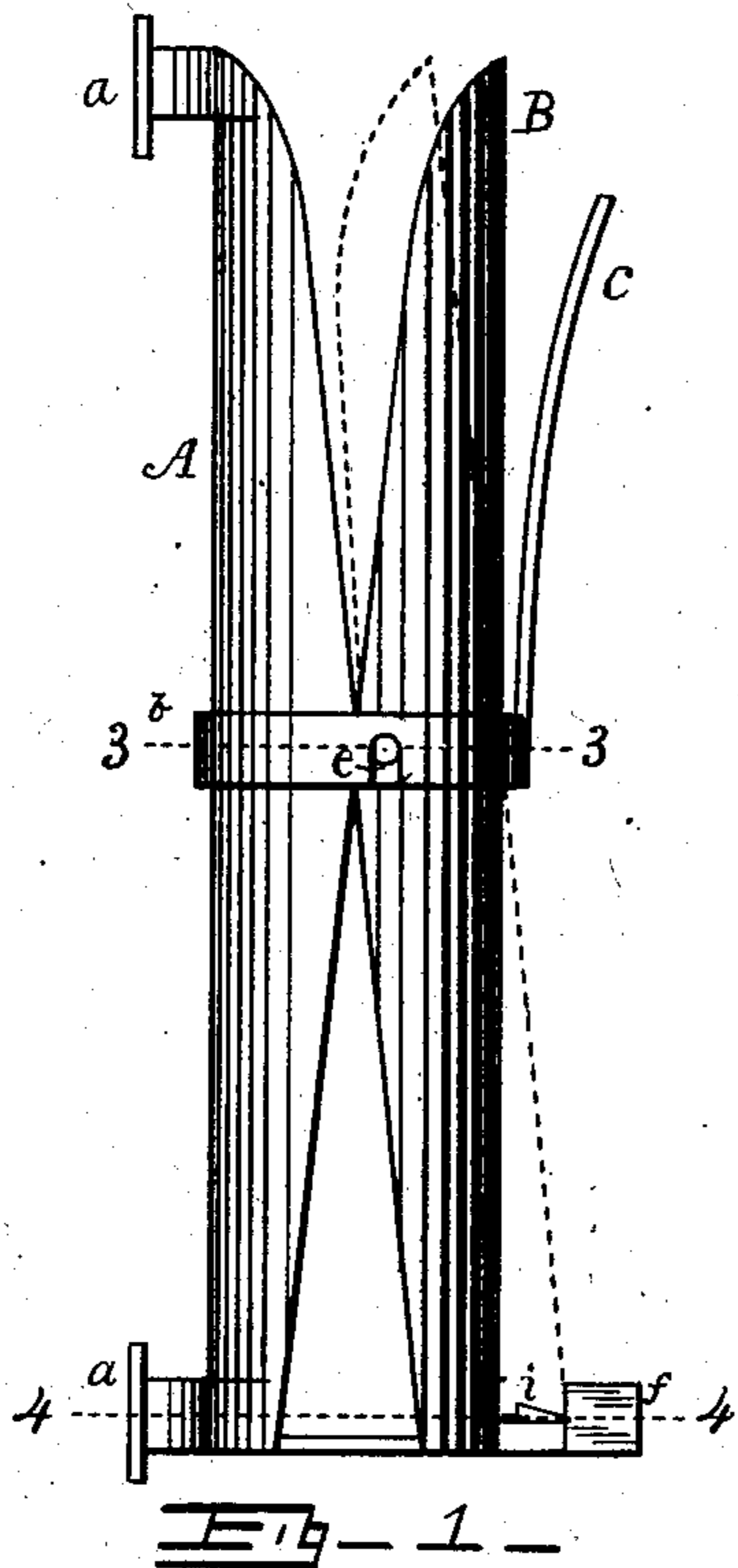
No. 721,283.

PATENTED FEB. 24, 1903.

I. D. CADY.
WHIP SOCKET.

APPLICATION FILED NOV. 17, 1902.

NO MODEL.



WITNESSES

Ans M. Dickey
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UNITED STATES PATENT OFFICE.

IRA D. CADY, OF MINNEAPOLIS, MINNESOTA.

WHIP-SOCKET.

SPECIFICATION forming part of Letters Patent No. 721,283, dated February 24, 1903.

Application filed November 17, 1902. Serial No. 131,776. (No model.)

To all whom it may concern:

Be it known that I, IRA D. CADY, a citizen of the United States, residing at Minneapolis, Minnesota, have invented new and useful Improvements in Whip-Holders for Carriages; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, in which—

10 Figure 1 is a side elevation; Fig. 2, a vertical section; Fig. 3, a horizontal section of Fig. 1, taken on the line 3 3; and Fig. 4 the same, taken on the line 4 4.

15 Similar letters refer to similar parts throughout the several views.

My invention relates generally to devices for holding carriage-whips when not in use, and particularly to that class of sockets wherein the whip may be securely locked when so desired and to sockets provided with a reinforcing attachment.

20 My device therefore consists of a semicylindrical fixed portion A, adapted to being secured to the dashboard of a carriage, and of a similar semicylindrical movable portion B, pivotally affixed thereto. The two principal parts (A and B) may be constructed of sheet metal (by means of dies and stamps) or may be cast of malleable iron, as the manufacturer may elect.

30 The fixed portion A is provided with the lugs *a*, by means of which it is affixed to the dashboard of the carriage, with the annular portion *b*, to which the movable portion B is pivotally affixed, with the upwardly-extending vertical portion *c*, which constitutes the rein-holder, and the bottom *d*. The lugs are laterally pierced and threaded, thus adapting them to receive clamping-screws, by means of which they are affixed to the dashboard of the carriage. The annular portion *b* is provided with lateral openings *e*, by means of which the movable part B is connected therewith and movable therein. These lateral openings *e* may consist of vertical slits, as

45 shown, or of pivot-holes. The bottom *d* is rigidly affixed to or constitutes a part of the fixed portion A. It extends horizontally therefrom, underlying the movable portion B, thence upward to form a vertical wall *f*, thence horizontally inward, thence downward to form the second vertical wall *g*. The first-named

vertical wall *f* is provided with a keyhole *h* and the last-named vertical wall with a similar opening *i*, adapted to receive a latch J. The movable portion B is provided near its lower end with the laterally-extending latch *j*, the purpose of which will hereinafter be set forth, and intermediate its length with the laterally-extending pins *k*, by means of which it is connected with the fixed part A and upon which it oscillates within the annular portion *b*.

In connecting the parts A and B, I insert the upper end of the movable part B within the annular portion *b* of the fixed part A and slide it upward until its lateral pins *k* enter the lateral openings *e* therein, after which I secure the bottom *d* to the fixed part A, after which the parts A and B may not fall apart, the bottom *d* preventing the movable part B from dropping downward far enough to release the pins *k* from the openings *e*.

The operation of my device is as follows: The whip may be dropped into the socket and removed therefrom at will, the movable portion B being normally unlocked, the receptacle for the whip (the space intermediate the fixed and movable parts A and B) being of uniform width from top to bottom. When it is desirable to lock the whip within the socket—as, for instance, when the driver leaves the carriage—it is only necessary to affix the reins of the harness to the rein-holder *c*, which is done by pressing them in between the said vertical portion *c* and the upper part of the movable portion B, when the latter will be deflected, (forced over toward the fixed portion,) when the latch *j* will enter the lateral opening *i* of the vertical wall *g*, where it will be held by means of the spring-catch thereon, thereby locking it to the vertical portion *g* of the bottom *d*. When the two parts A and B are thus locked apart at their lower ends, their upper ends will be so close together that the whip (being constructed with a tapering handle) cannot be withdrawn therefrom. When it is desirable to release the whip—as, for instance, when the driver returns to the carriage—the driver inserts the key within the keyhole (the lateral perforation *h* of the vertical portion *f*) and thereby releases the latch *j* of the movable por-

tion B, when the lower portion of the said movable part B may be pressed inward to its normal position.

It is apparent that my whip-holder may be
5 locked and the whip secured therein without attaching the reins of the harness to the rein-holder *c* by simply forcing the upper end of the movable portion B over toward the fixed portion A. It is also apparent that my inven-
10 tion embodies in one device a whip-holder, a lock therefor, and a rein-holder.

What I claim as new, and desire to secure, is—

1. The combination in a whip-socket hav-
15 ing a fixed portion, and a movable portion affixed thereto, of a foot-piece *d* extending laterally from the lower end of the said fixed portion, underlying the said movable por-
20 tion, and forming a bottom for both of said portions, said foot portion being fashioned with the upwardly-extending vertical portion *f* and the inwardly-extending horizontal por-
tion *h* substantially as shown and for the purpose specified.

25 2. The combination in a whip-socket having a fixed portion and a movable portion pivotally affixed thereto, of the ring *b* constituting a part of the said fixed portion,

said ring being fashioned with lateral open-
ings *e* adapted to receive the laterally-ex- 30
tending pins *k* of the said movable portion, and with the upwardly-extending vertical portion *c* which portion constitutes a rein-
holder, substantially as shown and for the
purposes specified. 35

3. The combination in a whip-socket hav-
ing a fixed portion, and a movable portion
pivotally affixed thereto, of the laterally-ex-
tending bottom *d*, constituting a part of the
said fixed portion, and the laterally-extend- 40
ing latch *j* constituting a part of the said
movable portion, said bottom portion being
fashioned with the parallel vertical walls *f*
and *g*, the last-named wall (*g*) being provided
with an opening *i* adapted to receive the 45
outer end of the latch *j*, and the first-named
wall (*f*) being provided with a similar open-
ing *h* adapted to receive a key for releasing
the said latch *j* from engagement with the wall
g, substantially as shown and for the purposes 50
specified.

IRA D. CADY.

Witnesses:

E. C. MORSE,
H. J. WATERS.