(No Model.)

A. EGGLESTON.

WHIP LOCK.

No. 589,962. Patented Sept. 14, 1897.

FIG. 1.

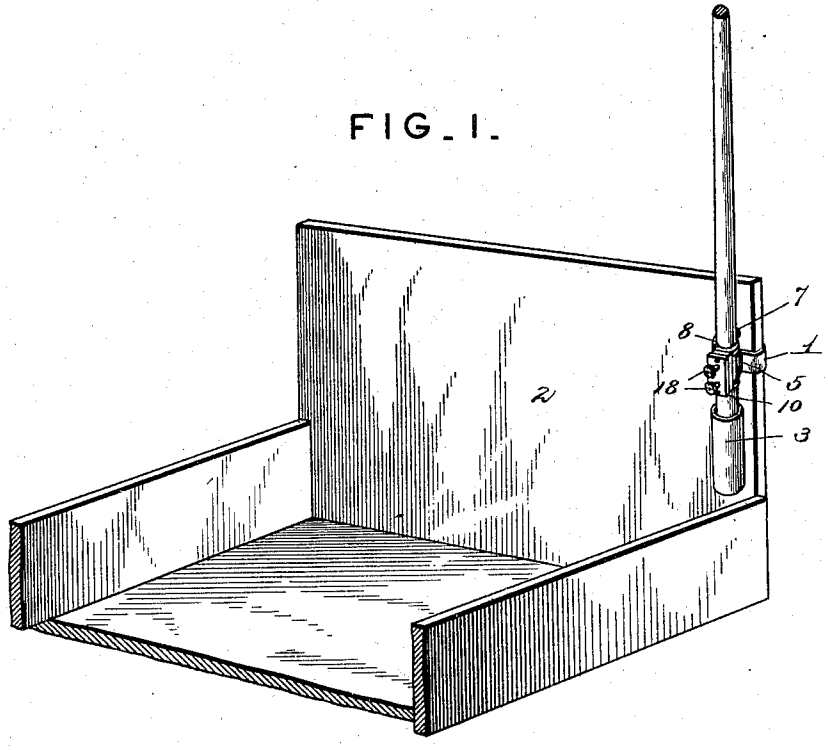


FIG. 2.

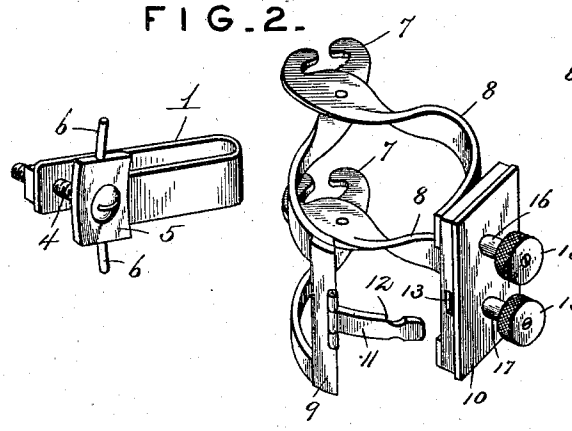
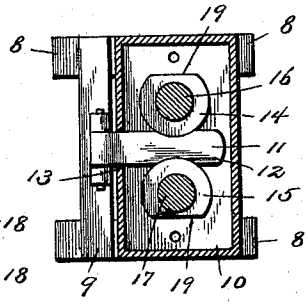


FIG. 3.



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UNITED STATES PATENT OFFICE.

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WHIP-LOCK.

SPECIFICATION forming part of Letters Patent No. 589,962, dated September 14, 1897.

Application filed April 22, 1897. Serial No. 633,291. (No model.)

To all whom it may concern:

Be it known that I, ALONZO EGGLESTON, a citizen of the United States, residing at Rochester, in the county of Sangamon and State of Illinois, have invented certain new and useful Improvements in Whip-Locks; 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 appertains to make and use the same.

This invention relates to whip-locks; and it consists, essentially, of a locking device applied to a dashboard adjacent to the whip-socket to secure a whip against movement when not desired.

The invention further consists in the details of construction and arrangement of the several parts, which will be more fully hereinafter described and claimed.

The object of the invention is to provide a secure locking device for the purpose stated to obviate removal of a whip from its socket and prevent the same from being stolen, the parts being simple and effective in their operation, strong and durable, easily and readily applied, and comparatively inexpensive in the cost of manufacture.

In the accompanying drawings, Figure 1 is a perspective view of a portion of a dashboard, showing a whip-socket thereon and a whip therein engaged by the improved whip-lock. Fig. 2 is a detail perspective view of the improved devices shown removed from the dashboard and in open position. Fig. 3 is a sectional perspective view of the lock, showing the parts connected.

Referring to the drawings, wherein similar numerals of reference are employed to indicate corresponding parts in the several views, the numeral 1 designates a clip which is mounted over one edge of the dashboard 2 just above the whip-socket 3 and held in position by a bolt 4. The inner end of the said clip 1 supports a cross-piece 5, arranged vertically and having shouldered posts 6 on the upper and lower ends thereof. Secured to the said posts 6 are the opposite ends 7 of opposite pairs of clamps 8, arranged in vertical alinement above the top of the whip-socket and having one end of each pair on one side attached to the upper and lower portions of the supporting-bar 9 of a clasp and the similar ends of the opposite pair secured to one side of a lock-casing 10. The bar 9 has extending centrally therefrom an arm 11, movably attached and formed with depressions 12 in the upper and lower sides thereof slightly in advance of the outer terminating end. The lock-casing 10 comprises a closed box-like structure with a slot 13 located about the middle of one edge for the passage therethrough of the arm 11 to permit the latter to enter the casing and be locked in connection therewith. Within the casing 10 are mounted two rotatable disks 14 and 15, having stems 16 and 17 projecting outwardly therefrom and supplied with disks 18, which have numerals on the outer faces thereof to form a combination-lock. The disks 14 and 15 are each similarly cut away at one side, as at 19, and when they are operated or turned to bring the said cut-away portions in line over and above the slot 13 the arm 11 can be readily shoved inward into the casing and locked by turning the said disks 19 to bring the circular portions thereof to bear in the upper and lower recesses 12 and thereby prevent the said arm 11 from being withdrawn from the lock-casing until the said disks 18 shall have again been arranged through a proper combination to bring the straight cut-away portions 19 in line over the upper and lower edges thereof. This combination will be understood by the owner of a vehicle and other proper persons, and by the application of suitable marks on the adjacent side of the lock-casing the numerals on the disks 18 will be properly arranged to release the arm 11. When the arm 11 is engaged by the disks 14 and 15, the clamps 8 close around the whip at a point above the whip-socket and prevent disconnection of the said whip from its socket. Of course when the arm 11 is released the whip can readily be withdrawn from and placed in the whip-socket, and by this means a safe and reliable fastening or means of preventing a whip from being stolen is provided.

The several parts of the device can be suitably ornamented and plated and the dimensions thereof increased or diminished as may be found desirable.

Having thus described the invention, what is claimed as new is—

In a whip-lock, the combination with a dashboard and whip-socket, of a clip connected thereto having posts on the upper and lower portions thereof, opposite pairs of clamps engaging the said cross-piece and the posts of the same, a clasp having a recessed arm attached to the opposite ends of one pair of said clamps, a lock-casing with a slot in one side attached to the opposite ends of the opposite pair of said clamps, disks mounted in said lock-case having cut-away portions, and outer disks connected to the aforesaid disks, substantially as and for the purposes specified.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

ALONZO EGGLESTON.

Witnesses:
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