(No Model.)

S. P. PHILLIPS.

WHIP LOCK.

No. 499,933. Patented June 20, 1893.

Fig. 3.

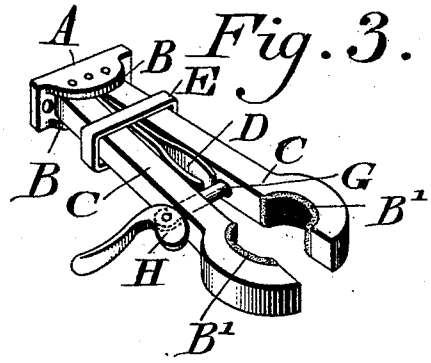


Fig. 1.

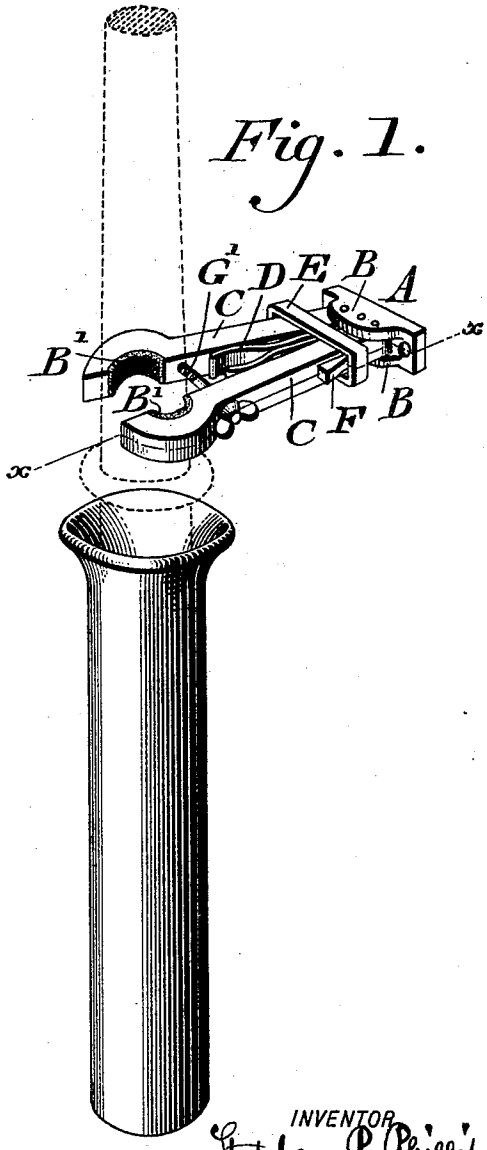
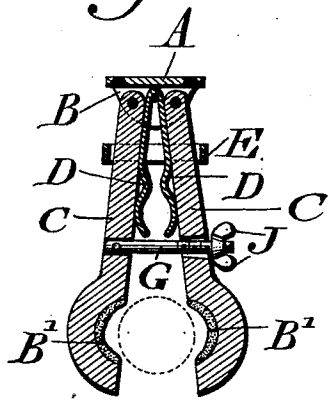


Fig. 2.



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WHIP-LOCK.

SPECIFICATION forming part of Letters Patent No. 499,933, dated June 20, 1893.

Application filed March 16, 1893. Serial No. 466,188. (No model.)

To all whom it may concern:

Be it known that I, STEPHEN P. PHILLIPS, a citizen of the United States, residing in the city and county of Philadelphia, State of Pennsylvania, have invented a new and useful Improvement in Whip-Locks, which improvement is fully set forth in the following specification and accompanying drawings.

My invention consists of an improvement in whip locks formed of jaws which are adapted to grasp or clamp a whip, independent of a whip socket that may be used.

Figures 1 and 3 represent perspective views of whip locks embodying my invention. Fig. 2 represents a longitudinal section on line *x*, *x*, Fig. 1, showing a slightly different form of pin or bolt for closing the jaws.

Similar letters of reference indicate corresponding parts in the several figures.

Referring to the drawings: A designates a plate which is adapted to be secured to a proper part of the body of a carriage or other vehicle, and has ears B, B, to which latter are pivoted jaws C, C, whose inner faces B′ are recessed so as to grasp a whip between them. Between the jaws C, C, is the spring D, which tends to force the same apart.

E designates a slide mounted on the jaws C, C, and adapted to primarily close said jaws, whereby the whip may be rigidly clamped or locked, and thus firmly held. In order to prevent returning motions of the slide and to hold the same more firmly in place, a wedge F is placed between said slide and the adjacent jaws, the effect of which is evident.

G, (Fig. 2,) designates a bolt or pin which is employed to hold the jaws in closed position, the same being pivoted to one jaw and carrying on its end a nut J, which is adapted to tighten against the other jaw. In lieu of the nut J, I may use a lever with a cam or eccentric head H, as shown in Fig. 3, or a bolt G′ which passes through one jaw and screws into the other, as in Fig. 1. In either case, the jaws may be made to grasp the whip and if necessary both the slide and the bolt may be used to fasten the jaws.

The device is employed above the whip socket, and its operation is as follows: The whip is inserted in the socket as usual, and held there for temporary purposes. When the driver leaves the vehicle, he may desire to lock the whip. For this purpose the slide is moved so that the jaws grasp the whip, and the nut or lever is tightened, so that the whip is clamped and locked, and cannot be withdrawn from the socket. It is evident that the whip may be released by properly operating the locking mechanism. The recesses B′ may be faced with rubber or other suitable material for preventing bruising or other injury to the whip.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A whip lock having a plate with ears thereon, jaws with recesses therein, one end of each of said jaws being pivoted to said ears, a spring between said jaws, a slide working on said jaws adapted to close the same, and a clamping bolt passing through the free ends of said jaws near their recesses said parts being combined substantially as described.

2. A whip lock formed of a plate having ears, jaws with recesses therein, one end of each of said jaws being pivotally secured to said ears, a clamping bolt passing through the free ends of said jaws near the said recesses, a spring between said jaws, a slide working on said jaws and adapted to close the same, and a wedge between said jaw and slide, said parts being combined substantially as described.

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