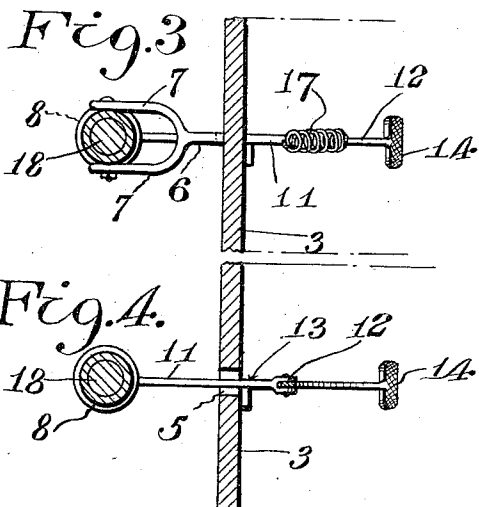
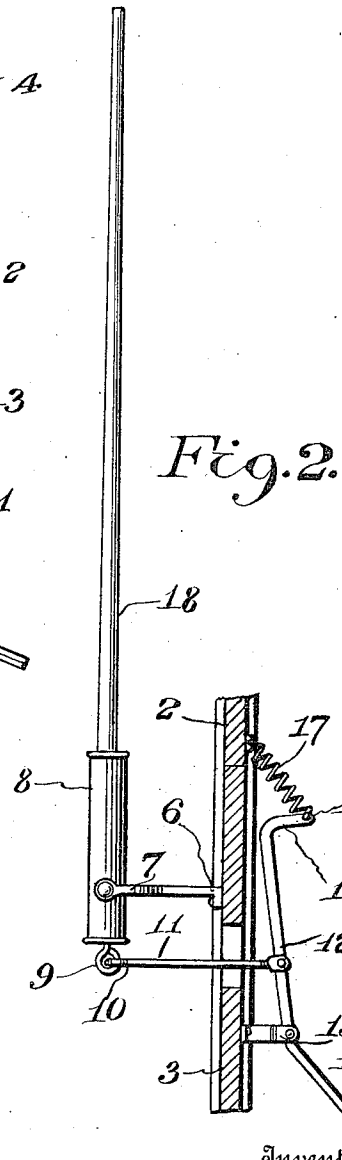
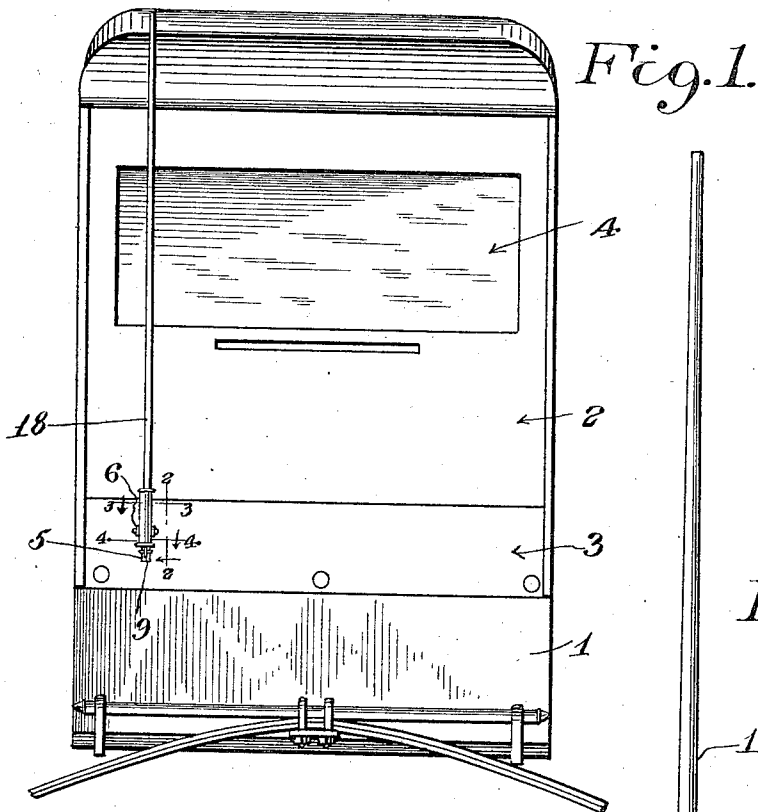


F. C. SPEER.
WHIP OPERATING DEVICE.
APPLICATION FILED FEB. 1, 1912.

1,059,779.

Patented Apr. 22, 1913.



Witnesses:
J. P. Nahl.
J. P. Nahl.

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By *[Signature]*
Attorney

UNITED STATES PATENT OFFICE.

FRANK C. SPEER, OF WILMINGTON, OHIO.

WHIP-OPERATING DEVICE.

1,059,779.

Specification of Letters Patent.

Patented Apr. 22, 1913.

Application filed February 1, 1912. Serial No. 674,779.

To all whom it may concern:

Be it known that I, FRANK C. SPEER, a citizen of the United States, residing at Wilmington, in the county of Clinton, State of Ohio, have invented certain new and useful Improvements in Whip-Operating Devices; 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 a whip operating device, and has for its object to produce a device of this character adapted to be attached to the storm front of a vehicle so that the whip may be operated by the foot of the driver.

A further object of the invention is to so construct a device of this character which is simple in construction, effective in operation, and one which when operated will cause the whip to strike the horse, it not being necessary for the driver to lean forward to grasp and remove the whip from the socket.

With these and other objects in view, the invention consists in certain novel features of construction, combination and arrangement of parts as will be hereinafter fully described and claimed.

In the drawing: Figure 1 is a front elevation of a vehicle equipped with a storm front, the device being in place thereon. Fig. 2 is a sectional view on line 2—2 of Fig. 1. Fig. 3 is a similar view on line 3—3 of Fig. 1. Fig. 4 is a similar view on line 4—4 of Fig. 1.

Referring to the drawing, the numeral 1 designates a portion of a vehicle body having detachably connected thereto the storm front 2 which consists of the frame 3 for supporting the transparent pane 4. Formed in the lower rail of the frame 3 is a vertically disposed slot 5. Secured to the outer surface of the frame 3 is an outwardly extending bracket 6 having the furcations 7, and between which is pivotally mounted the whip socket 8. To the lower end of the whip socket 8 is secured an eye 9, and in which is engaged the eye 10 of a link 11, said link being passed through the slot 5 and is pivotally connected near the upper end of a foot actuated lever 12. The foot lever 12 is pivotally supported upon the inner surface

of the storm front 2 by a bifurcated block 13, the treadle 14 of which extends downwardly in a position in convenient reach of the driver's foot. Provided upon the upper end of the lever 12, and directed inwardly, is an extension 15 having formed at its outer end a perforation 16 and in which is secured the lower end of a coil spring 17, the upper end of which being connected in a suitable manner to the storm front 2. Upon the driver applying pressure to the treadle 14, the lever 12 will be rocked and impart corresponding movement to the whip socket 8 through the medium of the link 11 whereupon the whip 18 will strike the horse, the spring 17 acting to return the whip to its normal or inoperative position.

It is obvious that the device may be applied to the usual dashboard of a vehicle, but the structure is particularly adapted for use upon vehicles equipped with storm fronts which would necessitate the driver exposing the person upon one side of the vehicle.

What is claimed is:

The combination with a vehicle storm front having a slot therein, of a bifurcated bracket projecting horizontally from the outer face of the front above the slot, a second bracket extending horizontally from the inner face of the front below the slot, a whip socket pivotally supported at the bifurcated portion of the first named bracket and extending below the latter, an eye carried at the lower end of the socket in alignment with the slot in the front, a vertically disposed angular lever pivoted intermediate its length to the second mentioned bracket, the lower inclined portion of the lever terminating in a foot rest, the upper portion of said lever terminating in an inwardly projecting lateral extension, a link extending through the slot and connected at its outer end with the eye of the whip socket and at its inner end with the adjacent portion of the lever, and a spring connected at its lower end with the lateral portion of the lever and at its upper end with the storm front.

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

FRANK C. SPEER.

Witnesses:

LETTIE C. SPEER,
JOSEPHUS HASKINS.