

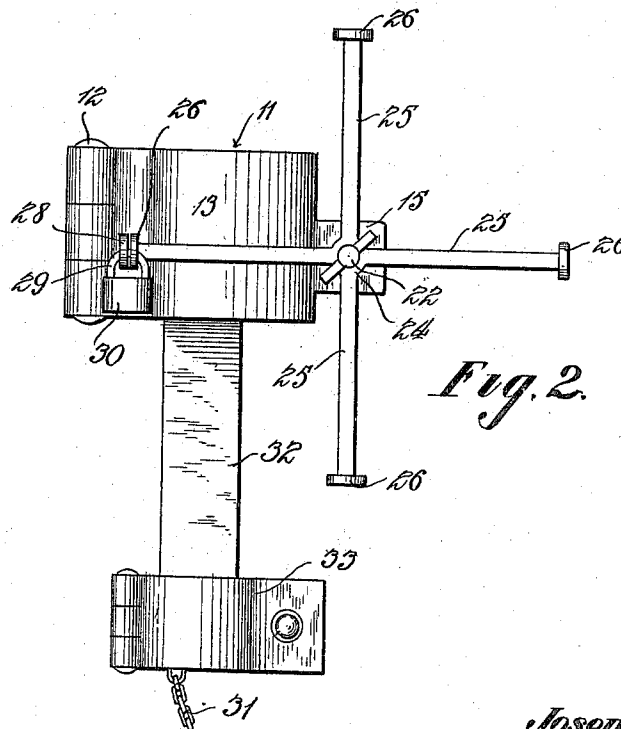
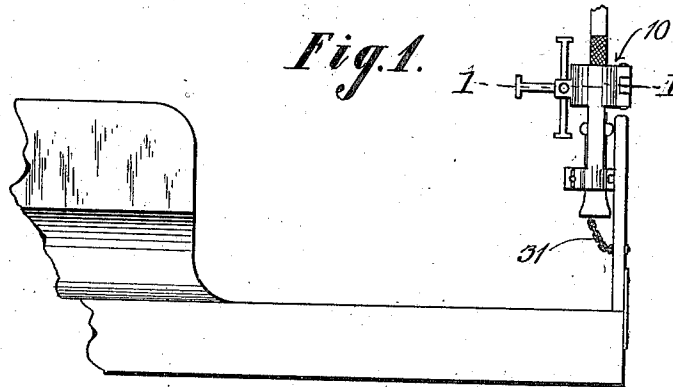
J. C. CARLSON.
WHIP LOCK.

APPLICATION FILED MAY 17, 1910.

984,192.

Patented Feb. 14, 1911.

2 SHEETS-SHEET 1.



Witnesses

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Fig. 3.

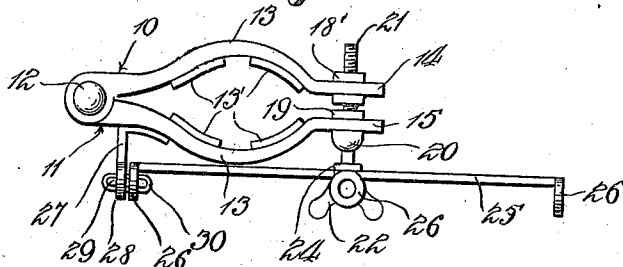


Fig. 4.

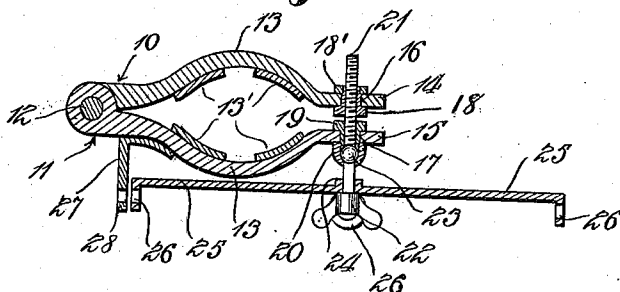


Fig. 5.

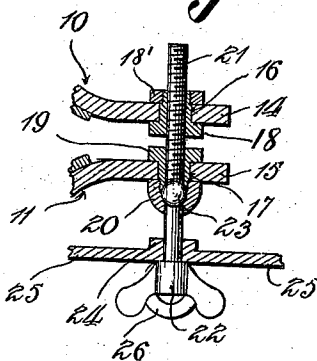
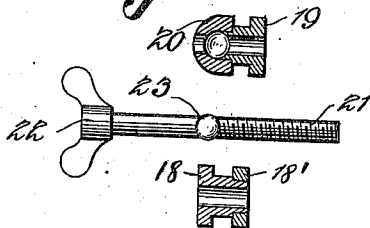


Fig. 6.



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UNITED STATES PATENT OFFICE.

JOSEPH C. CARLSON, OF MOLINE, ILLINOIS.

WHIP-LOCK.

984,192.

Specification of Letters Patent.

Patented Feb. 14, 1911.

Application filed May 17, 1910. Serial No. 561,811.

To all whom it may concern:

Be it known that I, JOSEPH C. CARLSON, a citizen of the United States, residing at Moline, in the county of Rock Island and State of Illinois, have invented certain new and useful Improvements in Whip-Locks, of which the following is a specification.

This invention relates to whip locks, the primary object of said invention being to provide a device which will effectually prevent removal of a whip from a vehicle.

Another object of the invention is to provide a locking means which is independent of the whip socket and which may be arranged on any convenient portion of the whip.

With these and other objects in view, the present invention consists in the combination and arrangement of parts which will be hereinafter more fully described and particularly pointed out in the appended claim.

In the drawings: Figure 1 is a view of the device secured to a vehicle, Fig. 2 is a side elevation of the device, Fig. 3 is a top plan view, Fig. 4 a sectional view on the line 1—1 of Fig. 1, Fig. 5 a detail view of the locking mechanism, and Fig. 6 a view of the parts of the lock removed.

In the drawings: 10 and 11 designate a pair of gripping jaws pivotally connected at the point 12 and provided with outwardly bent portions 13 which are adapted to grip the whip. The members 10 and 11 terminate in ears or extensions 14 and 15 which lie parallel to each other. The members 14 and 15 are provided with openings 16 and 17 in which is adapted to be inserted the locking mechanism.

A screw threaded barrel or nut 18 is adapted to fit within the opening 16 in the member 14 said nut being held against displacement by a second nut 18'. A similar barrel 19 which is not screw threaded is adapted to fit within the opening 17 in the member 15 the end portion of said barrel being adapted to receive a member 20 which holds the same in position within the opening. A screw 21 is adapted to pass through the barrel 19 and engage the screw threads formed on the interior of the barrel 18. It will be noted by this construction that when said screw is rotated the members 14 and 15 will be drawn together thereby securely

clutching the whip which rests between the portions 13 of said members. The screw 21 is provided with the rounded enlargement 23 which is adapted to rotate within the member 20 thereby preventing the displacement of the screw.

A plurality of spokes 25 extend from the portion 24 of the screw the end portions of which terminate in loops 26, said spokes being adapted to rotate with the screw. Arranged upon the member 11 is a U shaped arm 27 which is provided with a loop 28 arranged in the path of rotation of the spokes 25.

After the device has been clamped to a whip the member 22 is rotated bringing the jaws 11 and 12 together. In order to lock the jaws in this position, one of the loops 26 of the spokes 25 is brought to a point adjacent the member 28 and the bail 29 of a suitable lock 30, is inserted through the loops 26 and 28 thereby securely locking the screw against further rotation in either direction. To release the whip the bail of the lock 30 is removed from engagement with the loops thereby permitting the rotation of the screw which is given a sufficient number of turns to bring the pivoted jaws out of frictional contact with the whip, said jaws being provided with pads 13' for engaging the whip.

When the device is not in use the same is suspended from the dashboard of the vehicle by the chain 31, the end portion of which is bolted to the dashboard.

It will be seen that a device of this character will not only be efficient in practice and extremely economical to manufacture but the arrangement is such that the various parts may be assembled and the device secured in its position with very little labor. It will also be noticed that when the device is not in use the same may be conveniently displaced.

The arm 32 and clamp 33 are designed to support the device upon the whip socket.

What is claimed is:

A device of the class described comprising a pair of pivoted members an arm adapted to support said members, said members terminating in ears, a screw threaded barrel arranged in an opening formed in one of said ears, a barrel arranged in an opening formed in the other ear, a member arranged

upon one end of said barrel a screw adapted to
pass through both of said barrels a plurality
of spokes arranged on said screw the end
portions of said spokes being bent at right
5 angles and an arm secured to one of the piv-
oted members said arm lying in the path of
movement of said spokes.

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

JOSEPH C. CARLSON.

Witnesses:

EDWARD V. CARLSON,
ERNEST CARLSON.