

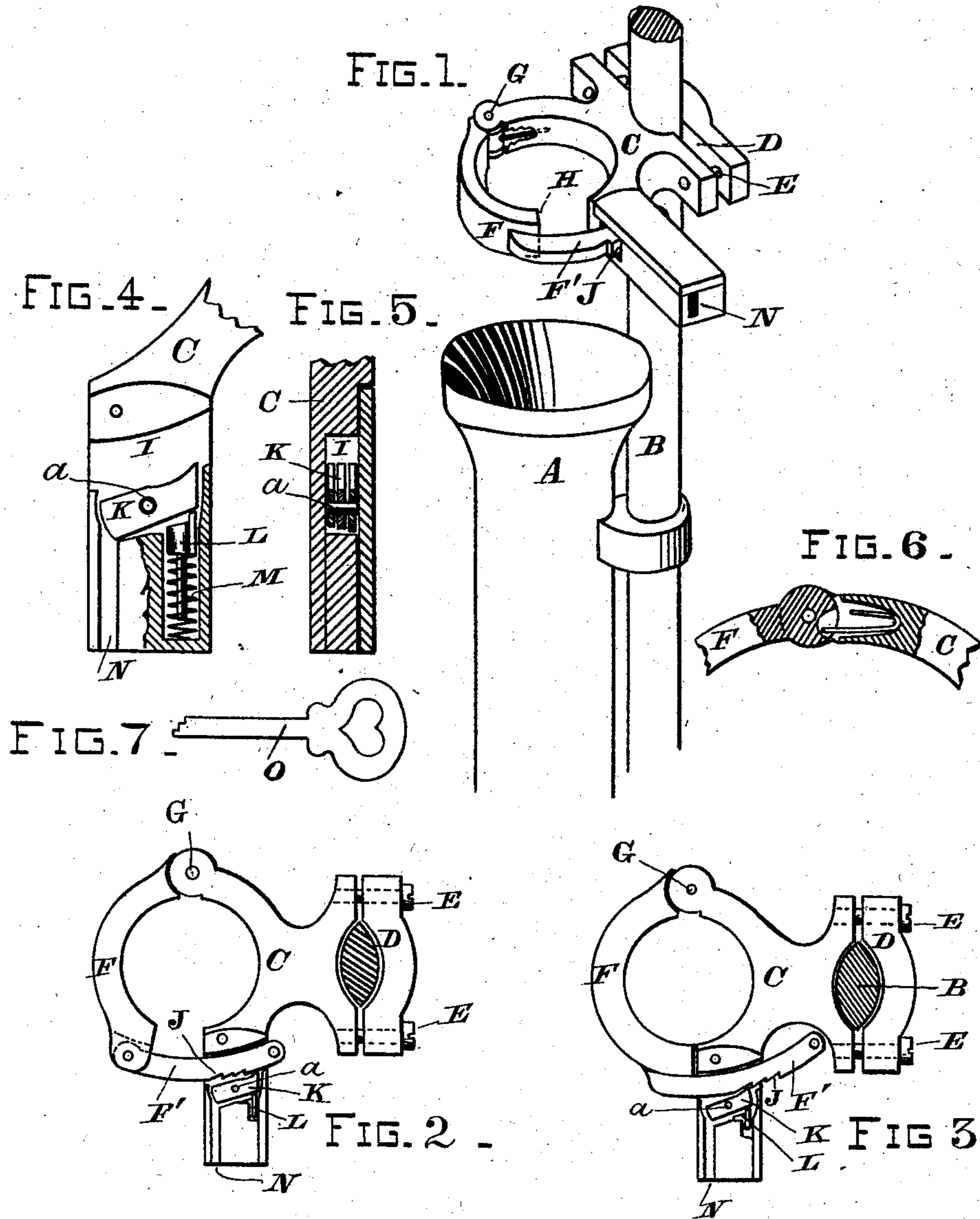
(No Model.)

A. H. LAU.

LOCKING DEVICE FOR WHIP SOCKETS.

No. 290,073.

Patented Dec. 11, 1883.



WITNESSES.

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ALBERT HENRY LAU, OF SAN FRANCISCO, CAL., ASSIGNOR TO WILLIAM IRELAN, JR., AND MARGARET B. LAU, BOTH OF SAME PLACE.

LOCKING DEVICE FOR WHIP-SOCKETS.

SPECIFICATION forming part of Letters Patent No. 290,073, dated December 11, 1883.

Application filed May 18, 1883. (No model.)

To all whom it may concern:

Be it known that I, ALBERT H. LAU, a citizen of the United States, residing at San Francisco, in the county of San Francisco and State of California, have invented an Improved Locking Device for Whip-Sockets, of which the following is a specification.

My invention relates to an improved locking device adapted to be used in connection with the ordinary whip-socket for the purpose of locking or securing the whip-stalk within the socket or pocket, and to prevent the withdrawal or removal of the whip until the lock has been opened by a suitable key; and it consists in the construction hereinafter described and claimed.

In the drawings which are hereunto annexed and which form part of this specification, Figure 1 is a perspective view of my improved locking device, showing the same in position. Fig. 2 is a plan view, showing the lock-plate removed and the lock opened. Fig. 3 is the same, showing the lock closed. Fig. 4 is a sectional plan view of the lock. Fig. 5 is a longitudinal section through the same. Fig. 6 is a sectional plan view of the spring hinge-joint of the locking-hasps. Fig. 7 is a plan view of the key.

Similar letters of reference are used to indicate like parts throughout the several views.

A represents the ordinary whip-socket, secured upon the standard B in the usual manner.

The locking mechanism consists of a lock-carrying frame, C, secured upon the standard B a short distance above the top of the whip-socket by means of the clip D and screws E, and is provided with a spring-hasps, F, pivoted by a pin, G, to the main frame C. The opposite end of the hasps is formed with a shoulder, H, which may abut against the edge or side of the lock-plate. That portion of the hasps which passes within the lock-plate I designate by the letter F', and, if deemed preferable, this portion may be hinged to the main hasps, as shown in Fig. 2; yet I prefer to employ the construction shown in Figs. 1 and 3, in which both portions are cast solid and in one piece. This continuation or shank of the hasps is curved, so as to form a true arc, of which the hasps-pin G is the center, and it fits

snugly within the passage-way I, formed within the lock frame, (see Figs. 4 and 5,) and it is provided with a stud or lug, which prevents the hasps from being completely withdrawn from the locking-frame.

Those portions of the locking-frame and of the hasps which come in immediate contact with the whip-stalk are curved, as shown, so as to form a ring which binds equally upon all sides of the whip-stalk when the lock is closed. The periphery of the hasps-shank F' is provided with a series of notches or ratchet-teeth, J, which are engaged by the pawl K, contained within the lock-frame, and operated by a shouldered pin, L, which is kept in continual contact with the pawl by means of a spring, M, as seen in Figs. 2 and 3 and in detail in Fig. 4. This pawl is composed of two or more plates of metal mounted upon the same pivot or pin, a, but having their points of equal depth, while their heels are of unequal depth and come opposite the keyway N and in position to be operated upon by the key O, the notches of which correspond in depth to the difference in depth between the various plates composing the pawl.

The operation of my improved whip-lock will be as follows, to wit: When the driver of the vehicle to which the lock is attached wishes to secure his whip, he passes it down butt first through the expanded lock and into the whip-socket, in which position the "grip" or enlarged portion of the butt will be below the locking device, the hasps of which is then pushed home until it tightly binds the whip-stalk against the main frame C. The spring-pawl by engaging with the ratchet-teeth on the hasps-shank prevents the withdrawal of the hasps from the lock-plate or removal of the whip, as it will be impossible to draw the enlarged grip or butt through the small locked space, the size of which is regulated by the diameter of the whip-stalk.

Should the driver now wish to remove his whip from its socket, he inserts his key into the lock, and, by pushing forward, the points of the several plates composing the pawl K are one after another released from contact with the ratchet-teeth upon the shank of the spring-hasps F, which then flies back sufficiently far to form an opening or space large enough for the passage of the butt of the whip.

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

5 A locking device for whip-sockets, consisting of a lock-frame, C, attached to the whip-socket standard, and provided with a spring-haspl, F, having ratchet-teeth J, in combination with the spring locking-pawl K, construct-

ed, arranged, and operating substantially as shown, and for the purpose set forth. 10

In testimony that I claim the foregoing I have hereunto set my hand and seal.

ALBERT HENRY LAU. [L. S.]

Witnesses:

C. W. M. SMITH,

CHAS. E. KELLY.