

(No Model.)

E. J. COLBY.

WHIP LOCK.

No. 363,990.

Patented May 31, 1887.

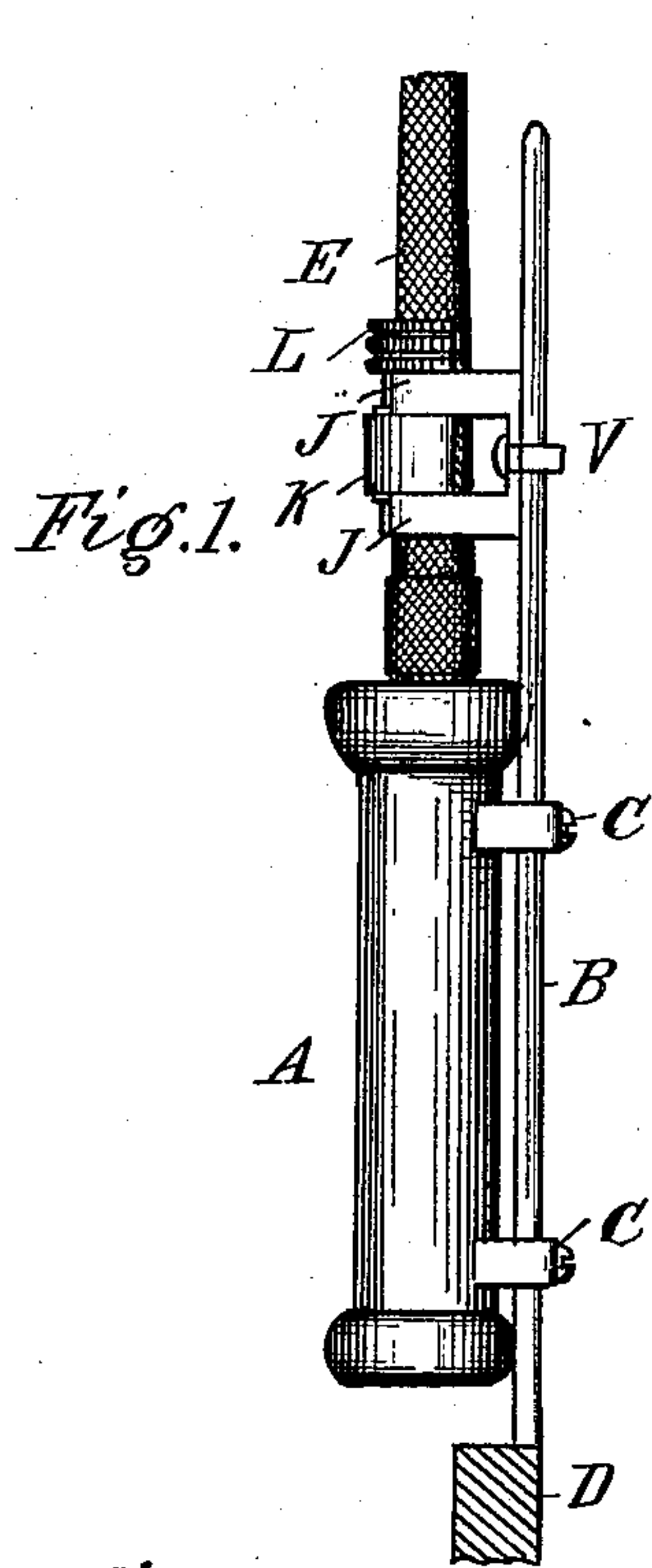


Fig. 1.

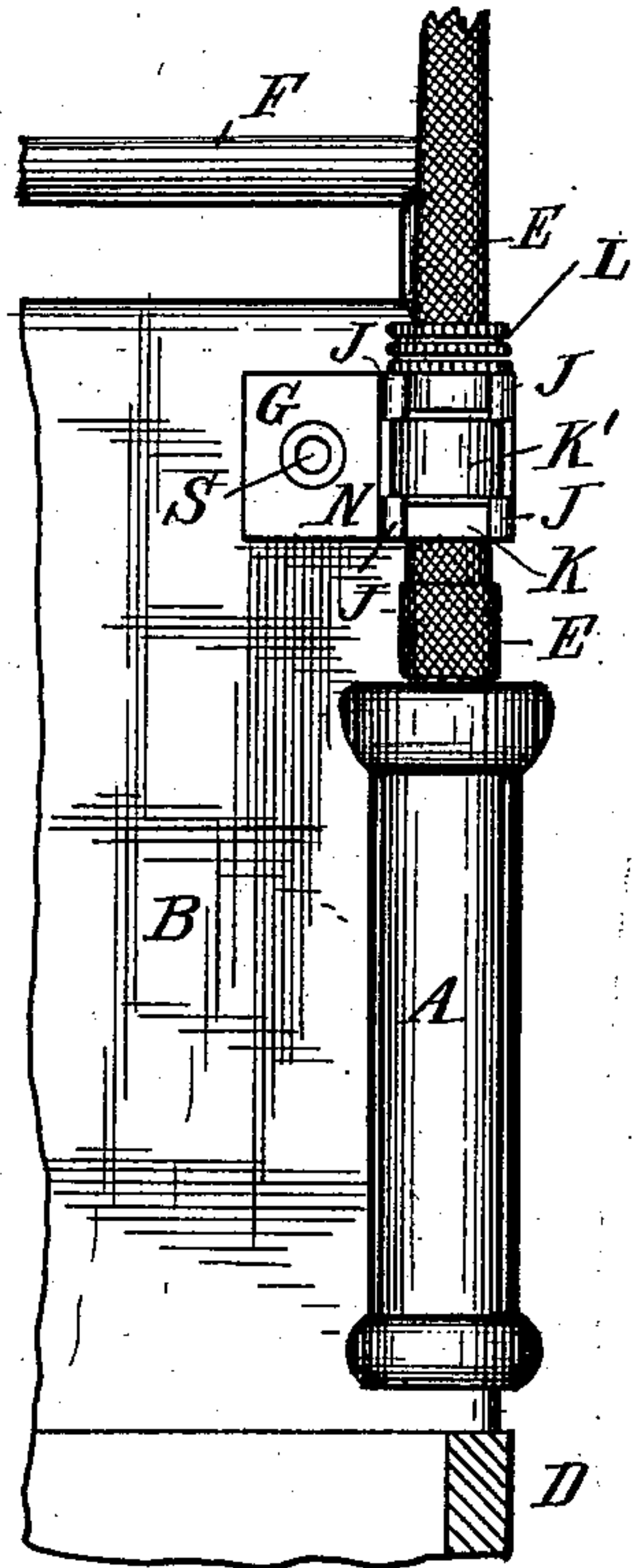


Fig. 2.

Fig. 3.

Fig. 5.

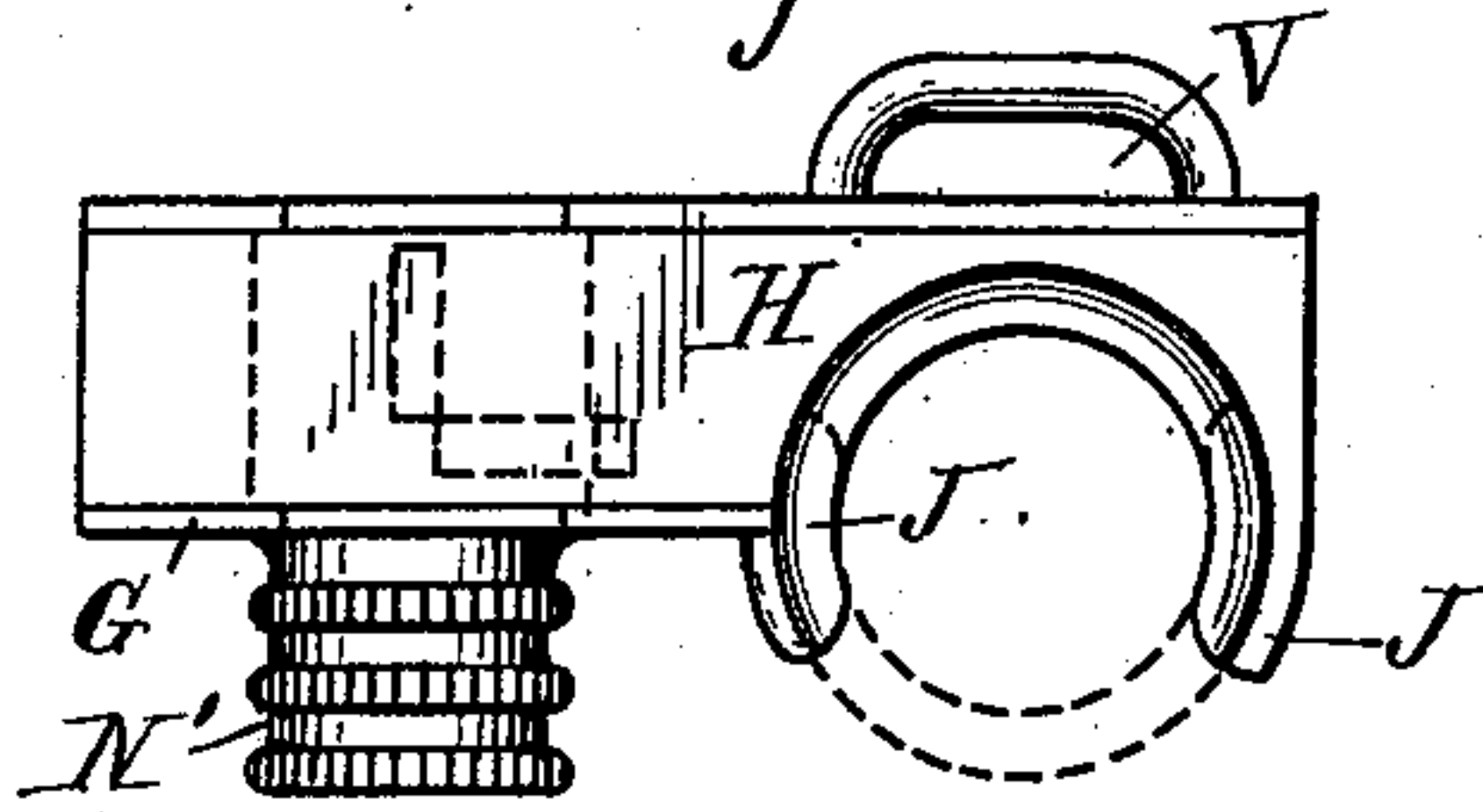
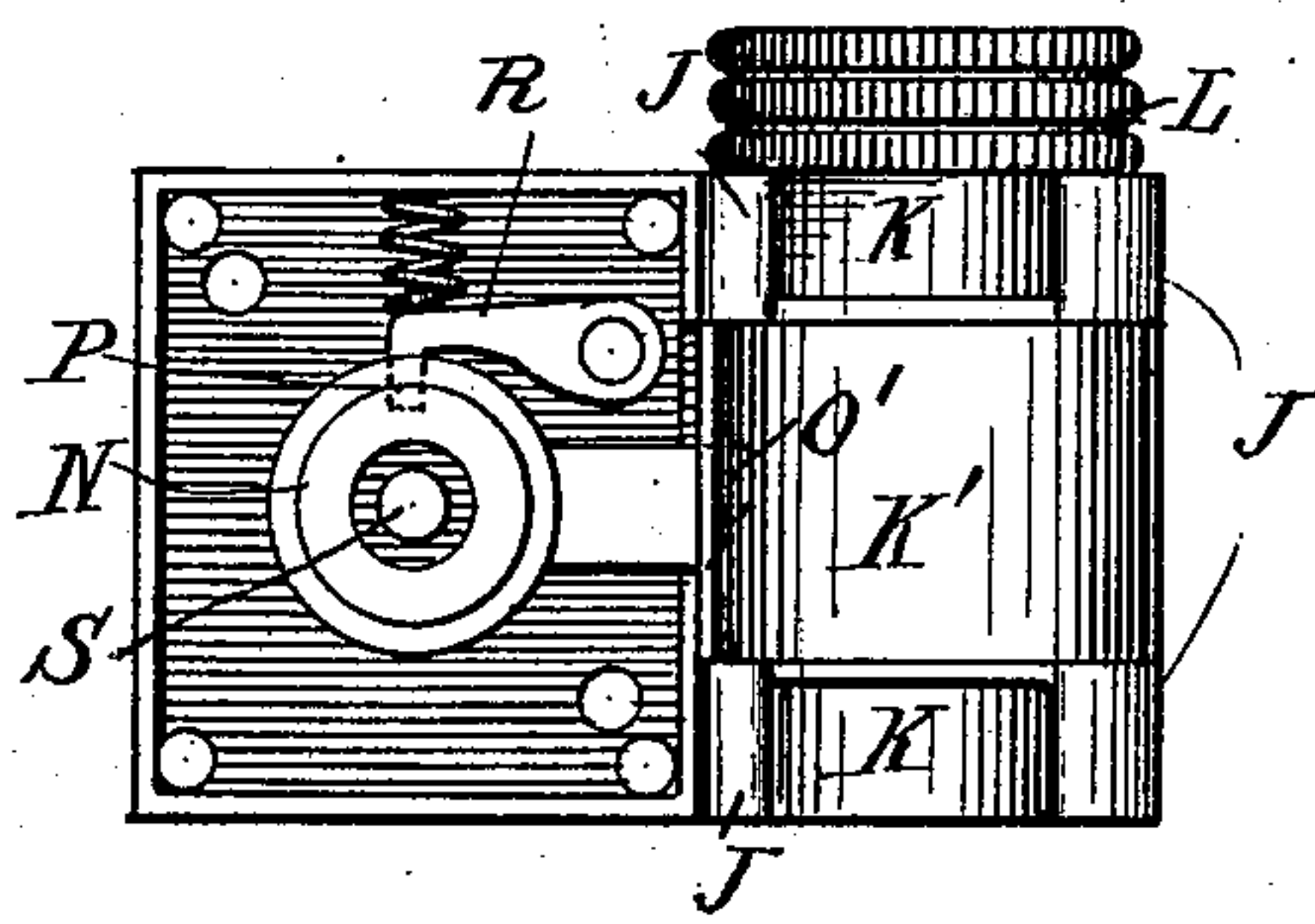
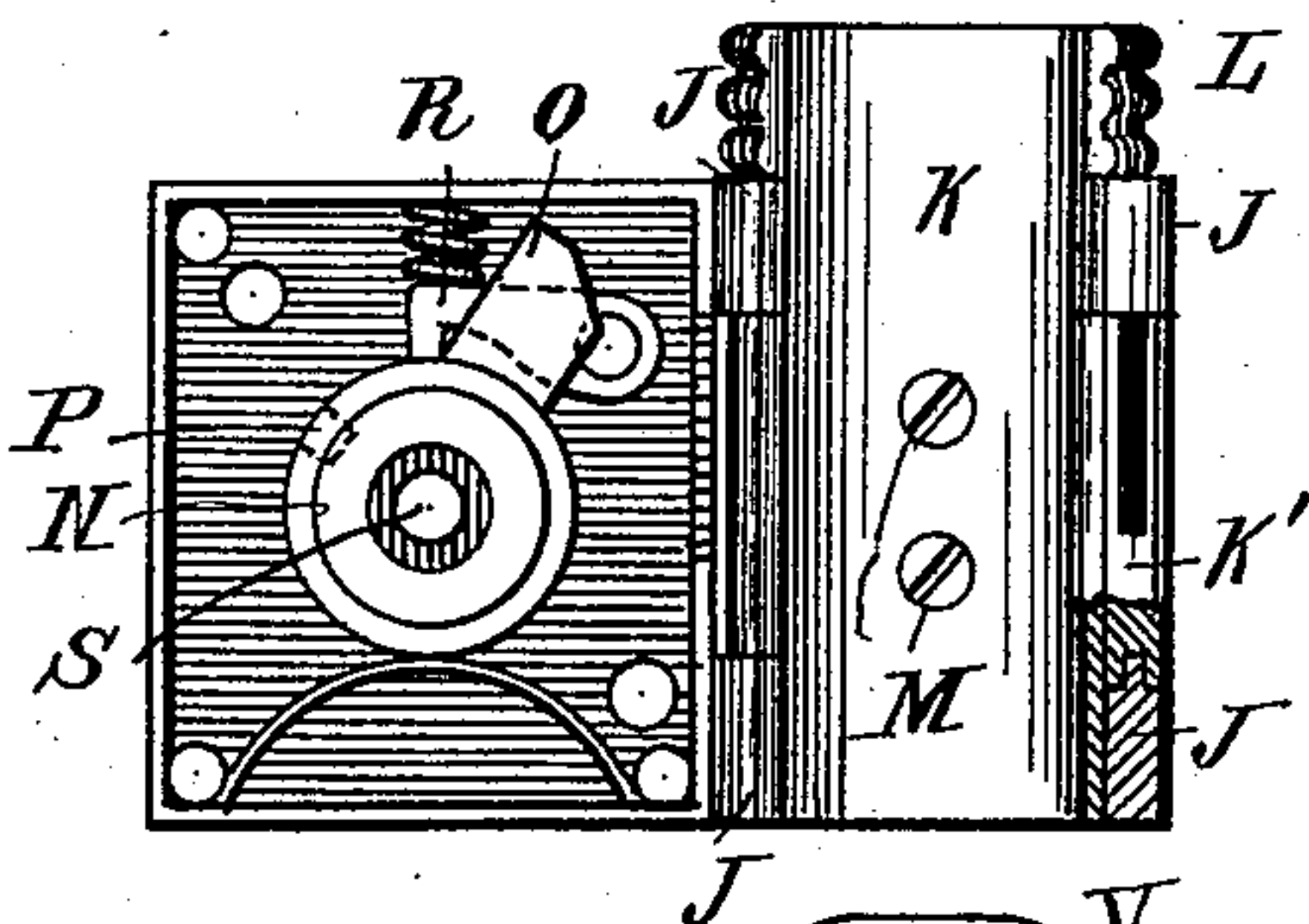


Fig. 4.

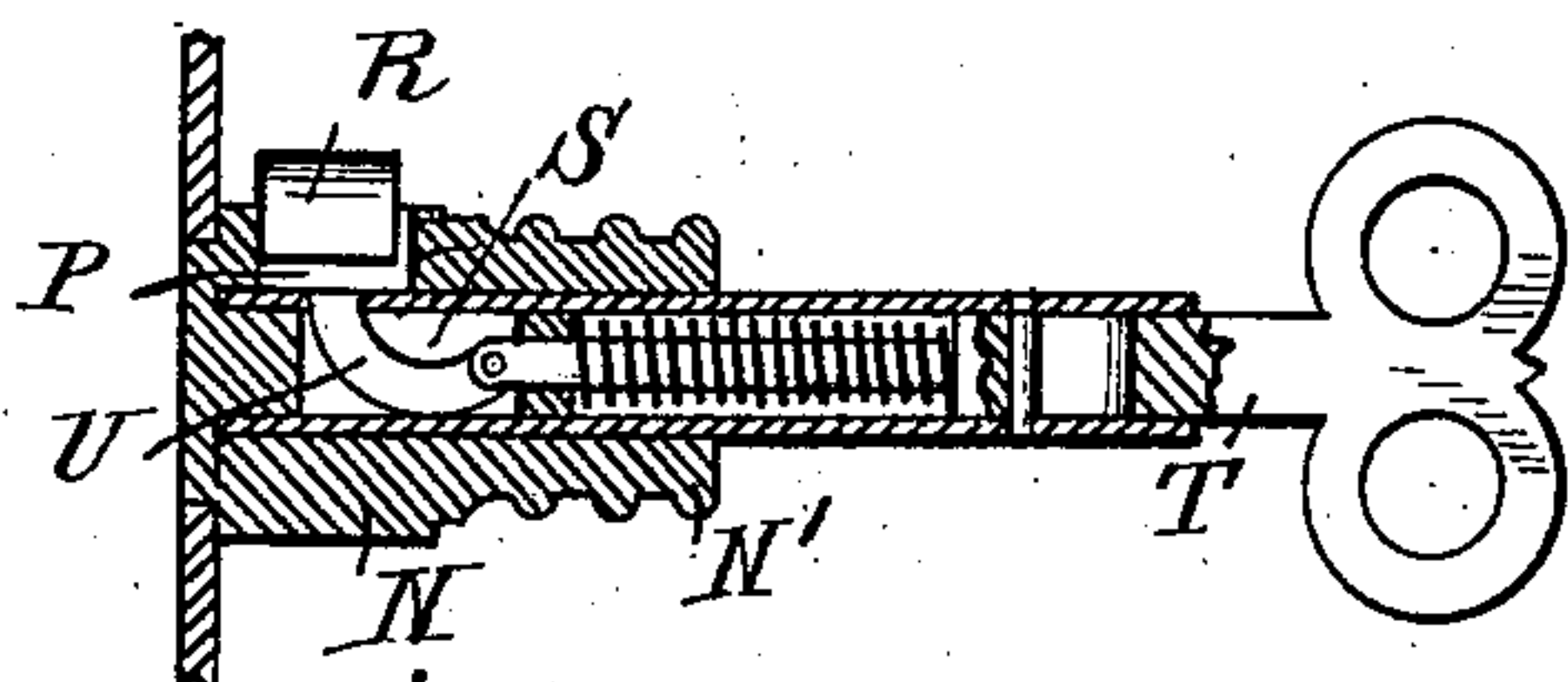


Fig. 6.

Witnesses:  
Saml. B. Dover.  
A. D. Jackson.

Inventor  
Edward J. Colby  
By Charles W. Parker  
Att'y.



# UNITED STATES PATENT OFFICE.

EDWARD J. COLBY, OF CHICAGO, ILLINOIS.

## WHIP-LOCK.

SPECIFICATION forming part of Letters Patent No. 363,990, dated May 31, 1887.

Application filed November 12, 1886. Serial No. 218,672. (No model.)

*To all whom it may concern:*

Be it known that I, EDWARD J. COLBY, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Whip-Locks, which are fully set forth in the following specification, reference being had to the accompanying drawings, forming a part thereof.

10 My invention relates to means for locking whips in their sockets, so as to prevent their being removed in the absence of the owner.

The object of my invention is to provide a locking device which will encircle the whip 15 above the handle and when locked will prevent the whip from being drawn through or out of its socket. I attain this object by means of the mechanism illustrated in the drawings, wherein—

20 Figure 1 is a side elevation of a whip, with its socket and locking device, with the whip locked in position. Fig. 2 is a front view of the same with the whip locked in position. Fig. 3 is a front view of the lock with the 25 cover and whip removed. Fig. 4 is a plan view of the lock with the whip removed. Fig. 5 is a front view of the lock closed, with the whip and cover removed. Fig. 6 is a sectional view through the lock and key, showing the 30 latter in the process of unlocking.

Similar parts are indicated by the same letter in all the figures.

A is a whip-socket.

B is the dash-board.

35 C C are staples securing the socket to the dash-board.

D is a part of the buggy-frame.

E is the whip.

F is the rail at the top of the dash-board.

40 G is the lock-cover.

H is the body of the lock, provided with the curved forwardly-projecting arms J J, so as to form a sort of socket.

45 K is a curved socket-shaped piece, which rests between the arms J J and rotates on them. It is provided with an upper thumb-piece, L, which has a shoulder to rest on the upper curved arms J J. A curved piece, K', grooved at its edge, as shown, is inserted 50 between the upper and lower arms J J and rotates upon them. To this piece the socket K

is secured by the screws M M, and thus the socket K is supported in position so as to be rotated about its axis and on the arms J J.

N is a drum-shaped piece, having the latch 55 O projecting from it, the aperture P in its side to receive the spring-dog R, and the hole S to receive the key T. This key is provided with the bit U.

V is a staple or other fastening device 60 whereby the lock-body H is secured to the side iron of the dash-board.

N' is the thumb-piece on the end of the drum, and O' is a slot in the piece K' to receive the latch. 65

The use and operation of my invention are as follows: The whip-socket is secured in position as usual. The lock is securely fastened to the side iron of the dash-board just above the socket in the position shown in the draw- 70 ings. It is then turned into the position shown in Fig. 3, so that the whip, when placed in its socket, will lie within the arms J J and in the socket K. This latter socket is smaller than the socket proper, so that the handle of 75 the whip cannot be drawn through the same when the socket is turned around, as shown in Fig. 1.

When the driver leaves his buggy, leaving the whip in its socket, he turns the piece K 80 into the position shown in Fig. 1 by means of the thumb-piece L. He then, by means of the thumb-piece N', turns the drum N until the latch O has entered the slot O' in the side of the curved piece K', at which moment the 85 spring-dog R is received into the aperture P and the drum, and consequently the socket K is locked in the position shown in Figs. 1 and 2.

When the owner returns and desires to re- 90 lease the whip, he inserts the key T in the aperture S until it has reached the bottom of said aperture, when by a little pressure the bit U is forced outward through the aperture P against the dog R. Thus the dog is thrown 95 out of the aperture P and the drum N released, when by turning the key the latch O will be taken out of the slot O' and the socket be released. The piece K is then turned around into the position shown in Fig. 3. 100

It is clear that any kind of key or lock could be used and that the same could be attached

at any distance from the whip-socket, or, indeed, could be a part of the latter.

I claim—

5 1. A whip-lock consisting of an open cylindrical piece secured to the dash-board above the socket, so as to receive the whip above its handle, a similar cylindrical piece secured to and rotating on such first-mentioned cylindrical piece, and a lock or bolt which enters a slot  
10 in the rotating piece and locks the same.

2. In a whip-lock, the combination of a cylindrical socket with a cylindrical piece which fits in, is secured to, and rotates on such

socket, and a lock secured to the dash-board and provided with a bolt which engages a slot 15 in the rotating piece when the same is turned, so as to clasp the whip, and thus lock it securely in place.

In testimony whereof I have hereunto set my hand, in the presence of two witnesses, at 20 Chicago, Illinois, this 6th day of November, A. D. 1886.

EDWARD J. COLBY.

Witnesses:

FRANCIS W. PARKER,  
G. G. JACKSON.