

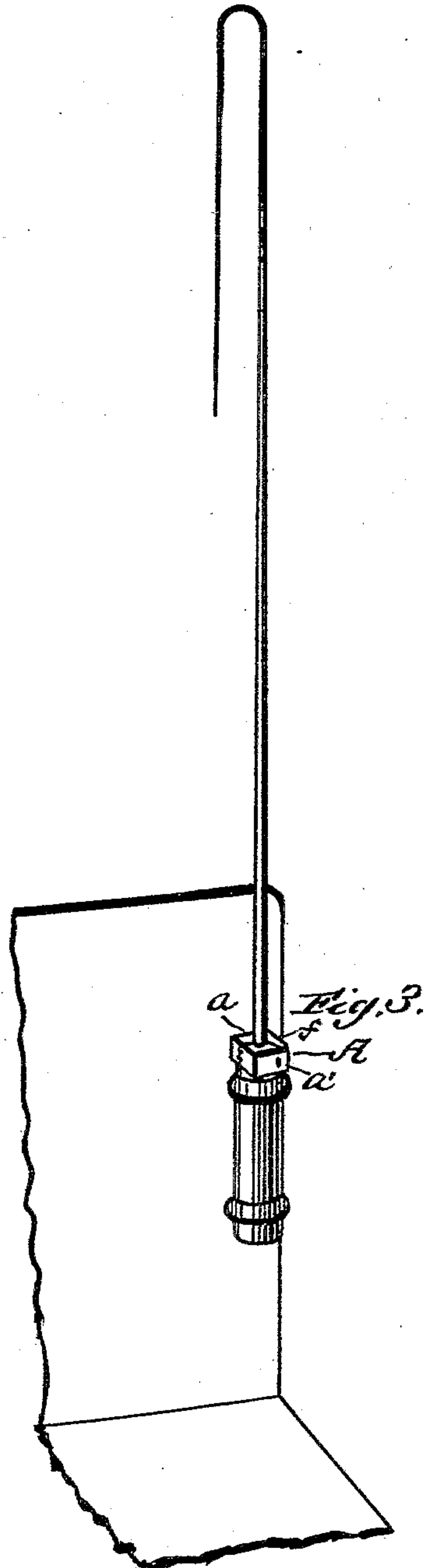
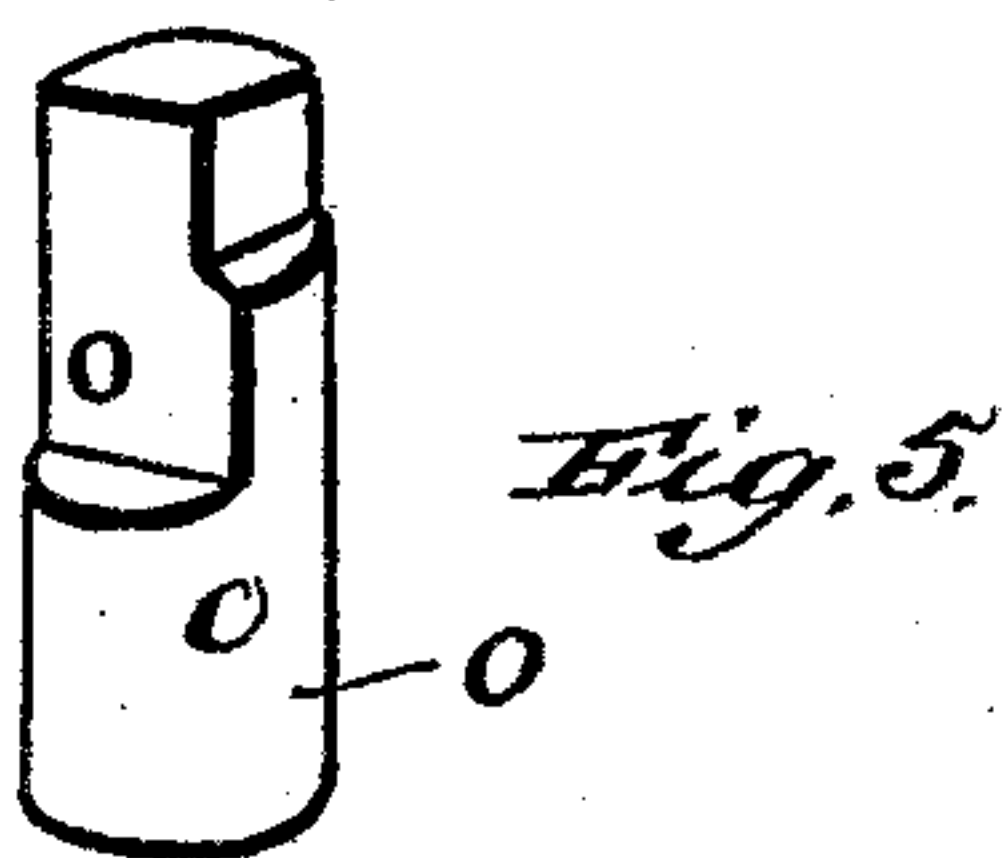
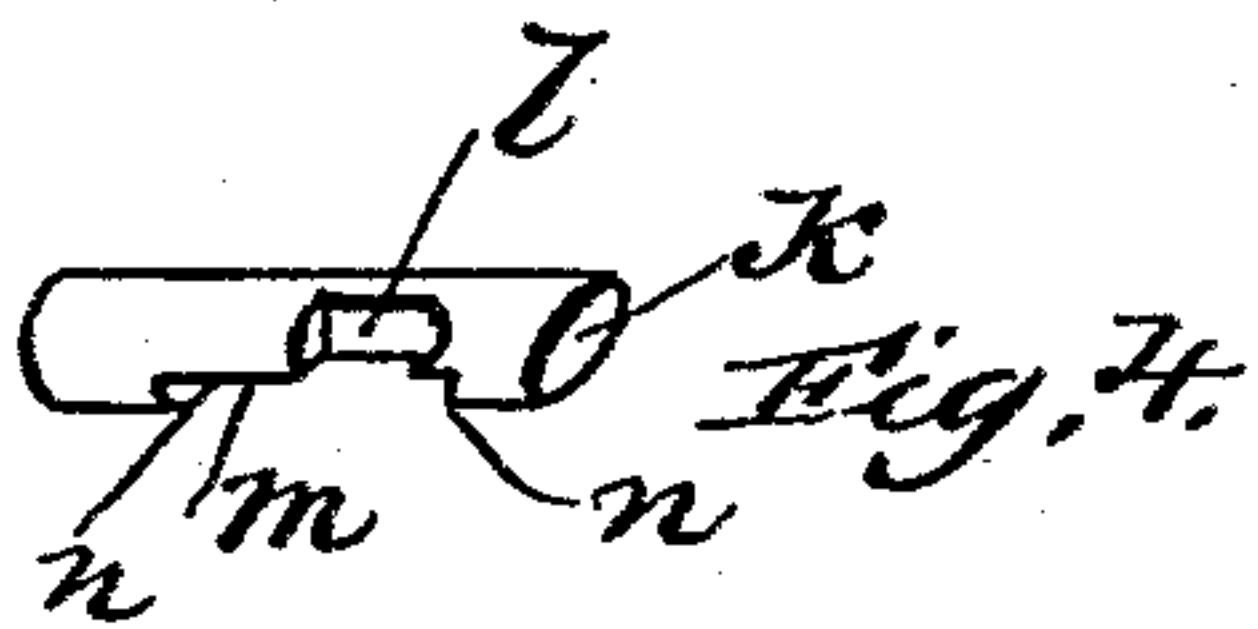
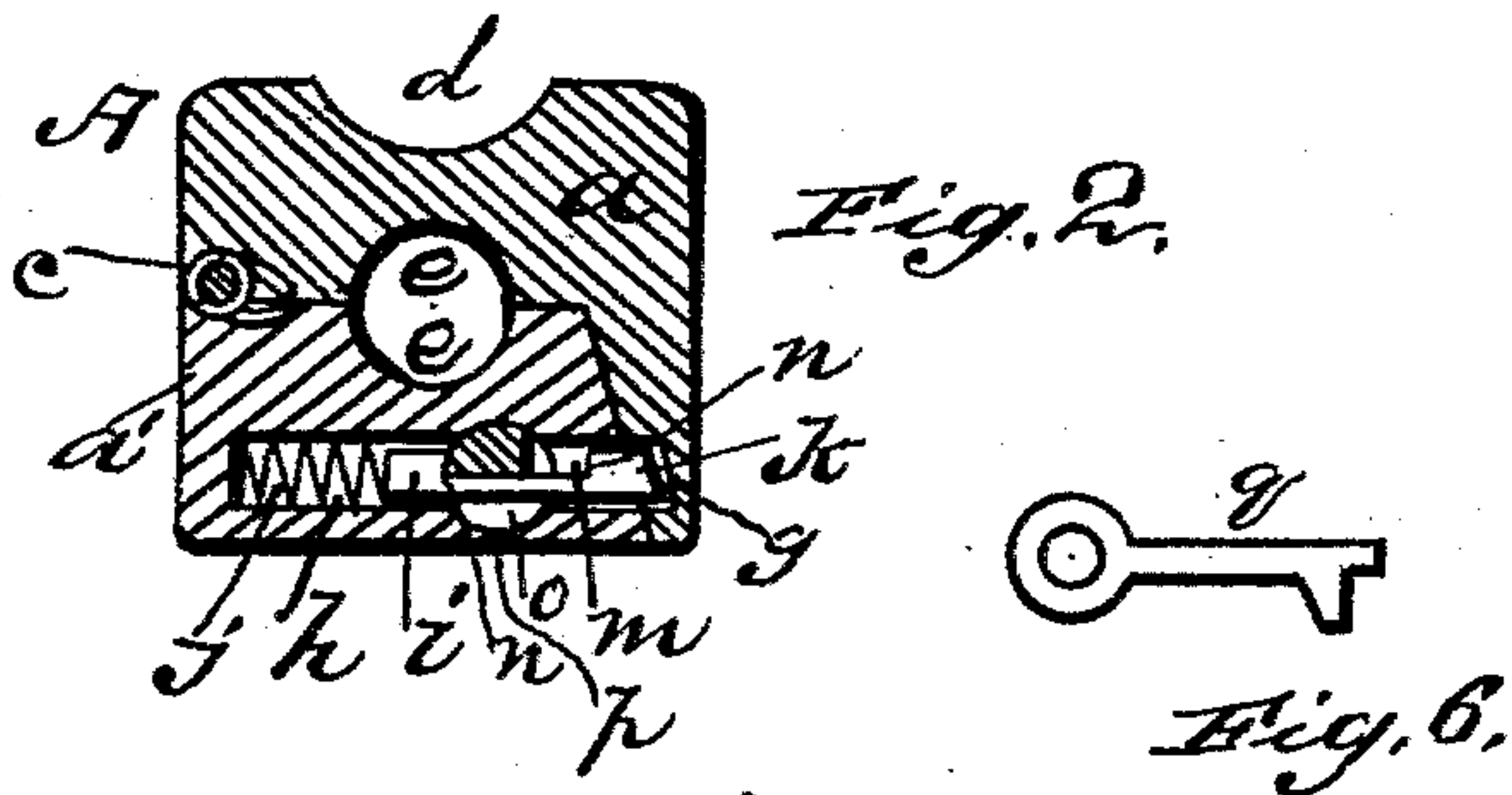
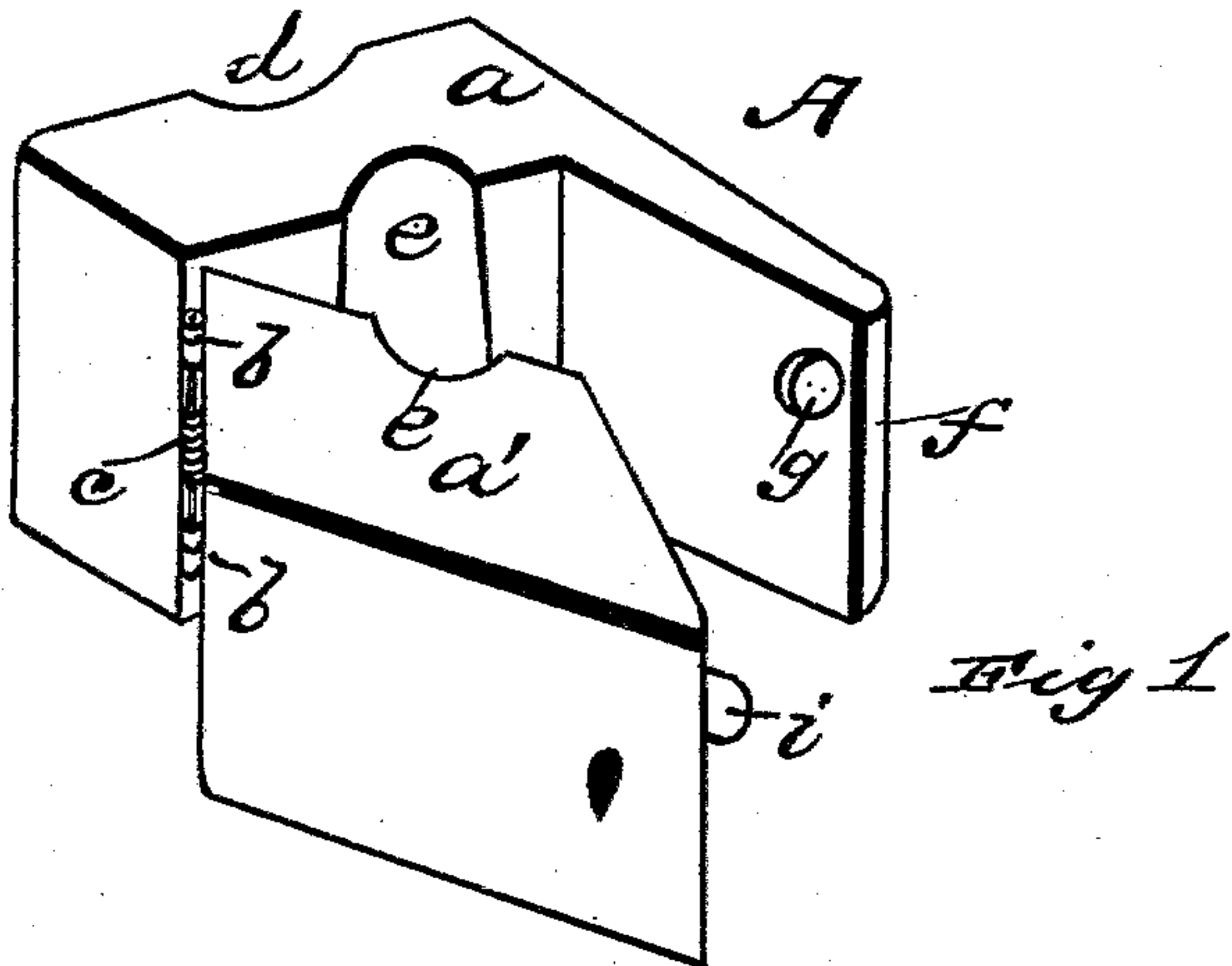
(No Model.)

C. M. BALDWIN.

WHIP LOCK.

No. 373,713.

Patented Nov. 22, 1887.



WITNESSES

Jas B. Clarke

Thos J. Thompson

INVENTOR

C. M. Baldwin

By E. H. Bates

Attorney

UNITED STATES PATENT OFFICE.

CHESTER M. BALDWIN, OF BRONSON, MICHIGAN, ASSIGNOR OF ONE-HALF
TO JAMES NICHOLS, OF SAME PLACE.

WHIP-LOCK.

SPECIFICATION forming part of Letters Patent No. 373,713, dated November 22, 1887.

Application filed August 10, 1887. Serial No. 246,586. (No model.)

To all whom it may concern:

Be it known that I, CHESTER M. BALDWIN, a citizen of the United States, residing at Bronson, in the county of Branch and State of Michigan, have invented certain new and useful Improvements in Devices for Locking Whips to Vehicles; 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 improvements in devices for locking whips to vehicles; and it consists in the novel construction and arrangement of the same, whereby a person can secure his whip to the vehicle and prevent it being stolen in his absence, all as will be hereinafter fully explained, and particularly pointed out in the appended claim.

The annexed drawings, to which reference is made, fully illustrate my device, in which—

Figure 1 represents a perspective view of my device. Fig. 2 is a longitudinal sectional view of the same. Fig. 3 is a perspective view showing my device attached to a vehicle dash-board; and Figs. 4, 5, and 6 are detail views.

Referring by letter to the accompanying drawings, A designates the whip-lock, which is composed of two parts or sections, *a a'*, and which are formed with hinged joints *b*, having secured thereto a spring, *c*.

The section *a* is provided with a vertical groove, *d*, and is designed to be secured in any suitable manner to the rail of the dash-board and directly over the ordinary whip-socket now in use, said groove receiving the rail of said dash. Each half is provided with a tapering groove, *e e*, the largest portion being at its lower end and corresponding in form to that of a carriage-whip, and said section is also provided with an angular plate, *f*, which has a depression, *g*, for the end of a latch-bolt, hereinafter set forth.

The section *a'* is provided with a horizontal slideway, *h*, in which is placed a bolt, *i*, behind which is the operating-spring *j*, that presses the bolt forward. Said bolt is constructed with a beveled end, *k*, a notch, *l*, and recessed portion *m*, having stop-shoulders *n n*, which latter are designed to operate in connection with a plug, *o*, which is placed within an opening, *p*, at right angles to the bolt-slide-

way aforesaid. A key-hole is made in the portion *a'* for the insertion of the key *q* for unlocking the section *a'*.

It will be seen that when it is desired to lock the whip to the vehicle said whip is put in the whip-socket, and above the same said whip rests within the groove of the section *a*, and by closing the section *a'* the bolt is sprung into the recess or depression in the angular portion of the section *a*, which locks the two sections together, thus firmly binding the whip within the central opening of the lock. The movement of the bolt brings the shoulders *n* in contact with the plug and limits its forward and backward movement, and prevents said bolt from leaving the slideway when the device is unlocked.

To unlock the device, the key is inserted and engages the notch in the bolt, which, when the key is turned, is drawn back from engagement with the recess in the portion *a* and allows the spring-bolt to separate the two parts.

In locking the devices, the portion *a'* is simply pressed toward the other half and the spring-bolt snaps within the recess aforesaid, thus requiring no key for locking it.

The device, when not desired for locking the whip to the vehicle, is left open or unlocked, thus permitting the driver to have free access to the whip; but should he desire to lock the whip to the vehicle in his absence, he can close the section *a'* with his hand or foot, thus securely fastening the whip.

The key for unlocking the device, being small, can be carried on a watch-chain or in the vest-pocket, and it is simple in operation, cheap to manufacture, and durable.

What I claim is—

The within-described whip-lock, consisting of the sections *a a'*, hinged to one another and provided with the spring, the section *a*, having the angular plate recessed and the whip-groove, the section *a'*, having the whip-groove and provided with the spring, bolt, and plug, the whole adapted to operate as shown, and for the purpose set forth.

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

CHESTER M. BALDWIN.

Witnesses:

DARIUS MONROE,
LEVI SANDERS.