

J. ERICKSON.

WHIP LOCK.

APPLICATION FILED SEPT. 18, 1909.

955,588.

Patented Apr. 19, 1910.

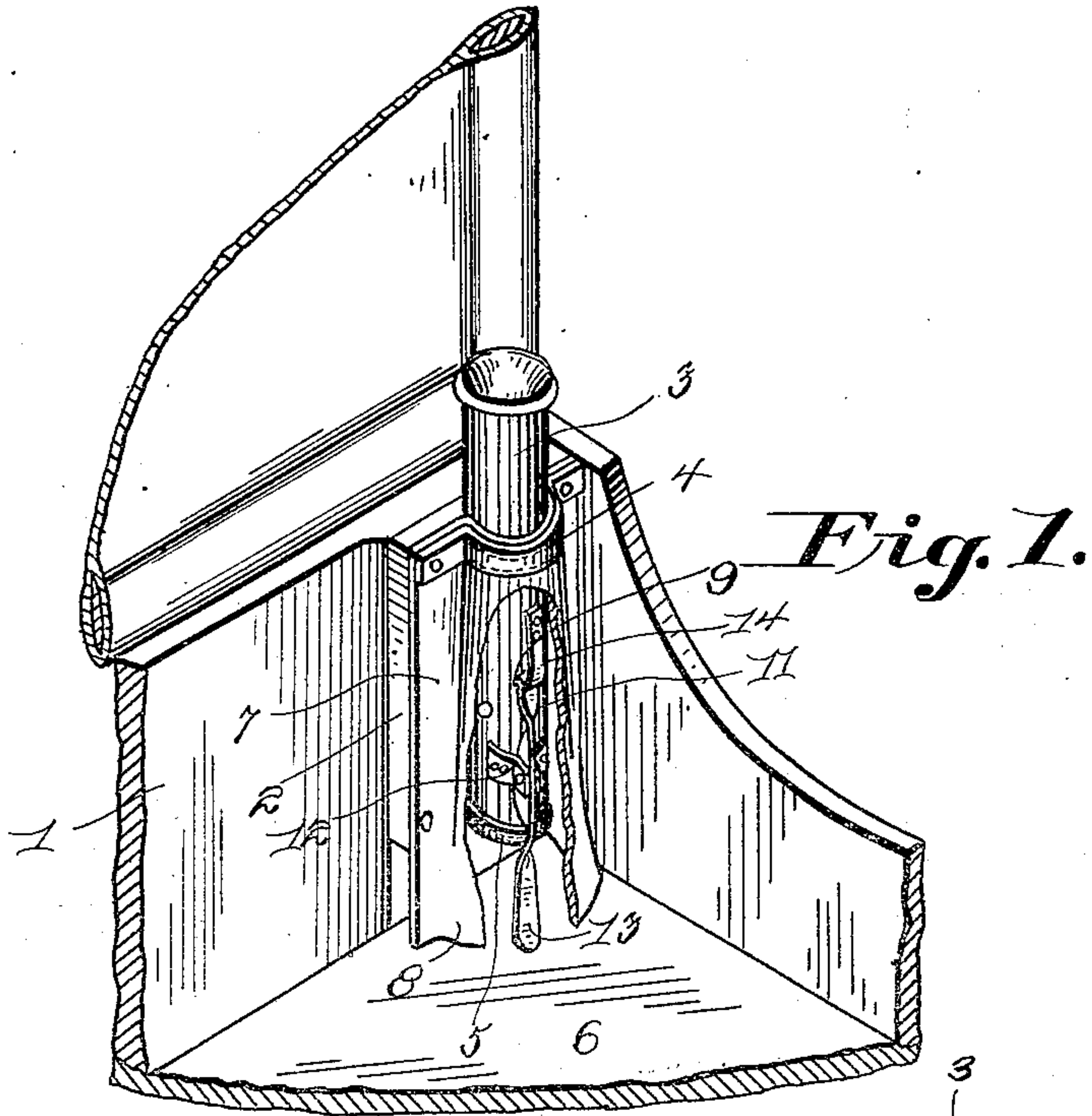


Fig. 3.

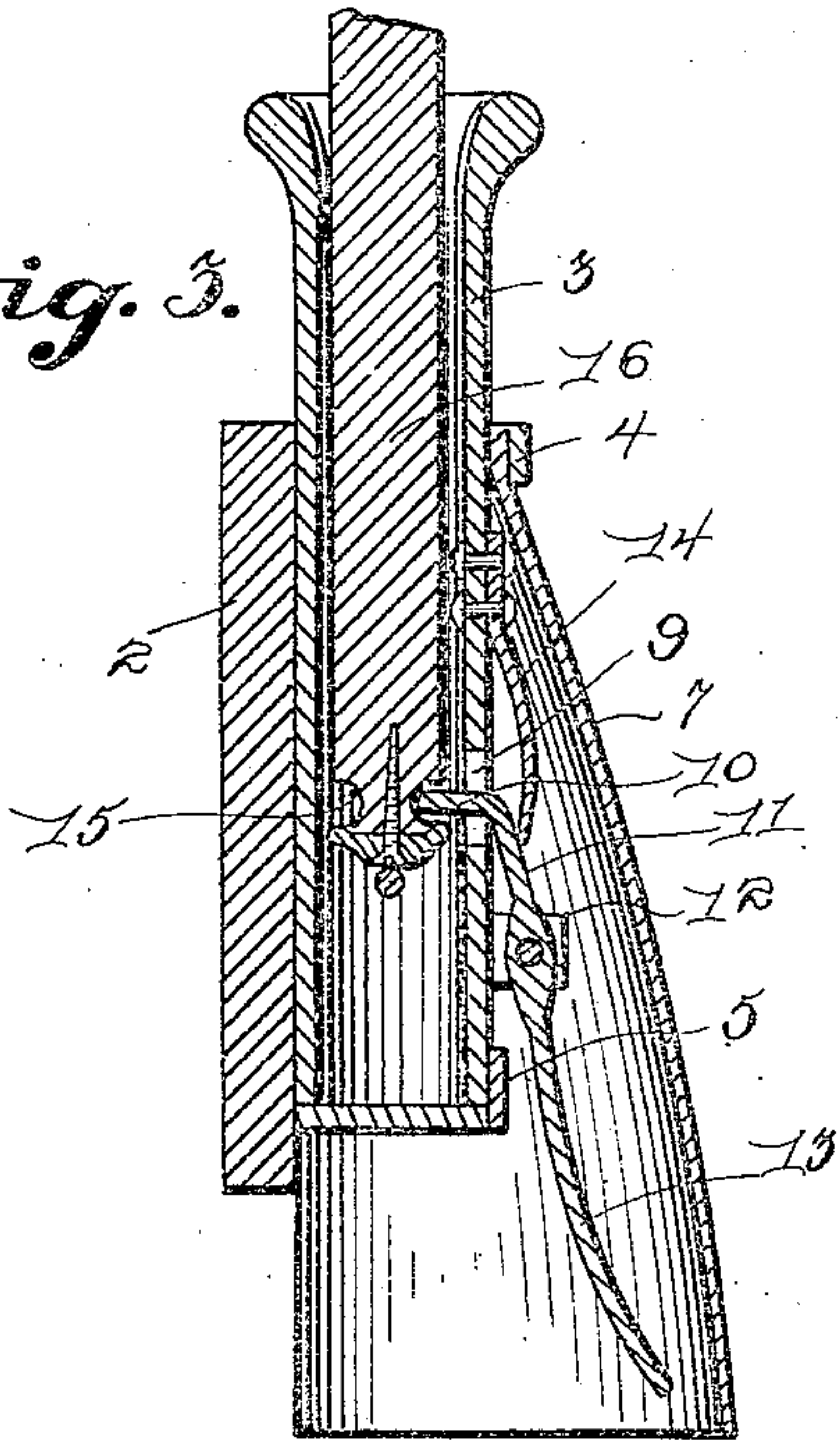
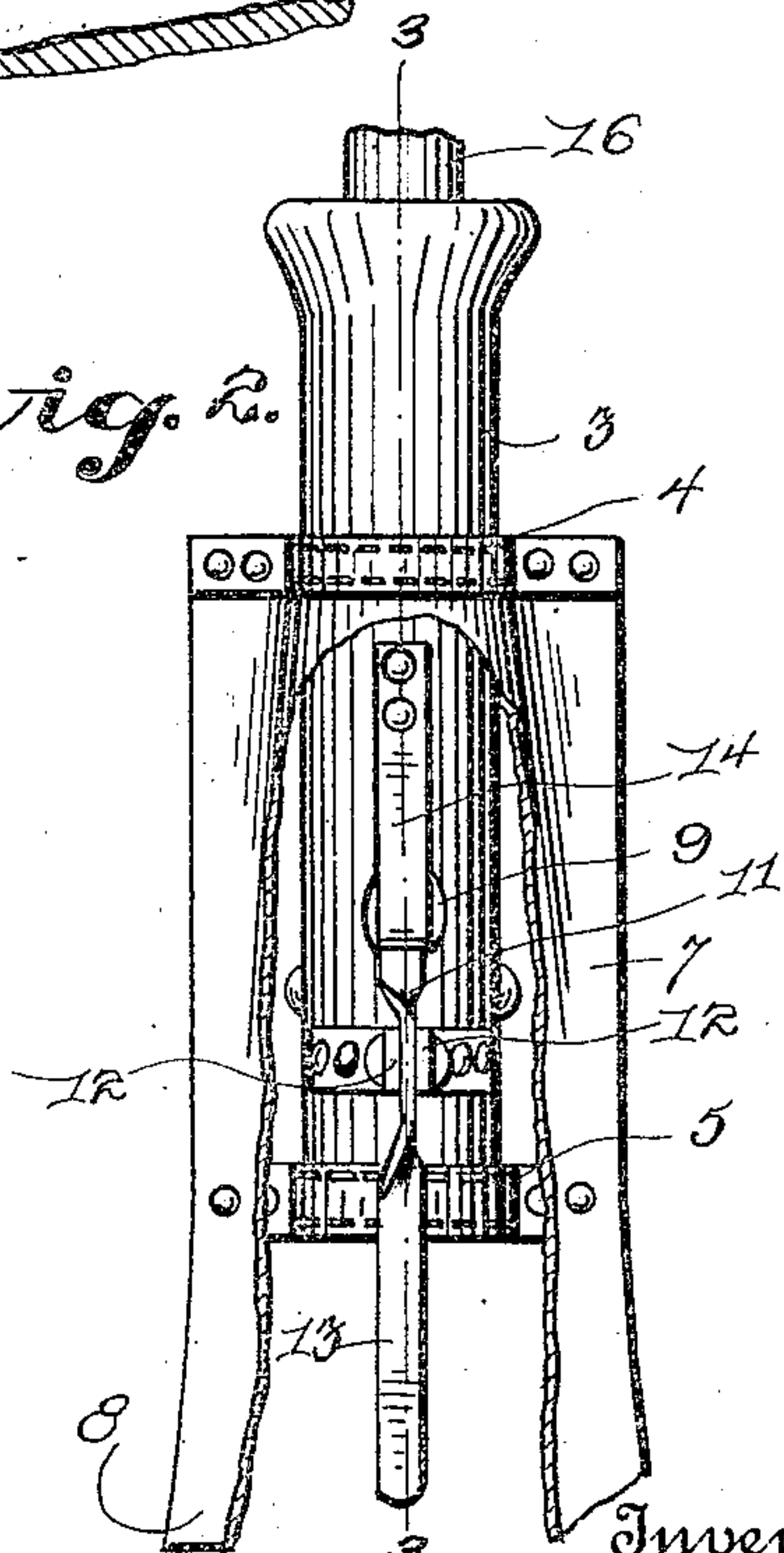


Fig. 2.



Witnesses

C. Everett Lancaster.

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Jack Erickson.

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# UNITED STATES PATENT OFFICE.

JACK ERICKSON, OF BINGHAM, UTAH.

WHIP-LOCK.

955,588.

Specification of Letters Patent. Patented Apr. 19, 1910.

Application filed September 18, 1909. Serial No. 518,352.

*To all whom it may concern:*

Be it known that I, JACK ERICKSON, a citizen of the United States of America, residing at Bingham, in the county of Salt Lake and State of Utah, have invented certain new and useful Improvements in Whip-Locks, of which the following is a specification, reference being had therein to the accompanying drawing.

10 This invention relates to whip sockets, and the principal object of the same is to provide the socket with a novel type of locking lever for retaining a whip within said socket but adapted to be rocked by the  
15 foot of the driver to release the whip when it is desired to remove the whip from the socket.

In carrying out the object of the invention generally stated above it will be understood, of course, that the essential features involved are necessarily susceptible of changes in details and structural arrangements, one preferred and practical embodiment of which is shown in the accompanying drawings, wherein—

25 Figure 1 is a fragmentary perspective view of one corner of a vehicle showing the improved whip socket located therein. Fig. 2 is a view in front elevation of the improved whip socket, partly broken away. Fig. 3 is a central vertical sectional view taken substantially on the line 3—3, Fig. 2.

Referring to said drawing by numerals, 1 designates the usual foot board of a vehicle which has an outstanding vertically arranged strip 2 located adjacent one longitudinal edge which forms a support for the socket 3 which is fastened thereon by means of the upper and lower embracing clips  
40 4—5, the outturned ends of which are rigidly fastened to said strip by nails or other suitable fasteners so that said socket will be held a slight distance above the floor 6 of the vehicle. The upper clip 4 also retains the upper edge of a flexible protecting apron 7 about said socket, the longitudinal edges of said apron being fastened to said strip 2 while its free lower edge 8 hangs

well below the bottom of said socket and in contact with the said floor 6. 50

The socket 3 is provided with a transverse opening 9 through which the angular end 10 of a rocking lever 11 projects, said lever being pivotally mounted in the ears 12 carried by the socket and having its outwardly curved pendent pedal 13 projected below the bottom of said socket but covered by said protecting apron 7. A flat leaf spring 14 has one end fastened to said socket above the opening 9, the free end of said spring bearing upon the rocking lever 11 and constantly exerting a pressure to force the locking end of said lever through said opening and in engagement with the usual groove 15 in the end of a whip 16. To release the whip, a pressure of the foot upon the pedal 13 of said lever will rock the locking end 10 from engagement with the whip, whereupon the whip may be withdrawn from the socket. To replace the whip, the same is forced down into the socket so that its end will contact with the locking end of the lever and rock the same out of the path of movement of the whip after which the tension of the spring will cause the said locking end to spring into engagement with the groove in the whip, or contact with the side of the same with sufficient force to retain the whip in the socket if there is no holding groove in the whip. 65 70 75 80

It will be seen from the foregoing that the improved holding means for the whip assures the whip being at all times retained in the socket, but the same may be readily released by the foot of the driver when it is desired to use the whip. Another prominent feature of the invention is in the use of the flexible protecting apron for it will be readily understood that the same will effectively shield the whip holding mechanism from the weather, and also inclose the same so that there is no liability of the clothes of the driver becoming caught by said mechanism and will also prevent the driving reins becoming entangled therewith, 85 90 95

and further, the said apron being of flexible material, it will be apparent that the lever 11 may be operated to release the whip without the necessity of removing the apron  
5 from its protecting position.

What I claim as my invention is:—

A device of the character described comprising a whip socket, whip locking means carried thereby, and a flexible protecting  
10 apron suspended from said socket to shield

said locking means which permits said locking means to be operated without removing said apron.

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

JACK ERICKSON.

Witnesses:

J. H. WHITE,

F. H. CELLVENTRA.