A. H. LAW.
Whip-Socket.

No. 199,374. Patented Jan. 22, 1878.

Fig. 1.

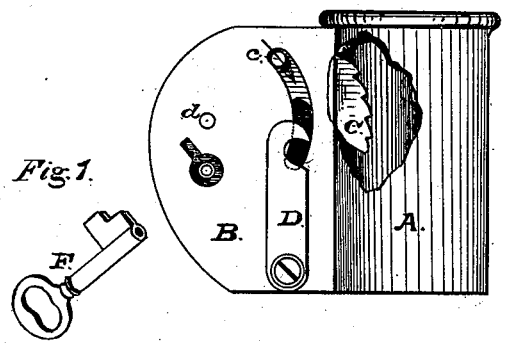


Fig. 2.

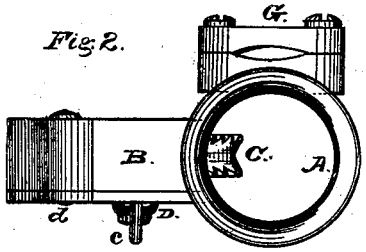


Fig. 3.

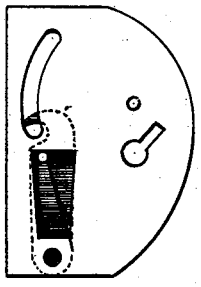


Fig. 4.

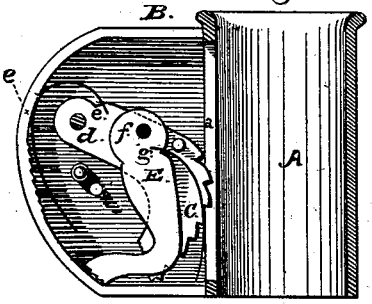
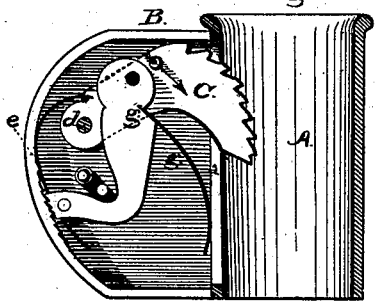


Fig. 5.



Witnesses.
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UNITED STATES PATENT OFFICE.

ALBERT H. LAU, OF SAN FRANCISCO, CALIFORNIA.

IMPROVEMENT IN WHIP-SOCKETS.

Specification forming part of Letters Patent No. **199,374**, dated January 22, 1878; application filed November 7, 1877.

To all whom it may concern:

Be it known that I, ALBERT H. LAU, of the city and county of San Francisco, California, have invented a new and useful Safety-Lock Whip-Socket, which invention is fully set forth in the following specification and accompanying drawings.

In the drawings referred to, Figure 1 is a side elevation, with the side of the socket broken away to show the parts more clearly. Fig. 2 is a top view of the same. Figs. 3 and 4 are detail views with the face-plate of the lock removed. Fig. 5 is a view of the inner face of the lock-plate.

Similar letters of reference indicate like parts in all the drawings.

The object of my invention is to provide a lock or safety attachment to whip-sockets which can be brought into action to hold the whip in the socket, and prevent it from being stolen whenever the driver leaves the vehicle in the street unprotected. Such a device is of great utility in holding valuable whips in their sockets against danger of being unlawfully abstracted.

My invention therein consists in the combination, construction, and arrangements of the principal operative parts, as fully hereinafter explained.

In the said drawings, A represents a sleeve or socket, having a chamber, B, secured to, or forming part of, one side thereof, that holds the locking device, and a slot, *a*, through the same side, for the bolt or clutch to work in. C is the serrated bolt or clutch, pivoted within the chamber B, and projecting through the slot and within the socket, to engage with the butt of the whip. D is a spring-catch upon the outside of the face-plate, which engages with the pin *c* on clutch C, and holds it back out of action when it is not desired to lock the whip within the socket.

The clutch C and the means for operating and controlling it will be understood by reference to Figs. 4 and 5 of the drawings. The clutch is provided with a serrated or properly-roughened surface upon the end that projects into the socket, and it is pivoted at *d*, and held out in play by the spring *e*.

The movement of the clutch is prevented by the dog E, which is pivoted to the clutch at *f*, and is thrown out of action by the use of the key F. This dog has a bent arm provided with teeth or serrations on its end, that engage with notches in the inner face of the curved rim of the lock, and it is held against this surface by the spring *g*. Thus, when the key is taken out and the pin *c* is released from the catch D, these parts C E are thrown by the springs *c g* into the positions shown in Fig. 5, and any backward movement of the bolt or clutch C is prevented by the dog E until the key is employed to throw it back out of action.

The pin *c* of the clutch C works through a curved slot in the face-plate of the lock in line with the end of the spring-catch D, and it serves as a means for drawing down the clutch out of action when the dog E is moved back by the key, it being held down by the catch when the lock is not required for use.

My invention is thus constructed and combined with a whip-socket of any form or size; or it is made of the form shown in Fig. 1 of the drawings, where the sleeve A is employed as a supplemental socket, to be placed and secured over and in line with the ordinary socket of the vehicle, whereby my invention can readily be applied to any whip-socket now in use upon a vehicle.

When in operation, the lock is thrown into action to secure the whip by moving back the catch to release the pin *c*, and the whip is released only by the use of the key F to throw the dog E out of play.

In place of the key, any other means to control the dog may be used, as a wheel or disk governed by a combination of letters or figures, whereby, in a particular position of the disk, known only to the driver, the dog is free to allow the clutch to be moved out of action.

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

1. In combination with a sleeve or socket, A, the locking device or clutch composed of the parts C D E *c d e f g*, arranged and combined with a suitable chamber upon the side of the said sleeve, and with the end of the clutch working through a slot in the side thereof, substantially as herein described and set forth.

2. The locking device composed of the following parts, arranged within the chamber B: first, the serrated bolt or clutch C; second, the curved dog E, with serrated or roughened end; third, the pin *c*, working through a slot in the face-plate; fourth, the spring-catch D upon the outside of the face-plate; fifth, the springs *e g*, for throwing the parts into action, combined and arranged to operate substantially as herein described and set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 16th day of October, 1877.

ALBERT H. LAU.

Witnesses:
C. W. M. SMITH,
OSCAR T. SHUCK.