(No Model.)

C. L. BARD.

COMBINED WHIP SOCKET, OIL CAN, AND WRENCH.

No. 304,062. Patented Aug. 26, 1884.

Fig. 1.

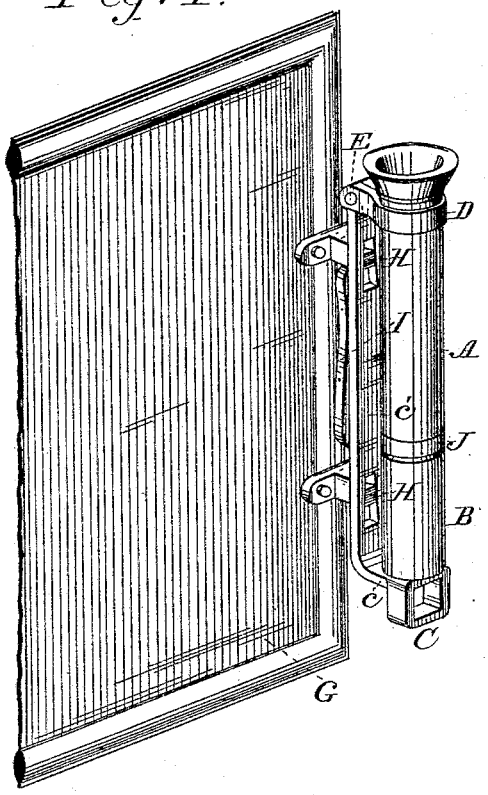


Fig. 2.

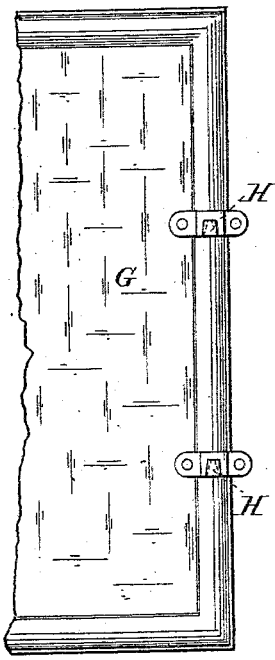


Fig. 3.

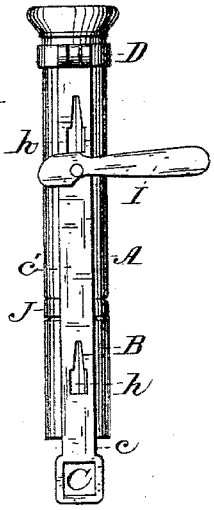


Fig. 4.

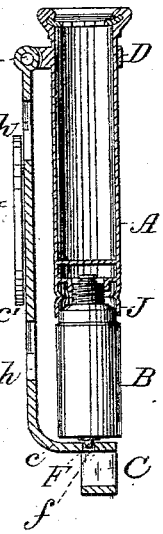


Fig. 5.

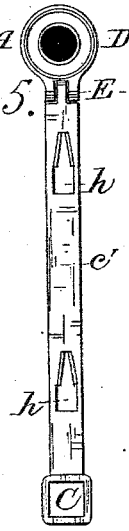


Fig. 7.

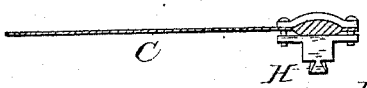
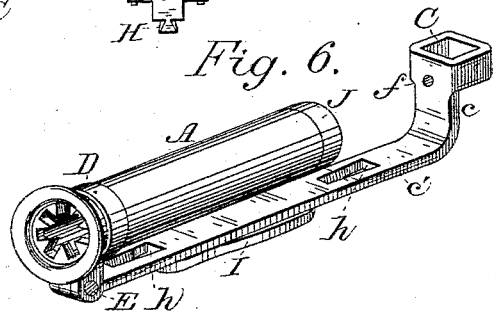


Fig. 6.



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UNITED STATES PATENT OFFICE.

CEPHAS L. BARD, OF SAN BUENAVENTURA, CALIFORNIA.

COMBINED WHIP-SOCKET, OIL-CAN, AND WRENCH.

SPECIFICATION forming part of Letters Patent No. 304,062, dated August 26, 1884.

Application filed May 16, 1884. (No model.)

To all whom it may concern:

Be it known that I, CEPHAS L. BARD, of San Buenaventura, county of Ventura, and State of California, have invented an Improvement in Combined Whip-Socket, Oil-Can, and Wrench; and I hereby declare the following to be a full, clear, and exact description thereof.

My invention relates to a new and useful combined whip-socket, oil-can, and wrench for use with and about vehicles; and it consists in a suitable whip-socket, to the lower end of which is screwed an oil-can, both socket and can being secured to a wrench, and the whole fitted to the dash-board or other suitable portion of the vehicle in the manner I shall hereinafter fully explain.

The object of my invention is to so combine the devices above mentioned as to form a compact whole, readily adjustable to and detachable from each other and the vehicle about which each of the parts is to be used.

Referring to the accompanying drawings, Figure 1 is a perspective view of my combined device as attached. Fig. 2 is an elevation of the dash-board, showing the V-shaped studs. Fig. 3 is an elevation of the combined device. Fig. 4 is a vertical section through the whip-socket and wrench, the oil-can being in elevation. Fig. 5 is an elevation of the wrench turned at right angles with the whip-socket. Fig. 6 is a perspective view of the whip-socket and wrench. Fig. 7 is a horizontal section of the dash-board.

A is the whip-socket, of ordinary dimensions and general construction. At its base, below its bottom wall, it is internally threaded to receive the externally-threaded top of the oil-can B, which is thus adapted to be screwed to the whip-socket.

C is the wrench having a short arm or shank, *c*, and a handle or stock, *c'*, as shown. The upper end of the handle is secured to the upper end of the whip-socket by means of a band, D, encircling the whip-socket, and having projecting separated ends, between which the end of the handle fits, and is pivoted therein by a bolt, E. In the arm or shank *c* of the wrench is made a hole or socket, *f*, into which a pin, F, on the bottom of the oil-can extends, Fig. 4.

The combined device is secured to the dash-board G of the vehicle by the following means: Two beveled headed or V-shaped studs, H, are permanently secured to the dash-board, and are adapted to fit into correspondingly-beveled and tapering elongated vertical slots *h*, formed in the stock or handle *c'* of the wrench, thus making a dovetail connection which may be readily formed or broken at will. If preferable, these parts might be reversed by making the studs on the stock and the sockets in the dash-board.

The device is handled as follows: The oil-can is screwed up to its limit on its seat, and is then high enough to allow its pin F to clear the arm *c* of the wrench as the whip-socket and can are swung to a parallel plane with the stock of the wrench. When the pin is over the hole *f*, a few reverse turns of the can are sufficient to lower it into the hole, thus securing the socket and can to the place on the wrench.

When the oil-can has to be used, it is screwed up again to free its pin of the hole *f*. Then the whip-socket and can are swung outwardly on the pivot-bolt E until the can is free of the wrench, when it may be fully unscrewed and removed.

To use the wrench, the whole device is removed by lifting and then freeing it from the studs H, and the wrench may be turned free and used with the whip-socket and can, or the whip-socket alone, attached; or it may be, if necessary, removed entirely by taking out the pivot-bolt E.

When the device is fitted to the studs H, and to prevent any accidental detachment by jarring or otherwise, there is a cam-lever, I, pivoted to the back of the stock or handle of the wrench, and which bears against the upper stud to force the device down and hold it firmly in place.

In order to cover and protect the joint formed between the oil-can and the whip-socket, I have an annular flange, J, at the base of the latter, which overlaps and encircles the joint, and prevents the entrance of dust, besides presenting a neater appearance by being made of similar material as the whip-socket.

Although I have illustrated and described the invention as attached to the dash-board, it could be secured to any other suitable portion of the vehicle.

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

1. A whip-socket, oil-can, and wrench connected and secured to one another to form a combined device, substantially as herein described.

2. The combined device consisting of the whip-socket, the oil-can secured to its bottom, and the wrench secured by one end to the top of the whip-socket, and by the other end to the bottom of the oil-can.

3. The whip-socket A, having an internally-threaded base, and the oil-can B, having an externally-threaded top adapted to fit the base of the whip-socket, whereby the two are united, substantially as herein described.

4. The whip-socket A, having an internally-threaded base, the oil-can B, having an externally-threaded top adapted to fit the base of the whip-socket, whereby the two are united, and the annular flange J, overlapping and covering the joint between them, substantially as herein described.

5. The whip-socket A, the oil-can B, screwed to its base, and the wrench C, pivoted at its top to the whip-socket, and supporting at its base the oil-can, substantially as herein described.

6. The whip-socket A, the oil-can B, screwed to its base, and having the pin F on its bottom, and the wrench C, having a stock or handle, *c'*, pivoted to the top of the whip-socket, and an arm, *c*, passing under the oil-can, and having a hole, *f*, into which the pin F of the oil-can fits, substantially as herein described.

7. The whip-socket A, having the band D at its top, the oil-can B, screwed to the base of the whip-socket, and having the pin F on its bottom, and the wrench C, having a stock or handle, *c'*, pivoted between the severed projecting ends of band D, and an arm, *c*, passing under the bottom of the oil-can and provided with a hole, *f*, into which the pin F of the oil-can fits, substantially as herein described.

8. The whip-socket A, oil-can B, and wrench C, having stock or handle *c'*, all united as described, in combination with the means by which they are connected with and supported from the dash-board, consisting of the bevel-headed or V-shaped studs H on the dash-board, and the correspondingly-beveled and tapering vertical slots *h*, in the handle of the wrench, into which the studs fit and are secured, substantially as herein described.

9. The whip-socket A, oil-can B, and wrench C, having stock or handle *c'*, all united as described, in combination with the means by which they are connected with and supported by the dash-board, consisting of the bevel-headed or V-shaped studs H on the dash-board, the correspondingly-beveled and tapering vertical slots *h* in the handle of the wrench, into which the studs fit, and the cam-lever I, pivoted to the handle, and bearing against one of the studs, substantially as herein described.

In witness whereof I have hereunto set my hand.

CEPHAS L. BARD.

Witnesses:

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SOL. N. SHERIDAN, Jr.