

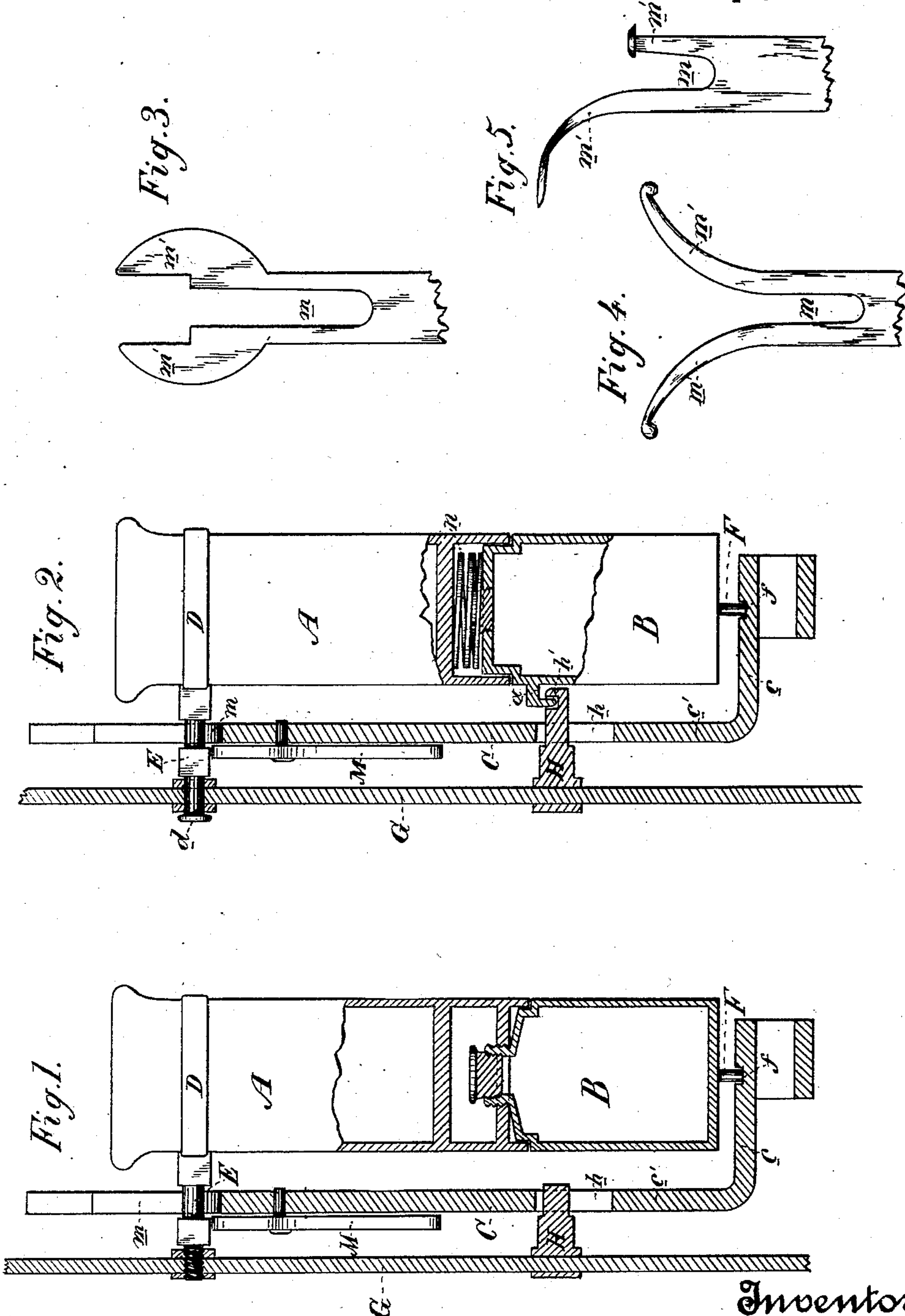
(No Model.)

C. L. BARD.

COMBINED WHIP SOCKET, OIL CAN, AND WRENCH.

No. 315,110.

Patented Apr. 7, 1885.



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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. 315,110, dated April 7, 1885.

Application filed July 26, 1884. (No model.)

To all whom it may concern:

Be it known that I, CEPHAS L. BARD, of San Buena Ventura, 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 combined whip-socket, oil-can, and wrench of that class in which the oil-can is secured to the base of the whip-socket and the wrench is secured to both, the combined device being adapted to be secured to a vehicle.

My invention is an improvement upon that combined whip-socket, oil-can, and wrench for which I filed application No. 131,774, for Letters Patent of the United States, May 16, 1884; and my invention consists in such a union of parts as will permit the ready separation of one from the other, and especially of the wrench from the whip-socket and oil-can, without disturbing the attachment of these latter to the vehicle.

It further consists in a modified construction of the top of the wrench, whereby it may serve as a wrench for small nuts, a rein-holder, or a hoof-cleaner, all of which I shall hereinafter fully explain by reference to the accompanying drawings, in which—

Figure 1 is a vertical section, in part, of my device. Fig. 2 is a vertical section, in part, of same, showing modification as to pivot-bolt E and the connection between oil-can and whip-socket and stud H. Fig. 3 is an elevation of top of wrench, showing it formed for small nuts. Figs. 4 and 5 are modifications of same.

The object of my invention is to provide a compact and serviceable combined whip-socket, oil-can, and wrench adapted to be carried on or about the vehicle for use when required, each part being readily separable from the other for independent use.

A is the whip-socket, of ordinary construction and dimensions, having a tubular base internally threaded, into which the externally-threaded top of the oil-can B is adapted to be screwed, as shown in Fig. 1. These parts are secured to the vehicle, preferably to

the dash-board G, by means of a bolt or pin, E, welded to a band, D, encircling the top of the whip-socket. The end of this bolt may be threaded, as in Fig. 1, and adapted to fit a threaded socket in a plate suitably secured to the dash-board, or, as in Fig. 2, it may simply be turned down smooth and fit through a hole in the plate on the dash-board, and it is then provided with a head, *d*, to secure it. The object being to provide a pivot upon which the whip-socket and oil-can may be turned, as hereinafter described, either of the means described are adapted to effect this result.

C is the wrench, of which *c'* is the stock or handle, and *c* an arm at right angles. In this arm is made a socket, *f*, into which a pin, F, on the bottom of the oil-can is adapted to fit. The upper end of the stock or handle *c'* of the wrench is provided with an elongated slot, *m*, having a rounded bottom, and the arms *m'* of this slot may be fashioned, as shown in Fig. 3, to provide a wrench for small nuts, or modified, as in Fig. 4, to serve as a rein-holder, or again modified, as in Fig. 5, to act as a hoof-cleaner. In case of a rein-holder, the arms *m'* may be made to rotate on their axis, whereby the reins may be twisted between them. The stock *c'* of the wrench, when in place, lies parallel with the whip-socket and oil-can, and the bolt or pin E, the center of which is turned down round, (its body being preferably square,) passes through the round bottom slot, *m*, of the stock *c'*. The bottom of the wrench being secured by the pin F and its top by the bolt E, the whole wrench is connected with the whip-socket and oil-can; but in order to secure it to its place I have a beveled-headed stud, H, projecting from a plate secured to the dash-board G, and adapted to fit within a correspondingly-beveled slot, *h*, made in the stock of the wrench. This supports the wrench and holds it to its place. In order to remove it the oil-can B is screwed up sufficiently to free its pin F of the socket *f*, when the oil-can and whip-socket are swung on the pivot-bolt E through a vertical plane parallel with the dash-board. The wrench is then raised free of the stud H and then slipped off of the bolt E, leaving the whip-socket and oil-can still se-

cured to the dash-board. To return the wrench to its place movements the reverse of these are made. The cam-lever M may be pivoted to the back or front of the wrench, and by bearing against the bolt E force the wrench down on the stud H, and thus prevent any rattling. If desirable, I may extend the stud H, as shown, Fig. 2, through the slot *h*, and provide its end with a notch, *h'*, with which a hook, *a*, on the whip-socket may engage to render additional support to the whip-socket and oil-can.

In fitting the pin F of the oil-can to the socket *f* in the arm *c* of the wrench, the oil-can is screwed up far enough to allow the pin to clear the arm, and when the pin is just over the socket a few reverse turns of the oil-can lowers the pin into the socket; but I do not confine myself to this mode of attachment, as it may be accomplished differently, as shown in Fig. 2. The oil-can B simply telescopes with the tubular base of the whip-socket, and bears against a spring, *n*, therein, under the influence of which it is forced down to cause the engagement of its pin with the socket F.

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

1. The whip-socket A, in combination with the bolt or pin E, by which it is pivoted to the vehicle, and a wrench with a slotted top bearing for the same, substantially as described.

2. The whip-socket A, having an encircling band, D, at its top, in combination with the bolt or pin E, secured to the band D, and journaled to a suitable part of a vehicle, and a wrench with a slotted top for the pin, substantially as herein described.

3. The whip-socket A, having the pivot-bolt E, by which it is secured to the vehicle, the wrench C, having a slotted top bearing, *m*, in which the bolt or pin E is journaled, and a means by which the wrench is supported from the vehicle, substantially as herein described.

4. The whip-socket A, having the pivot-bolt E, by which it is secured to the vehicle, the wrench C, having a slotted top, in which the bolt or pin E is journaled, and the stud H on the vehicle, adapted to enter a slot, *h*, in the wrench, substantially as herein described.

5. The whip-socket A, having bolt or pin E, by which it is pivoted to the vehicle, the oil-can B, secured to the base of the whip-socket, and having a pin, F, the wrench C, having stock or handle *c'*, with a slotted top bearing, *m*, in which the bolt or pin E is journaled, and an arm, *c*, with a socket, *f*, with which the pin F engages, and the stud H on the vehicle adapted to enter a slot, *h*, in the stock or handle of the wrench, substantially as herein described.

6. The whip-socket A, having pivot bolt or pin E, the oil-can B, secured to its base, and the wrench C, having a stock or handle, *c'*, with a slotted top bearing, *m*, forming modified sides or arms *m'*, said wrench being secured to the vehicle, and joining the whip-socket and oil-can by means of the bolt E, journaled in the slotted bearing, and pin F, fitting socket *f*, substantially as herein described.

7. The whip-socket A, having hook *a* and pivot bolt or pin E, the oil-can B, having pin F, the wrench C, having slotted top bearing, *m*, and socket *f*, and the stud H, passing through slot *h* in the wrench and engaging with hook *a* on the whip-socket, substantially as herein described.

8. The whip-socket A, secured to the vehicle and having a tubular base with a spring, *n*, in combination with the oil-can B, telescoping with said base and bearing against the spring, substantially as herein described.

9. The whip-socket A, having pivot-bolt E, a tubular base and inclosed spring *n*, the wrench C, secured to the vehicle and joining the bolt, said wrench having arm *c*, with socket *f*, and the oil-can B, telescoping within the tubular base of the whip-socket and bearing against the spring, said oil-can having a pin, F, in its bottom engaging with the socket *f* in the wrench, substantially as herein described.

In witness whereof I have hereunto set my hand.

CEPHAS L. BARD.

Witnesses:

J. LOGAN KENNEDY,
D. B. SCOTT.