

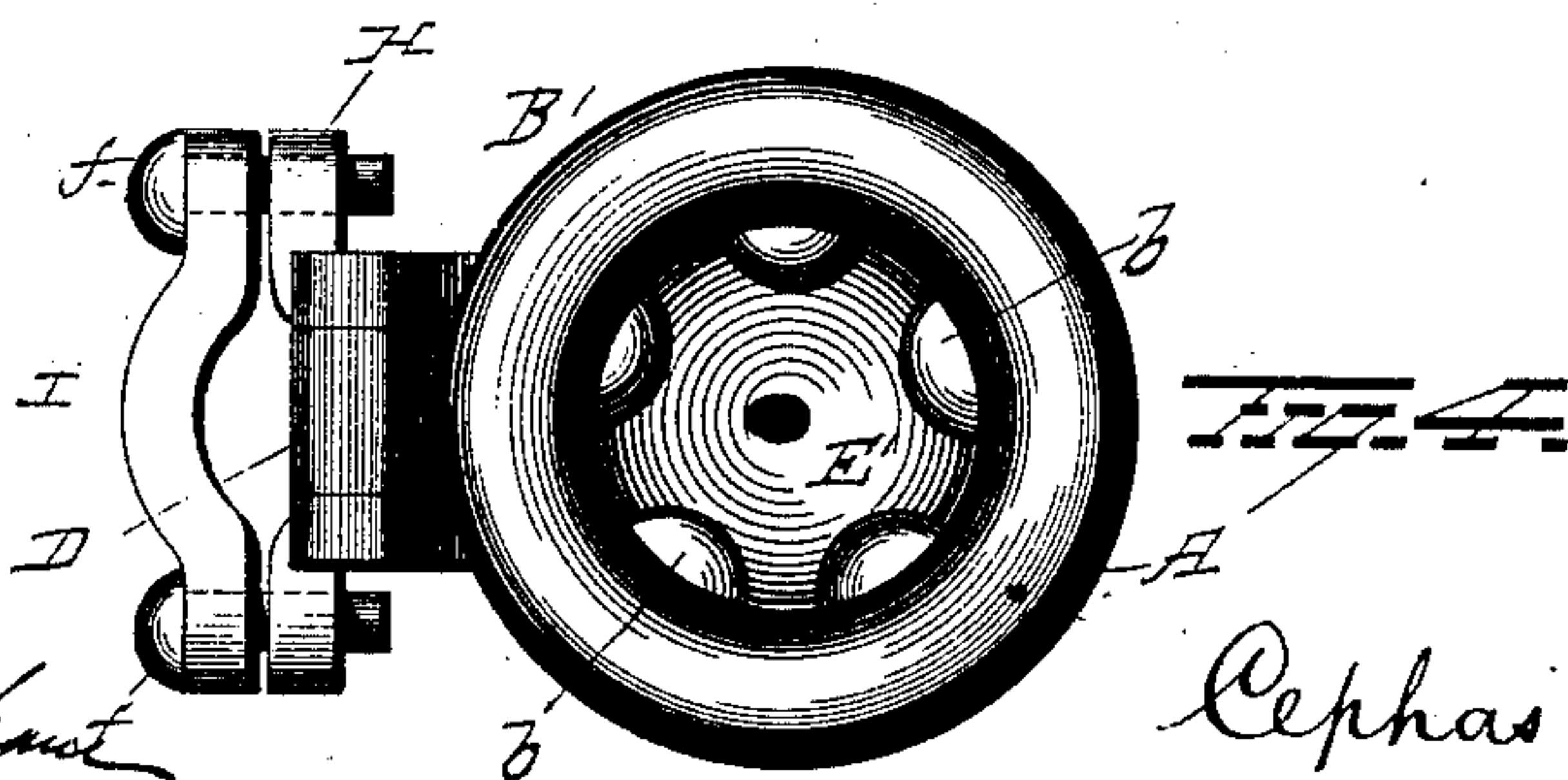
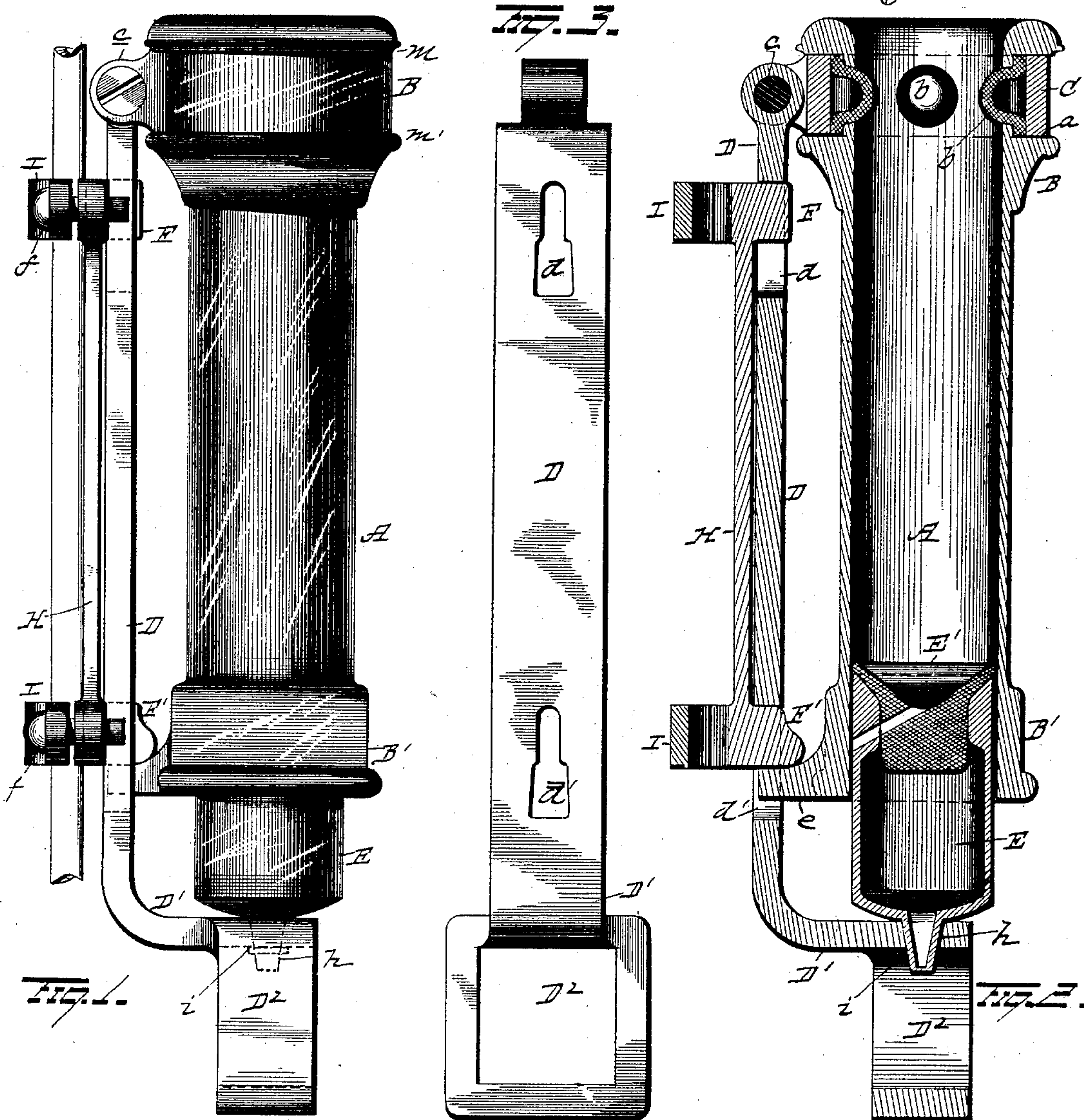
(No Model.)

2 Sheets—Sheet 1.

C. L. BARD.
WHIP SOCKET, OIL CAN, AND WRENCH.

No. 367,497.

Patented Aug. 2, 1887.



Witnesses
E. M. Thompson
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(No Model.)

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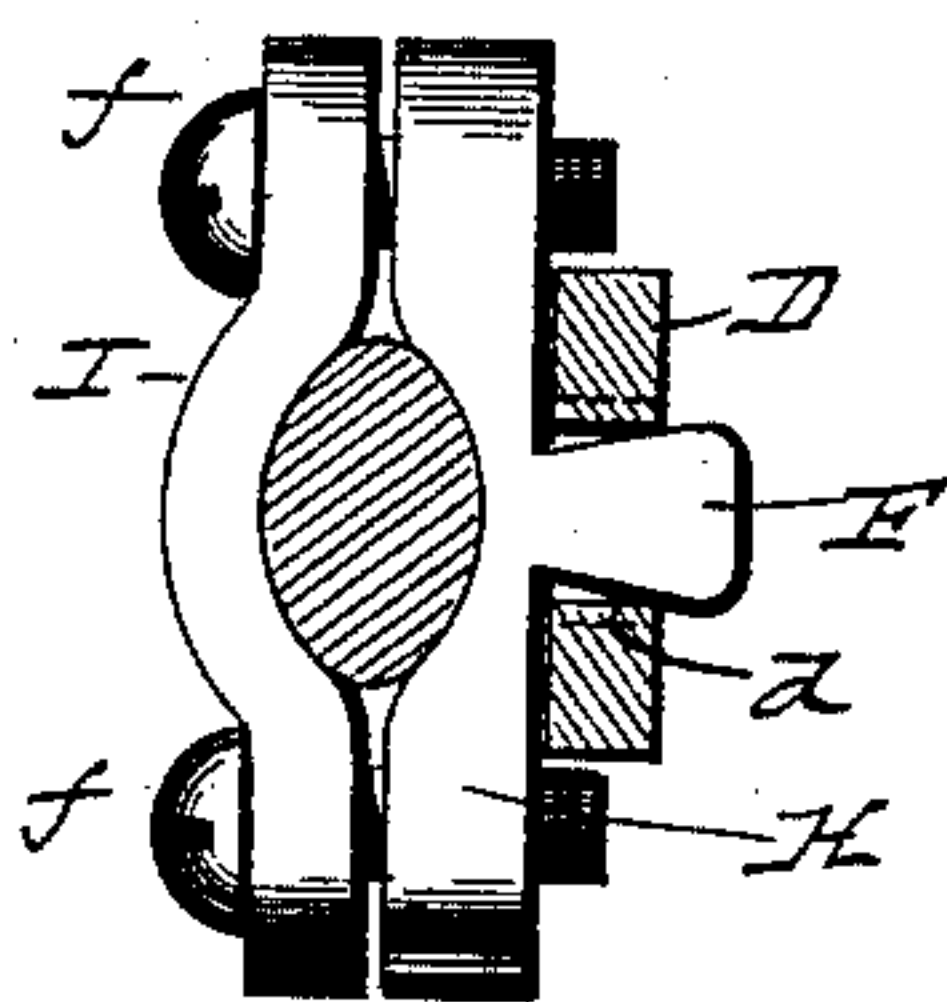


FIG. 7.

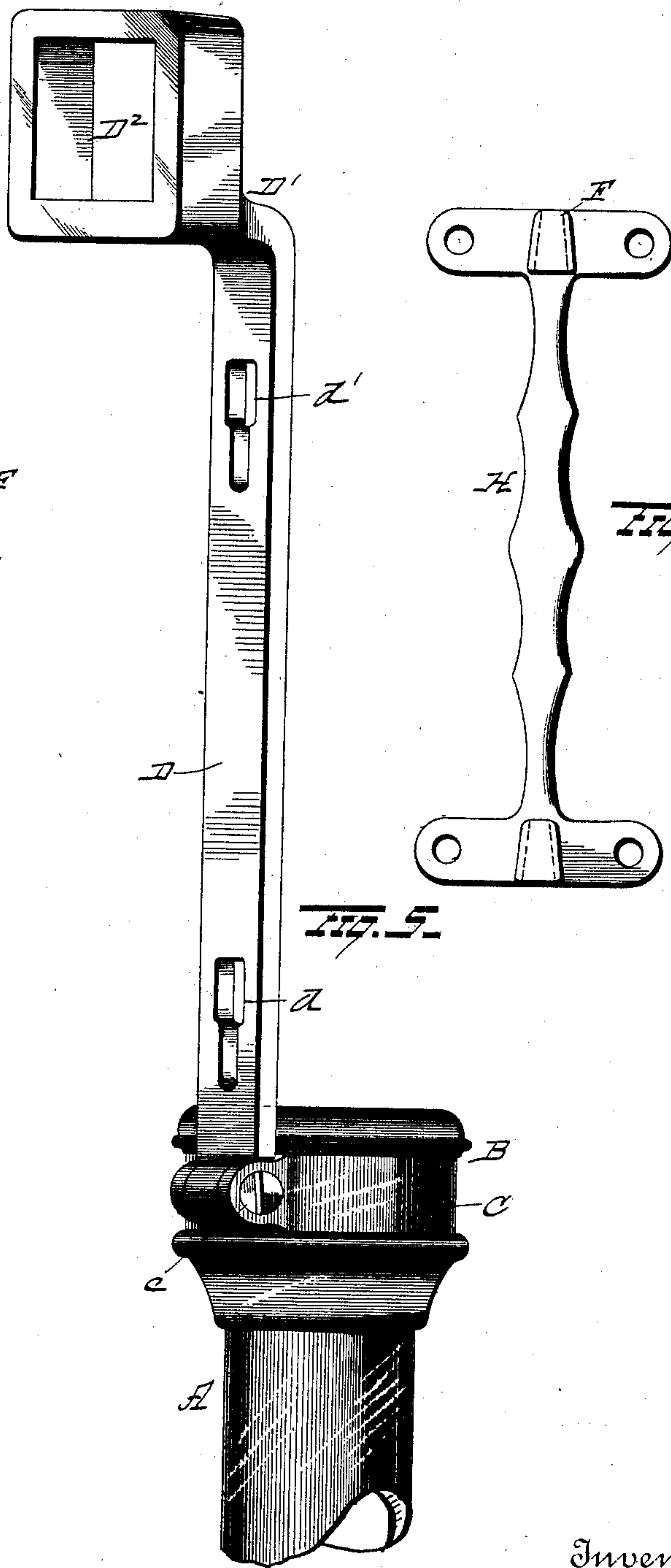


FIG. 5.

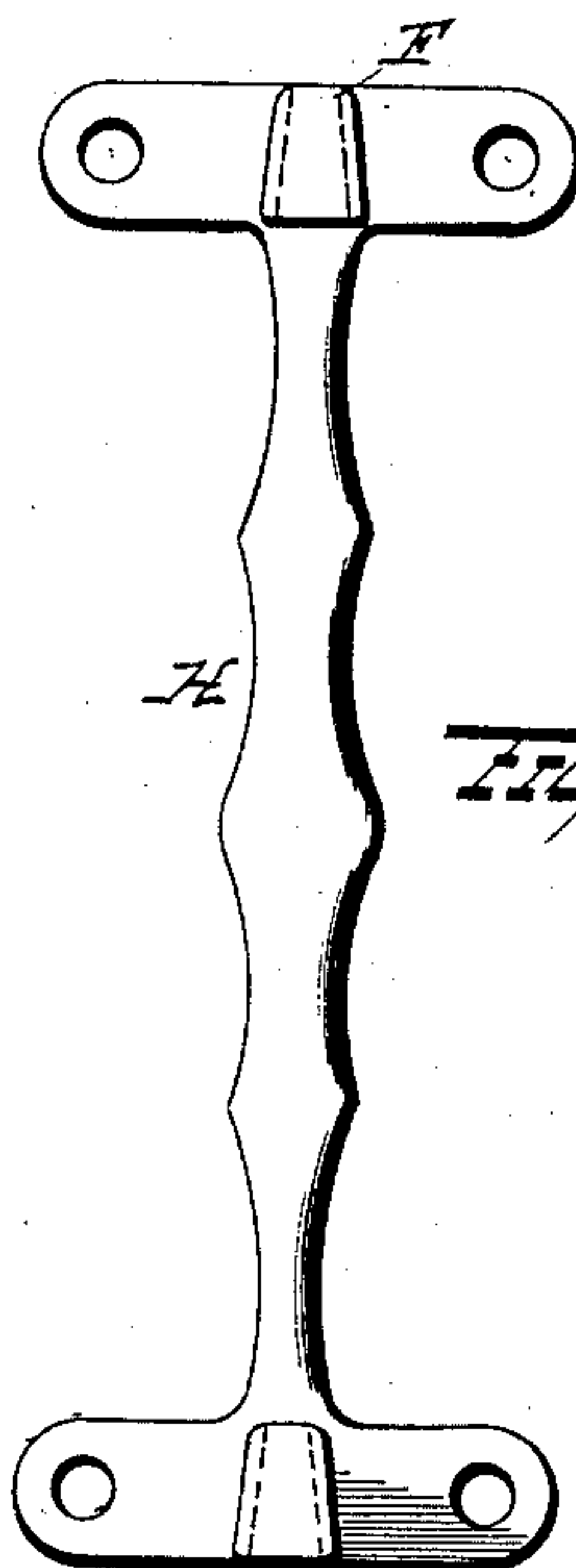


FIG. 6.

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UNITED STATES PATENT OFFICE.

CEPHAS L. BARD, OF SAN BUENAVENTURA, CALIFORNIA.

WHIP-SOCKET, OIL-CAN, AND WRENCH.

SPECIFICATION forming part of Letters Patent No. 367,497, dated August 2, 1887.

Application filed May 26, 1887. Serial No. 239,450. (No model.)

To all whom it may concern:

Be it known that I, CEPHAS L. BARD, of San Buena Ventura, in the county of Ventura and State of California, have invented certain new and useful Improvements in a Combined Whip-Socket, Oil-Can, and Wrench; 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 ap-
10 pertains to make and use the same.

My invention relates to an improvement in whip-sockets and a combined wrench and oil-can.

The object of this invention is to produce a
15 whip-socket with which a wrench that will fit the spindle-nuts of a vehicle and an oil-can that is available in an emergency are combined in a simple and novel manner, the combined tools and socket being held together and fast-
20 ened adjustably in place on the dash-iron of a vehicle in a secure way that is new for the purpose as applied.

A further object is to construct a whip socket to retain a whip by the yielding contact of an
25 elastic material fashioned in novel form that will afford a firm support with equal elastic pressure at proper points on the bodies of in-
30 serted whip-stocks of varying sizes, and that by its peculiar conformation will permit the free escape of water that enters the top of the socket, the whip being preferably seated on an elastic base, that also performs another impor-
tant function.

Another object is to afford a whip-socket
35 that has a wrench and oil-can combined with it in a manner to effect the secure locking to-
40 gether of these three devices by the sliding movement of the body of the oil-can or a cylinder, the unlocking being rendered easy to ef-
fect by design, but impossible by jar or other accident.

A further object is to so construct a com-
45 bined whip-socket, wrench, and oil-can that these connected devices will be compact, sym-
metrical, and of neat appearance, and capable of quick production at a low initial cost.

With these objects in view my invention con-
50 sists in certain features of construction and combinations of parts, that will be hereinafter described, and pointed out in the claims.

In the drawings making a part of this speci-
fication, Figure 1 is a side elevation of the whip-

socket in place on a dash-iron or guard. Fig. 2 is a side elevation in section, taken through its vertical axis. Fig. 3 is a view of the wrench-
55 handle to show its attaching-holes. Fig. 4 is a plan view of the device. Fig. 5 is a view of the whip socket detached from the dash-iron and the wrench that is hinged to the socket in an extended position, ready for use as a tool. 60
Fig. 6 shows the bracket-clamps and connecting-plate detached from the whip-socket and in position on a dash-iron or guard-rail; and Fig. 7 is a view in section through bracket-
65 clamps, dash-iron, and wrench-handle.

A represents the shell of the socket, preferably cylindrical in form, with its interior surface true and of equal diameter and of proper length for the purpose. Upon its ends the socket-ferrules B B' are affixed. The shell
70 A and sockets B B' may be constructed of any suitable material. They are preferably cast or formed integral with each other, but may be made separately and secured together in any proper manner to effect a close firm attach-
75 ment of these parts. The upper ferrule, B, is grooved on its outside at *a*, to receive a clamping-ring, C, which is preferably recessed on its inner surface to admit the insertion in this re-
80 cess of a gum band, C', that is provided with a series of spaced cup-shaped projections or bulbs, *b b'*. These latter are inserted through holes made in the wall of the ferrule B, at proper points to correspond with them and al-
85 low the bulbs to extend into the interior of the ferrule B, a short distance below its free up-
per end.

The band or thin gum strip C', on which the bulbous projections *b* are integrally formed at spaced intervals, can be made in the form of
90 a strip adapted to be wrapped around the grooved body of the ferrule B, with its hollow projecting bulbs inserted through the holes in the wall of the ferrule; or this thin strip may be in ring form, with the bulbs on its inner
95 surface so located that they will enter the holes made for them in the ferrule B when the ring C' is expanded sufficiently to permit such an adjustment of parts. When the clamping-
100 ring C is tightened in place over the ring C', this elastic band will be properly secured in place, with its bulbs *b* interiorly projected to engage with yielding contact a whip-stock that is inserted in the top of the socket B. The

screw *c*, which secures the clamping-ring *C* in place, also serves as a pivotal means of attachment of the handle *D* of the wrench, as will be noticed presently in the description of that device.

The wrench *D* is made as a spanner or offset socket-wrench, its upper end being secured to vibrate on its point of pivotal engagement with the clamping-ring *C*, and has the offset portion *D'* of its body or shank extended toward the base of the lower ferrule, *B'*, of the whip-socket *A*, the free end of the wrench being formed into an integral square loop, *D*², the position of which is directly beneath the bottom of the ferrule *B'* and a short distance removed from it. The adjacent side of the square loop *D*² of the wrench is perforated near its center for the reception of a projecting portion of the oil-can *E*, as will be hereinafter explained. The shank *D* of the wrench has elongated slots *d* at two points to receive the locking-lugs *F F'*, formed on the bracket-plate *H*. These lugs are dovetail and wedge shaped, the small ends being at the top, the upper portions of the slots *d* being similarly shaped to fit the dovetail wedge portions of the lugs when they are in close adjustment with them to lock these parts together, and the lower portions of the slots *d* are of such relative width to the lugs *F F'* as to admit them to freely enter when placed opposite and inserted. The lower dovetail lug, *F'*, is made to project some distance through its slot *d* when the bracket-plate *H* is in fixed connection with the shank of the wrench *D*, so as to extend at the rear side of the wrench-shank and rest upon or bear against the upper surface of the projecting ear *e*, formed integrally upon the adjacent outer surface of the lower ferrule, *B'*, of the socket *A*.

It will be seen that the upper lug, *F*, may be utilized as a locking-lug by a slight change in its length and the change of position of the ear *e* to have a locking contact with this upper dovetail lug instead of the lower lug, *F'*, of the bracket-plate *H*.

The bracket-plate *H* is adapted to receive the half-clamps *I*, that are curved on their inner faces to correspond with the shape of the dash-iron to which they are affixed. The portions of the bracket-plate *H* upon which they are fitted and have an adjustable engagement are made with a similar curvature of surface to receive the dash-iron, the clamping action being effected by screws *f*, that are introduced through holes in the loose clamps and into threaded holes in the bracket-plate *H*, this simple arrangement of parts affording a secure and neat means of attachment of the combined device to the dash-iron of the vehicle.

In the open lower end of the shell *A* of the whip-socket the cylindrical body of the oil-can *E* is made to fit loosely. This can is preferably constructed of metal to give it some weight. It is cylindrical in form and of such relative height to the whole height of the whip-

socket shell *A* that ample depth is afforded above it in the interior of this shell to receive and properly retain a whip-stock.

The upper end of the oil-can body is open and is provided with an elastic stopple, *E'*, preferably made of such a quality of vulcanized rubber as will resist the action of the oils that are to be retained in the body of the can. The top of the stopple *E'* is flanged to cover the edge of the oil-can and have sliding contact with the interior surface of the shell of the whip-socket. The upper surface of the stopple is made concave or cup-shaped to receive the butt-end of the whip-stock that may be placed in the socket, and thus afford an elastic base for this stock; or the stopple of the oil-can may be constructed of wood or metal in cup form, as has been described, and have a vulcanized gum base attached to it, whereby a close joint is afforded to prevent any of the contents of the oil vessel or can from escaping.

To provide for an escape of water that may enter the open upper end of the whip-socket shell *A*, the base of the cupped portion of the stopple is furnished with a small passage that is perforated to extend outwardly and downwardly, this hole registering with a hole of about equal size that is made in the wall of the oil-can. This water-passage is so located relatively that the oil-receiving chamber will be properly corked by the portion of the stopple that enters the cavity of the oil-chamber below the perforation in the cylindrical wall of the oil-can and the body of the stopple.

The projecting reduced portion *h* of the oil-can body is adapted to enter the perforation *i*, made in the squared loop of the wrench, when the latter is so placed in regard to the shell of the whip-socket as to cause these parts to line with each other, and is in fact the locking-bolt that holds the whip-socket and wrench in fixed adjustment with the bracket-plate *H*, that is clamped to the dash-iron of a vehicle when such an adjustment is desired. The lower end of the projection *h*, that is formed integral with the body of the oil-can, is perforated transversely at such a point on its body that a split key or other suitable securing ring or wedge may be inserted through it below the wall of the wrench-socket, through which the integral extension *h* of the oil-can is inserted. By this provision accidental displacement that would cause a disconnection of these parts is prevented, and a secure lock of the connected wrench, whip-socket, and oil-can is effected with regard to each other and the attached bracket-plate *H*, that holds the combined implements fast to a vehicle dash-iron.

I do not desire to restrict myself to the double use of the sliding cylinder *E* as an oil-can and a weight to hold the socket, shell, wrench, and bracket-plate in secured connection, as I may use the portion *E* simply as a gravity-plug, with its locking-bolt *h* adapted to engage the perforation made for it in the squared loop of the wrench *D*, and by this contact of parts prevent the dovetail lug *F'* unlocking from the

lapping contact it has with the ear *e*, formed on the lower ferrule, *B'*, of the shell of the whip-socket, this means of locking these parts being one of the important features of my present invention.

I have described the clamping-ring *C* as having a recess made on its inner surface to receive the thin rubber band or continuous ring *C'* and retain it in position, with its bulbs projecting into the interior of the upper ferrule, *B*. It is apparent that the annular groove may be made in the wall of the ferrule *B* on its outer surface, and in this manner a proper recess be provided to hold the elastic band or ring, the projecting shoulders *m m'*, formed integral with the outer surface of the ferrule, affording such a recess, and thus allowing the clamping-ring *C* to be made plain on its inner face. I do not therefore restrict myself to the use of a recessed clamping-ring.

Other slight changes might be made in the details of construction of this device without departing from its spirit and scope; hence I do not wish to limit myself to exact forms shown; but,

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

1. A clamping device for whip-sockets, consisting of a strip provided with a series of inwardly-projecting elastic bulbs, substantially as set forth.

2. The combination, with the barrel of a whip-socket, of a flexible band or strip provided with a series of yielding bulbs, substantially as set forth.

3. The combination, with the barrel of a whip-socket, of a flexible band or strip provided with a series of elastic hollow bulbs, substantially as set forth.

4. The combination, with the barrel or shell of a whip-socket, of a band or strip having elastic bulbs formed integral therewith, substantially as set forth.

5. The combination, with the barrel or shell of a whip-socket, of an elastic band or strip having hollow elastic bulbs formed integral therewith, substantially as set forth.

6. The combination, with the barrel or shell of a whip-socket, of a flexible band or strip provided with a series of inwardly-projecting elastic bulbs, and a clamping-ring for securing the band or strip in place, substantially as set forth.

7. The combination, with the barrel or shell of a whip-socket, of a flexible band or strip provided with a series of inwardly-projecting elastic bulbs, and a channeled clamping-ring for securing the band or strip in place, substantially as set forth.

8. The combination, with the barrel or shell of a whip-socket having a series of openings near its upper end, of a band or strip provided with elastic bulbs, which latter project through the openings, securing the band or strip in place, substantially as set forth.

9. The combination, with the upper ferrule of a whip-socket, the same having perforations formed therein, of elastic bulbs projecting through said perforations, and a clamping-ring for securing the bulbs in place, substantially as set forth.

10. The combination, with a slotted bar and a whip-socket hinged thereto, of a bar provided with clamps for its attachment to a dash-rail, and with dovetail lugs adapted to register with the slots in the bar, substantially as set forth.

11. The combination, with the slotted wrench-handle, whip-socket hinged thereto and connected, and dash-rail clamps, each of which is provided with a dovetail lug, of a lug connected with the whip-socket for locking the wrench-handle to the lugs on the clamps, substantially as set forth.

12. The combination, with a slotted wrench-handle, of connected clamps, the lugs thereon, the said lugs adapted to register with the slots in the wrench-handle, and a whip-socket hinged to the handle, and provided with a lug adapted to engage the lug on one clamp and prevent the displacement of the wrench-handle, substantially as set forth.

13. The combination, with the barrel or cylinder having a smooth cylindrical interior, a cylindrical oil-cup adapted to telescope within the lower and open end of the barrel or cylinder, said oil-cup provided with a depending lug or pin, of a bar hinged to the whip-socket, and provided with a hole through which extends the pin on the oil-cup, substantially as set forth.

14. The combination, with a whip-socket open at both ends, and having a passage throughout its entire length, of a movable plug fitting within the lower end of the socket and forming a rest for the whip, substantially as set forth.

15. The combination, with the barrel or shell of a whip-socket having a lower open end, and an open-top oil-cup detachably secured within the lower end of the shell or barrel, of a yielding stopper for the oil-cup, which also forms a yielding bottom for the whip-socket, substantially as set forth.

16. The combination, with the barrel or shell and a telescopic oil-cup secured in its lower end, of a stopper provided with an outwardly-flaring top and concave upper surface, substantially as set forth.

17. The combination, with the barrel or shell and a detachable oil-cup, of a yielding stopper provided with a drip-opening which communicates with a drip-opening in the upper end of the oil-cup, substantially as set forth.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

CEPHAS L. BARD.

Witnesses:

EDWIN TAGGART.

N. BLACKSTOCK.