(No Model.)

J. H. LOSO.

COMBINED WRENCH AND OIL CAN.

No. 409,476. Patented Aug. 20, 1889.

Fig. 1.

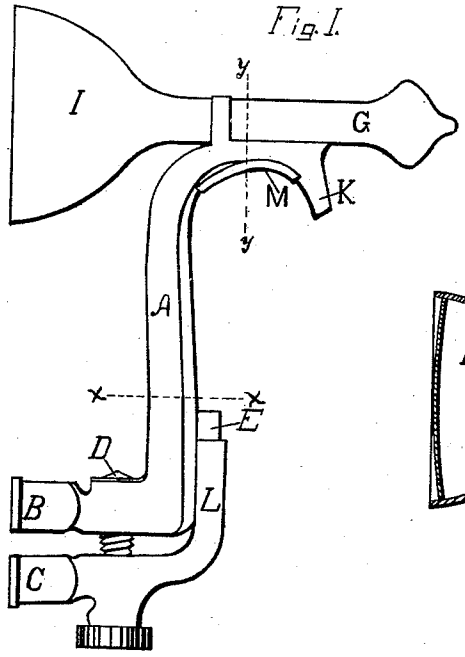


Fig. 2.

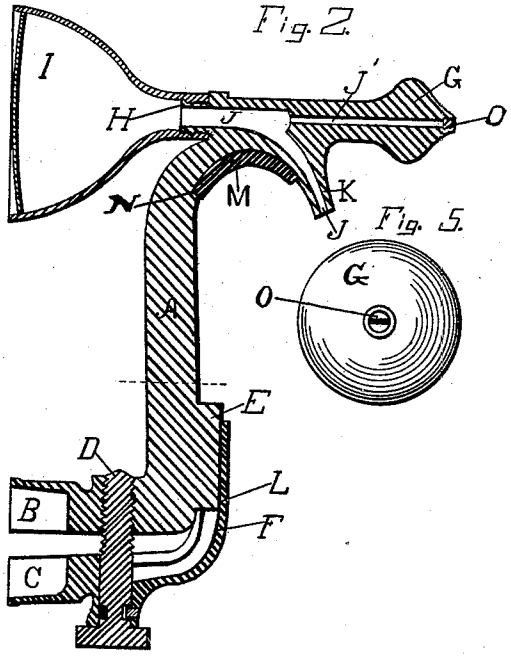


Fig. 5.

Fig. 3.

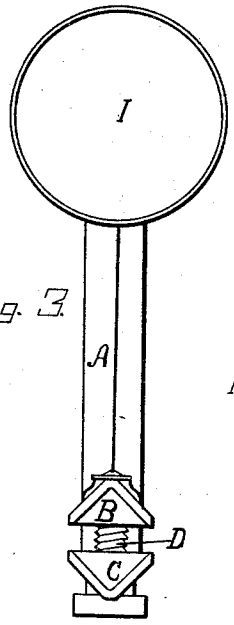


Fig. 6.

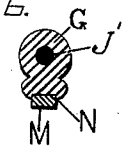
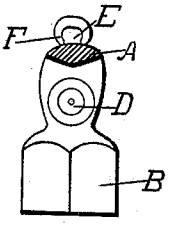


Fig. 4.



Witnesses,
M. C. Sales.
W. J. Humbert

Inventor
John H. Loso
by Halgard & Townsend,
his Attys.

N. PETERS, Photo-Lithographer, Washington, D. C.

UNITED STATES PATENT OFFICE.

JOHN H. LOSO, OF LOS ANGELES, CALIFORNIA, ASSIGNOR OF ONE-HALF TO WALTER S. MAXWELL, OF SAME PLACE.

COMBINED WRENCH AND OIL-CAN.

SPECIFICATION forming part of Letters Patent No. 409,476, dated August 20, 1889.

Application filed July 31, 1888. Serial No. 281,605. (No model.)

To all whom it may concern:

Be it known that I, JOHN H. LOSO, a citizen of the United States, residing at Los Angeles, in the county of Los Angeles and State of California, have invented a new and useful Combined Wagon-Wrench and Oil-Can, of which the following is a specification.

The object of my invention is to devise a convenient tool for use in oiling the axles of vehicle-wheels.

My invention comprises a wrench of crank form, having the handle of the crank provided with an oil-receptacle opening into a passage through such handle to serve as a spout for the oil-can.

It also comprises certain novel features of construction and combination, which are hereinafter more fully described and set forth.

The accompanying drawings illustrate my invention.

Figure 1 is a side view of my combined wrench and oil-can. Fig. 2 is a longitudinal mid-section of the same. Fig. 3 is a view looking toward the bottom of the can. Fig. 4 is a cross-section at *x x*, Fig. 1, and an elevation of the head of the adjustable wrench. Fig. 5 is an end view of the knob of the handle. Fig. 6 is a cross-section on line *y y*, Fig. 1.

A is the arm of the wrench.

B is one jaw of the wrench, fixed upon one end of the arm A. C is the other jaw movably mounted on the arm A and jaw B, being secured thereto by the screw D and the lug E, which projects from the arm A and fits into the groove F in the arm L, projecting from the jaw C. The other end of the arm A is provided with a handle G, which is provided with a screw-nipple H, upon which the oil receptacle or can I is screwed. A passage J extends from the end of the nipple H along the inside of the handle to an opening in an oil-spout K, so that oil may pass from the can through the crank-handle and the spout K the same as it would through the spout of an ordinary oil-can. The oil-spout K projects from the crank-handle G approximately in line with the arm A, and is curved to form, in connection with the arm A, a hook by which the wrench and can may be hung up. The inner bend of this hook is faced with a rubber pad M, which is set in a recess N. The pad may be secured in the recess with cement; but the square ends and curved form of the recess will tend to retain the rubber without the use of cement. This pad is to prevent the wrench from marring the paint of the vehicle when the wrench is hung on the vehicle.

The drawings show two passage-ways for the oil. The one marked J′, leading to the end of the handle, is closed by a screw-plug O, which may be removed in case it is desired to discharge the oil through the end of the handle instead of through the spout K.

The manner of using my improved wrench is as follows: When it is desired to oil the axle of a vehicle-wheel, the head of the wrench is placed upon the nut, which holds the wheel in place, and is secured thereto by turning the screw D. The wrench may then be turned as a crank, of which G is the handle. When the nut is unscrewed from the axle, the wrench may be hung upon any projecting part of the vehicle until the wheel may be removed. Then the wrench is again taken in the hand, and the oil is made to flow out of the spout upon the axle. Then the wrench is again hung up while the wheel is being replaced, after which the nut is replaced upon the axle, using the wrench as a crank to turn the nut. When the nut is firmly seated, the screw is loosened and the wrench removed from the nut.

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

In a combined wrench and oiler, the handle G, provided with a longitudinal oil-passage J′ and a lateral oil-passage J, in combination with the oil-receptacle secured to the handle.

JOHN H. LOSO.

Witnesses:
JAMES R. TOWNSEND,
WALTER S. MAXWELL.