

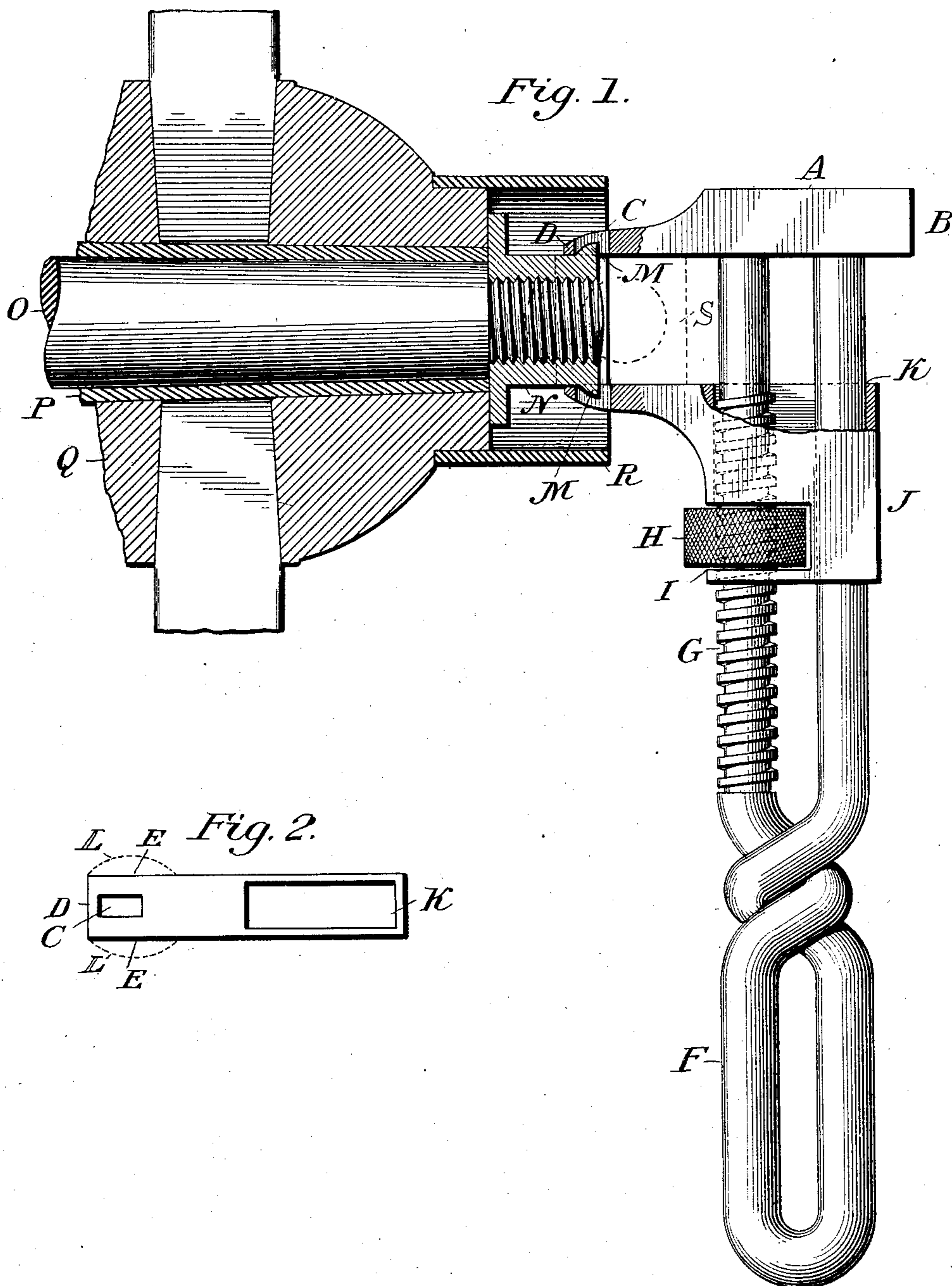
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R. R. PARRISH.  
WRENCH.

(Application filed June 7, 1897.)

(No Model.)



Witnesses

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# UNITED STATES PATENT OFFICE.

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## WRENCH.

SPECIFICATION forming part of Letters Patent No. 608,477, dated August 2, 1898.

Application filed June 7, 1897. Serial No. 639,777. (No model.)

*To all whom it may concern:*

Be it known that I, ROB ROY PARRISH, of the town of Independence, county of Polk, and State of Oregon, have invented new and useful Improvements in Wrenches, of which the following is a sufficiently full and clear description as will enable others who are skilled in the art of constructing wrenches to make and use the same.

The object of my invention is to prevent the undesirable separation of a nut and wrench either by the nut falling from the wrench or the wrench slipping off from the nut when the wrench is under heavy pressure.

My invention consists of a wrench constructed with a knob-hole or knob-holes having four corners and located near to the front point of the wrench-jaw or nearer to said point than to the side edges thereof, said hole or holes being separate from the handle-hole of the jaw and said jaws being continuously parallel to each other and having the front points of the wrench-jaws formed square-like and thin enough to enable them to be passed within the confines of a limited space and be clamped upon a nut, said hole or holes encircling a knob or knobs located near the middle of the front edge or edges of said nut, and in the accompanying drawings, forming a part of this specification and in which like characters of reference indicate corresponding parts, I have illustrated one phase of my invention.

In the drawings, Figure 1 is a side elevation of a wrench clamped upon the nut of a vehicle-spindle; Fig. 2, a plan of the nut-bearing surface of the sliding jaw.

The wrench may be of any desirable style that can be adjusted to such a nut.

The wrench shown in Fig. 1 is an ordinary monkey-wrench, having the stationary jaw A, provided with the rearward projection B, that may be hammer-like or pointed, and the knob-hole C, located nearer to the jaw's front point D than to its side edges E and E, Fig. 2. The jaw A is suitably secured to its operating-handle F, being located at right angles thereto. Handle F is provided with a screw-thread G, upon which works the rotary collar H, placed in niche I of the movable jaw J. The rear part of jaw J is provided with its

handle-hole K, that encircles handle F. J is caused to slide back and forth on F by the controlling action of collar H. Jaw J is provided with a knob-hole C, located nearer to its front point D than to its side edges E and E. As holes C and C destroy a part of the strength of jaws A and J, such loss may be recompensed by enlargements extending along the jaws at the sides of and forward of the holes C and C. (See dotted lines L and L, Fig. 2.)

The front part of the jaws A and J is made thin enough to be passed over the knobs M and M on nut N, screwed to the vehicle-spindle O, located in boxing P of the vehicle-hub Q provided with the projecting hub-band R, each jaw passing between one knob M and that part of the hub-band adjacent to it, when the sliding jaw J may by action of the rotary collar H be moved toward the stationary jaw A and both jaws be forced to clamp nut N and the holes C and C be made to encircle the knobs M and M securely.

It is obvious that when such a wrench is properly applied with its holes C and C encircling the knobs M and M the wrench will not slip off from the nut even when under heavy pressure or the nut drop out of the clutch of the wrench, as so often occurs with an ordinary wrench. It is also apparent the nut N may be readily adjusted to spindle O without touching the nut with the fingers, thereby avoiding the disagreeableness of dirtying the fingers with the repulsive lubricant used on the vehicle-spindle and which invariably makes the nut a nasty thing to handle. Tongs having jaws and handles long enough may be provided with similar holes, and thereby enable nuts to be placed in deep and narrowly-confined spaces.

The wrench may be adjusted to a nut, as indicated by the dotted lines S, Fig. 1.

I am aware that it is old to have a lug-hole in a hose-spanner, a socket in the movable jaw of a monkey-wrench for holding the arm of a thread-cutting die, nut-wrench jaws perforated to receive the stud of a toothed pipe-jaw having a socket formation, but I am not aware of any wrench having ever been formed as herein set forth.

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

1. As a new article of manufacture, a vehicle-wrench provided with a stationary jaw located at right angles to its operating-handle, and having a rearward projection, and a movable jaw sliding upon said handle, and controlled by a rotary collar operating on said handle, one jaw having a square-like front point, a knob-hole having four corners piercing said point, said hole being separated from the handle-hole of said jaw, the nut-bearing surfaces of said jaws being continuously parallel to each other, but at right angles to their operating-handle, the front points of said jaws being formed to be passed between the hub-band of a vehicle and a knob located near the middle of the front edge of a nut on the spindle located in the hub bearing said hub-band, said jaws being adapted to clamp said nut and said hole adapted to encircle said knob to prevent the undesirable separation of said nut and wrench, substantially as and for the purposes set forth.

2. The combination in a vehicle-wrench, of a stationary jaw located at right angles to its operating-handle, and having a rearward projection, and a movable jaw sliding upon said handle, controlled by a rotary collar operating on said handle, one jaw having a square-like front point, and a knob-hole having four corners piercing said point, said hole being separated from the handle-hole of said jaw, said jaw having a side widening and strengthening enlargement extending by said hole, the nut-bearing surfaces of said jaws being continuously parallel to each other, but at right angles to their operating-handle, the front points of said jaws being formed to be passed between the hub-band of a vehicle and a knob located near the middle of the front edge of a nut on the spindle located in the hub bearing said hub-band, said jaws being adapted to clamp said nut and said hole adapted to encircle said knob to prevent the undesirable separation of said nut and wrench, substantially as and for the purposes herein set forth.

3. The combination in a vehicle-wrench, of a stationary jaw located at right angles to its operating-handle, having a rearward projection, and a square-like front point, and a knob-hole having four corners piercing said point, said hole being separated from the handle-hole of said jaw, said jaw having a widening and strengthening enlargement extending by said hole, and a movable jaw sliding upon said handle, and controlled by a rotary collar operating on said handle, the nut-bearing surfaces of said jaws being continuously parallel to each other but at right angles to their op-

erating-handle, the front points of said jaws being formed to be passed between the hub-band of a vehicle and a knob located near the middle of the front edge of a nut on the spindle located in the hub bearing said hub-band, said jaws being adapted to clamp said nut, and said hole adapted to encircle said knob to prevent the undesirable separation of said nut and wrench, substantially as and for the purposes herein set forth.

4. The combination in a vehicle-wrench, of a stationary jaw located at right angles to its operating-handle, and having a rearward projection, and a front point, and a movable jaw sliding upon said handle, and controlled by a rotary collar operating on said handle, said jaw having a square-like front point, and a knob-hole having four corners piercing said point, said hole being separated from the handle-hole of said jaw, said jaw having a widening and strengthening enlargement extending by said hole, the nut-bearing surfaces of said jaws being continuously parallel to each other but at right angles to their operating-handle, the front points of said jaws being formed to be passed between the hub-band of a vehicle and a knob located near the middle of the front edge of a nut on the spindle located in the hub bearing said hub-band, said jaws being adapted to clamp said nut, and said hole adapted to encircle said knob to prevent the undesirable separation of said nut and wrench, substantially as and for the purposes herein set forth.

5. The combination in a vehicle-wrench, of a stationary jaw located at right angles to its operating-handle, and having a rearward projection, and a movable jaw sliding upon said handle, said jaw being controlled by a rotary collar operating on said handle, the nut-bearing surfaces of said jaws being continuously parallel to each other but at right angles to their operating-handle, the front points of said jaws being square-like, each front point being pierced by a knob-hole having four corners, widening and strengthening enlargement extending by each hole, said points being formed to be passed between the hub-band of a vehicle and two knobs located on opposite sides of and near the middle of the front edge of a nut on the spindle located in the hub bearing said hub-band, said jaws being adapted to clamp said nut and said holes adapted to encircle said knobs to prevent the undesirable separation of said nut and wrench, substantially as and for the purposes herein set forth.

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Witnesses:

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