

No. 752,910.

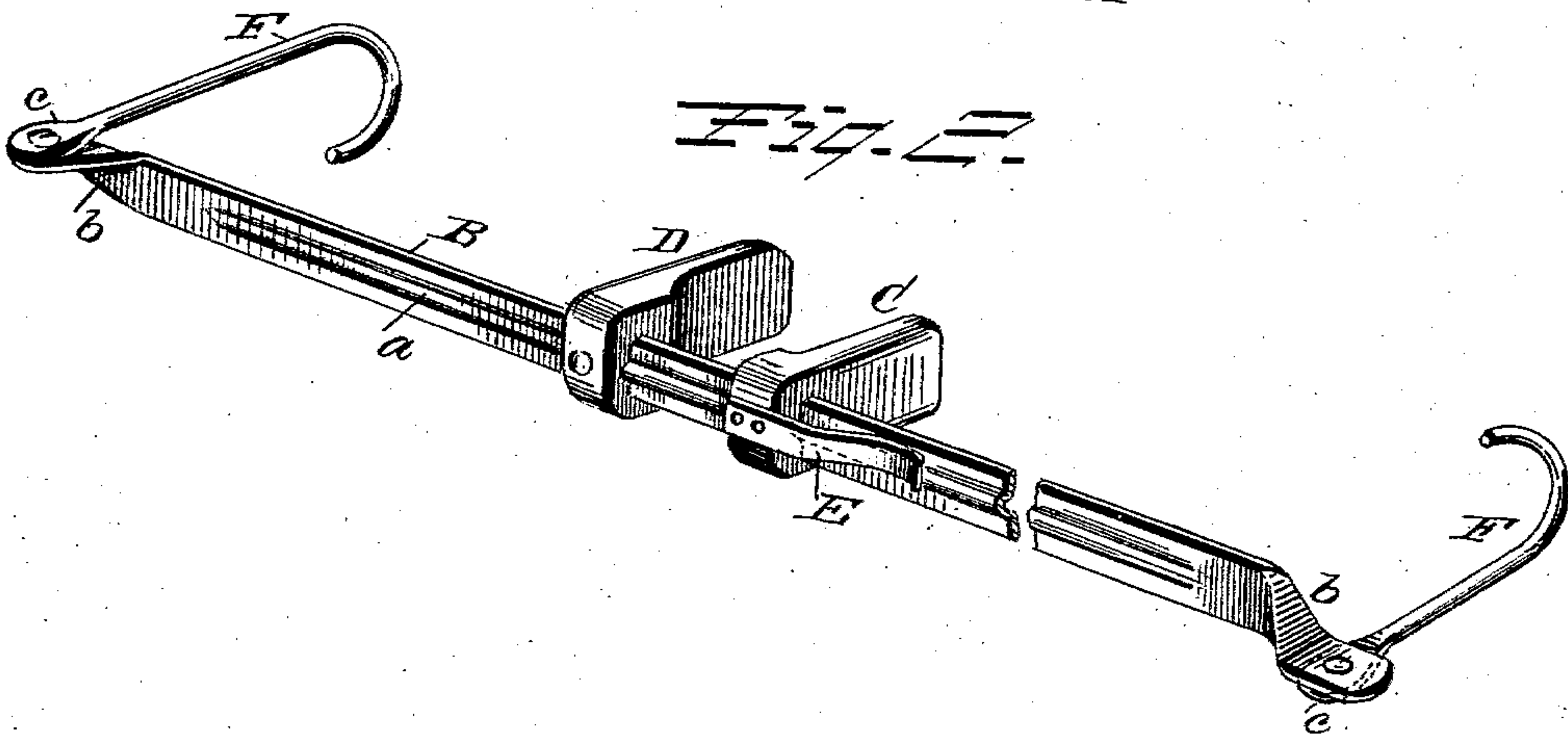
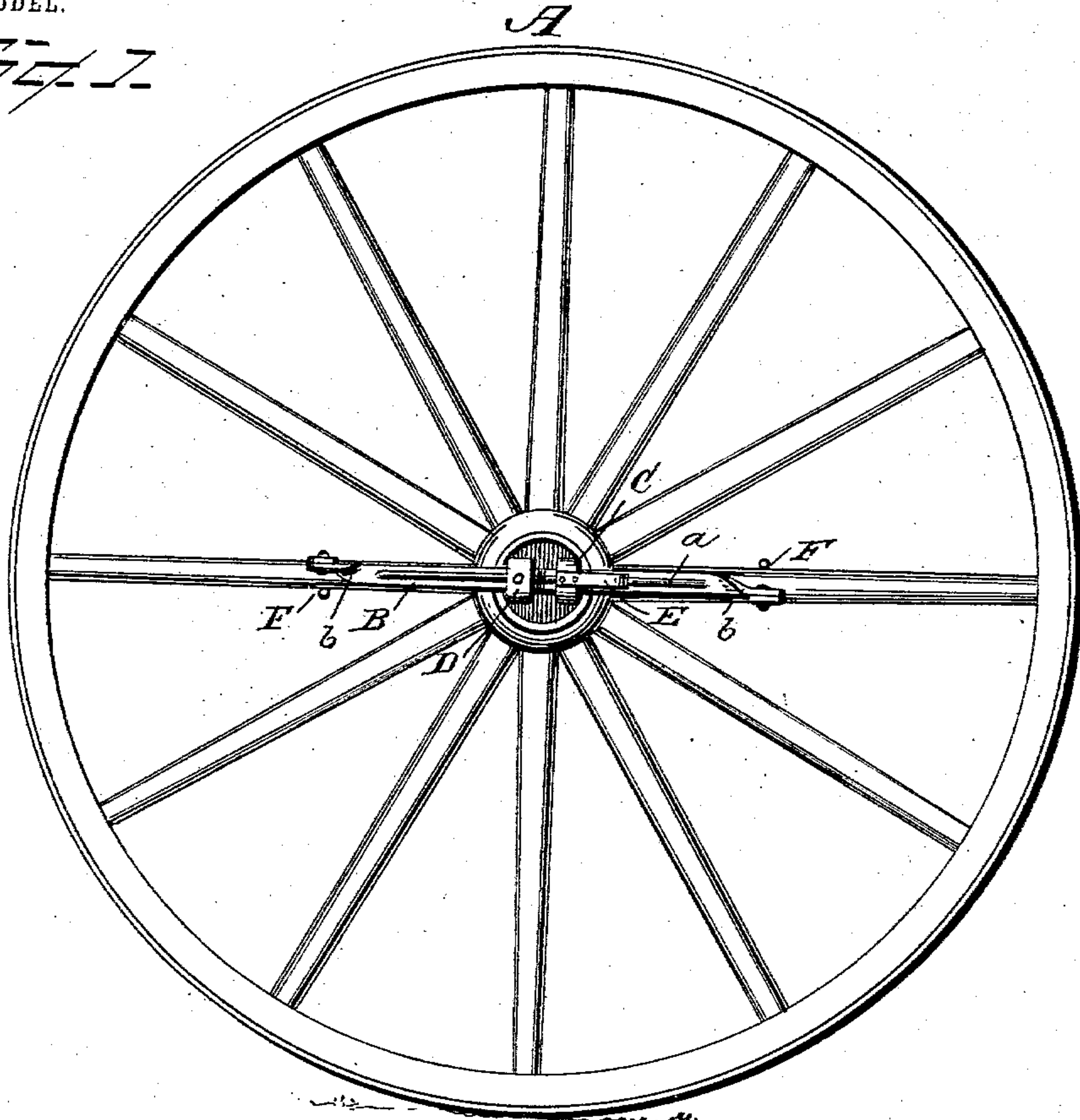
PATENTED FEB. 23, 1904.

G. H. MARKILLIE.
VEHICLE WRENCH.

APPLICATION FILED DEC. 4, 1903.

NO MODEL.

Fig. 1



Witnesses
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UNITED STATES PATENT OFFICE.

GEORGE H. MARKILLIE, OF PERTH, KANSAS.

VEHICLE-WRENCH.

SPECIFICATION forming part of Letters Patent No. 752,910, dated February 23, 1904.

Application filed December 4, 1903. Serial No. 183,740. (No model.)

To all whom it may concern:

Be it known that I, GEORGE H. MARKILLIE, a citizen of the United States, residing at Perth, in the county of Sumner and State of Kansas, having invented certain new and useful Improvements in Vehicle-Wrenches; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters of reference marked thereon.

The present invention has reference to that class of axle-nut wrenches in which the device is engaged with the spokes of the vehicle-wheel and the wheel utilized to turn the wrench in removing or applying the nut to the axle; and the object thereof is to provide a vehicle-wrench that will be strong and durable and in which the jaws of the wrench may be adjusted to adapt it to any size nut and turned on and off the axle quickly and easily without the necessity of handling, thereby securing a simple, inexpensive, and efficient wrench that may be placed upon the market at a comparatively small cost to bring it within the reach of those requiring such an article.

The invention consists in a vehicle-wrench constructed substantially as shown in the drawings and hereinafter described and claimed.

Figure 1 of the drawings is a side elevation of a vehicle-wheel, showing my improved wrench applied thereto; Fig. 2, a perspective view of the wrench on an enlarged scale.

In the accompanying drawings, A represents a vehicle-wheel, showing the application of my improved wrench thereto comprised in part of the resilient metal bar B of suitable thickness and width, said bar having a longitudinal bead *a* therein to strengthen the same and in addition to form a guide for the movable or sliding jaw C. The jaw D is preferably stationary and is held thereon by any suitable means found best adapted to the purpose, said jaws being of any suitable form and construction to adapt them to grasp the nut upon the axle.

The slidable or movable jaw C has a curved spring E secured thereto in any suitable manner, its curved or free end bearing on the track or bead *a*, as shown in Fig. 2 of the drawings, and by frictional contact therewith

the jaw will be held in its adjusted position on the bar.

The ends of the bar B are twisted, as shown at *b*, to strengthen the same at its ends and enable the hooks F when attached to the bar to come on line with the spokes of the wheel, as shown in Fig. 1 of the drawings, the hooks having flat disk heads *c* to give additional strength to and reinforce the ends of the bar.

The bead or rib *a* forms a track for the slidable jaw D and is stamped or otherwise formed on the bar B in the process of manufacture, and, as will be seen, every provision is made to provide a strong and durable vehicle-wrench that will be both simple and effective in its purpose.

I do not desire to limit myself to the precise details of construction, as many changes or modifications may be resorted to in the construction of the wrench without departing from the essential features of the invention.

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

1. A vehicle-wrench comprising a suitable bar, hooks at the ends of the bar, and suitably-constructed jaws upon the bar adapted to engage the nut upon the axle, one of said jaws having a curved spring to retain said jaw in its adjusted position upon the bar, substantially as and for the purpose set forth.

2. A vehicle-wrench comprising a bar having a longitudinal bead therein to form a track, hooks upon the ends of the bar, and jaws for engaging the nut upon the axle suitably supported upon the bar, one of said jaws being adjustable and held in its adjusted position by a suitable spring, substantially as and for the purpose specified.

3. A vehicle-wrench comprising a bar having its extremities twisted, hooks having flat disk heads connected thereto, jaws upon the bar, one of which is adjustable thereon and held in its adjusted position by a spring device, substantially as and for the purpose described.

In testimony whereof I affix my signature in presence of two witnesses.

GEORGE H. MARKILLIE.

Witnesses:

CLARENCE W. LYNCH,
E. G. JACOBS.