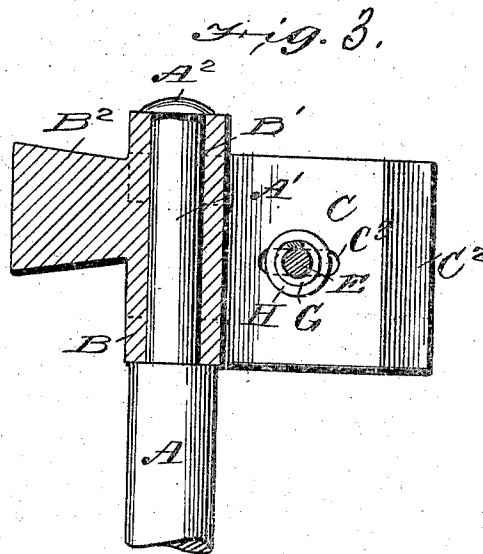
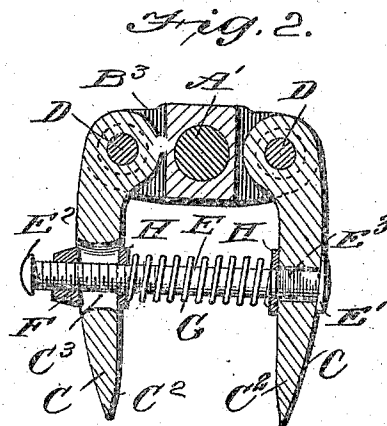
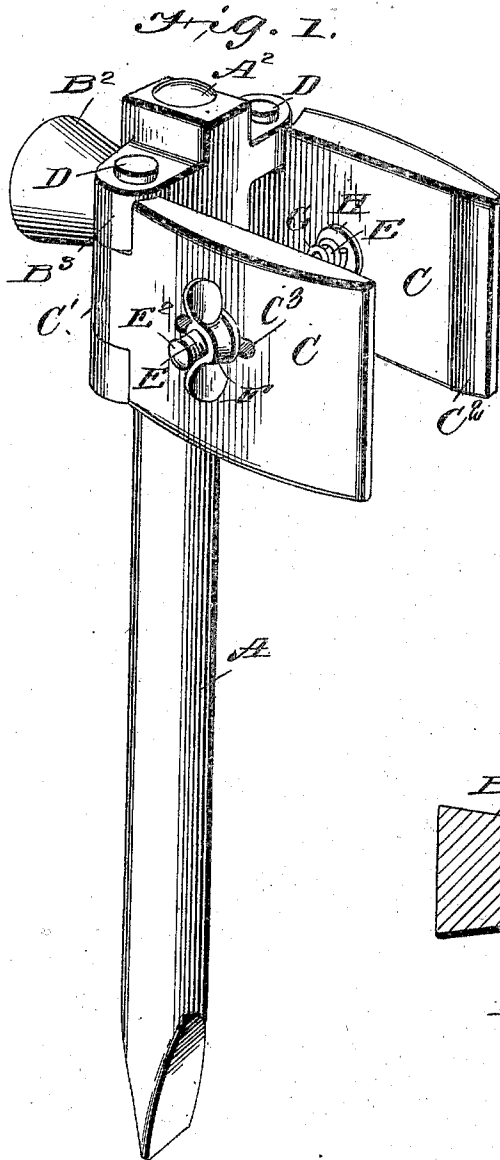


J. F. PONTIUS.
WRENCH.

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951,025.

Patented Mar. 1, 1910.



WITNESSES
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WRENCH.

951,025.

Specification of Letters Patent.

Patented Mar. 1, 1910.

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To all whom it may concern:

Be it known that I, JOSEPH F. PONTIUS, a citizen of the United States, and a resident of Hot Springs, in the county of Garland and State of Arkansas, have invented certain new and useful Improvements in Wrenches, of which the following is a specification.

This invention is an improvement in wrenches and particularly in wrenches especially designed for use on wagons; and the invention consists in certain novel constructions and combinations of parts as will be hereinafter described and claimed.

In the drawing Figure 1 is a perspective view of a wrench embodying my invention. Fig. 2 is a cross section thereof, and Fig. 3 is a partial vertical longitudinal section of the wrench.

The wrench is especially designed for use as a draw pin on wagons, the handle bar A being adapted for such purpose, and this handle bar carries at its upper end a body B. While the body B might be made integral with the bar A, it is preferred to make it separate as shown, and to provide the said body with a longitudinal opening B', in which the stem A' of the bar A is held by a rivet head A², as best shown in Fig. 3 of the drawing. By this construction the handle bar A can be readily replaced when worn or otherwise injured. The head B has the hammer head projection B² on one face and is provided with the laterally projecting knuckles B³ arranged in pairs and spaced apart to receive between them the knuckles C' of the jaws C, said knuckles B³ and C' having registering openings receiving the pintle D which completes the hinge connection between the jaws and the head B of the wrench. These jaws C may by the hinge connection be spread and contracted to fit bolts or nuts of different sizes, and their inner faces are provided near their outer edges with beveled portions C², which approach a parallel position when the jaws are nearly closed as will be understood from Fig. 2 of the drawing.

The jaws are connected by a cross bolt E,

having a head E' outside of one of the jaws C, and extending thence across the space between the jaws and through an elongated opening C³ in the opposite jaw and receiving a wing nut F, the pointed end E² of the bolt being slightly headed to prevent accidental displacement of the nut after the latter has been turned on the bolt. This is best shown in Fig. 2.

By tightening the nut F the jaws may be adjusted toward each other to fit a smaller nut or bolt, and a spring G on the bolt between the jaws C and bearing at its ends against washers H, operates to open the jaws as the nut F is slackened.

The wrench is especially designed for use in wagons for the wheel nut and efficiently serves the purpose for which it is designed.

The bolt E has a squared portion E³ adjacent to its head E' and the opening receiving the said squared portion is correspondingly formed to prevent the turning of the bolt.

I claim—

A tool for use as a wagon draw pin consisting of the wrench herein described comprising a head having a body portion and a hammer head projecting rearwardly therefrom, the body portion being provided with spaced apart lateral knuckles at its opposite edges and in fixed relation to the body portion, the latter also having in a line with the hammer projection and with a line midway between the knuckles, an opening extending in a direction parallel to the pivotal axes of jaws pivoted to said knuckles, the jaws pivoted to the knuckles and projecting in an opposite direction from the hammer head, the pivotal axes of the jaws being in fixed relation to the body portion, a handle bar having a stem held at one end in said opening of the wrench head and straight and unobstructed at its other end, and a spring device operating between the jaws, substantially as set forth.

JOSEPH FRANK PONTIUS.

Witnesses:

MICHEL KOCH,
E. C. DONNELLEY.