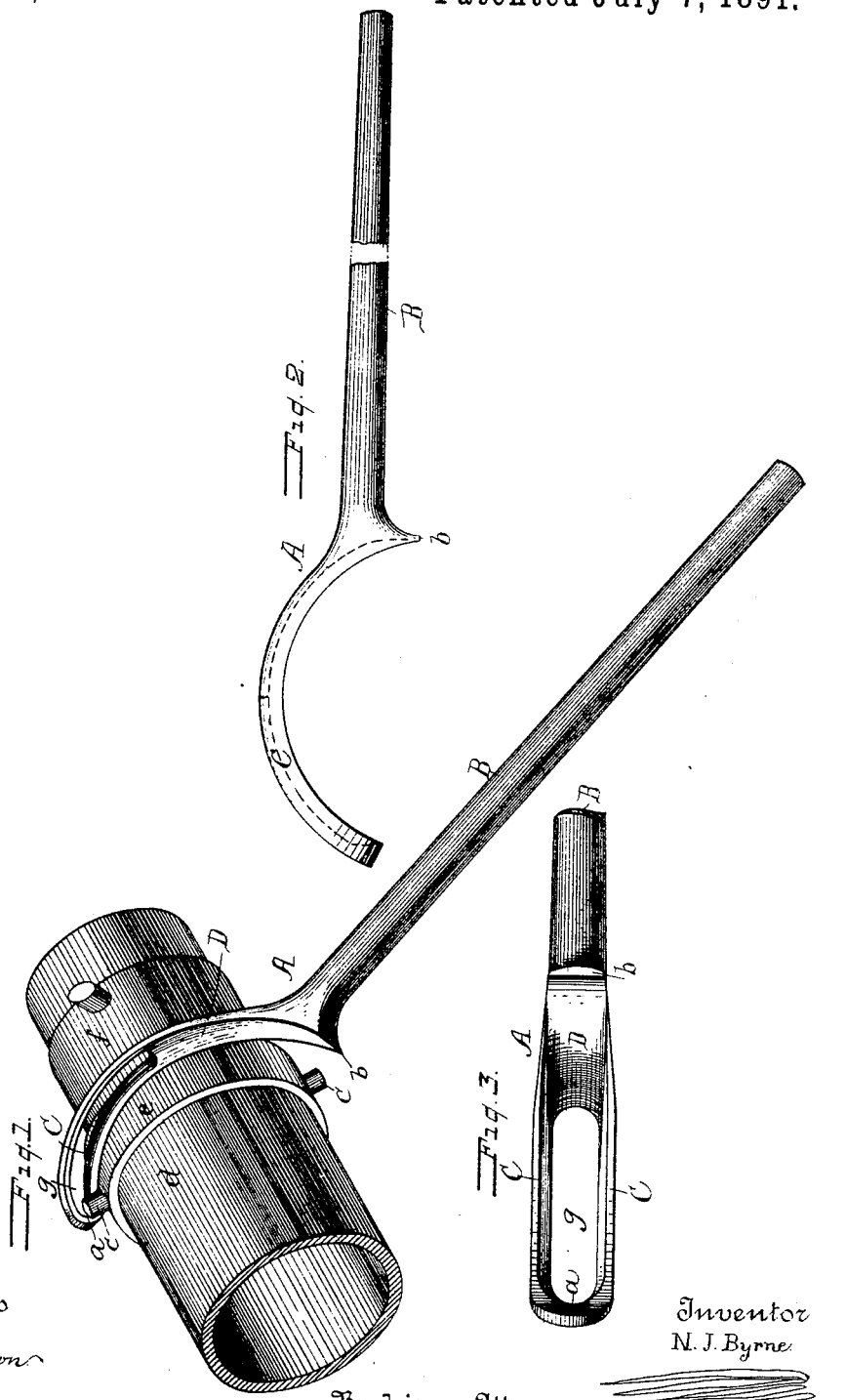
(No Model.)

N. J. BYRNE.

HOSE COUPLING.

No. 455,606. Patented July 7, 1891.



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HOSE-COUPLING.

SPECIFICATION forming part of Letters Patent No. 455,606, dated July 7, 1891.

Application filed September 7, 1889. Serial No. 323,276. (No model.)

To all whom it may concern:

Be it known that I, NICHOLAS J. BYRNE, of Kansas City, Jackson county, Missouri, have invented certain new and useful Improvements in Hose-Couplers, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

My invention relates to improvements in spanner-wrenches for use in coupling and uncoupling hose-pipes such as are employed by fire departments; and it consists in a certain novel construction and arrangement of parts, as fully set forth hereinafter in connection with the accompanying drawings, and specifically pointed out in the claims hereto appended.

The wrenches now in use by the fire departments for connecting the sections of hose-pipes are so constructed as to be applied with difficulty, thereby necessitating a useless expenditure of time; and therefore the object of my invention is to provide means whereby the wrench may be quickly and accurately applied to enable the sections of the hose-pipe to be more rapidly connected.

In the drawings, Figure 1 represents a perspective view of the improved spanner-wrench applied to the coupling of a hose-pipe, the spanner being tipped up slightly to show its grooved or channeled under side. Fig. 2 is a side view of the spanner-wrench, and Fig. 3 is a view of the same, looking at its under channeled surface, with the handle broken away.

In Fig. 1 the adjoining sections *d* and *f* of hose-pipe are connected by the coupling-band *e*, which is provided with the usual lugs *c c*, and the spanner-wrench A is provided with a curved head or arm which conforms to the shape of the said coupling-band and is provided with a longitudinal slot *g* to fit over and engage one of either of the lugs *c c*. The curved head of the implement is further provided, in extension of the slot *g*, with a groove or channel D, the sides C of the slot being flared downwardly, as shown clearly in Fig. 3. The inner end of the head terminates in a heel *b*, and a handle B is provided to enable the tool to be readily manipulated.

The groove or channel, which, as above described, is formed in extension of the slot, serves to guide the head of the spanner-wrench as it is applied to the lug on the coupling-band, thereby insuring the quick and effective application of the wrench and avoiding the risk of a failure to engage the lug in the slot.

Heretofore it has been the practice to provide spanner-wrenches with small openings or perforations to receive the lugs on the coupling-band; but it will be seen that in the haste to connect the sections of the hose it is difficult to place said opening over the lug and two or three attempts are necessary before the same can be accomplished.

In using the improved spanner-wrench it will be found a simple matter to place the curved head over the lug so that the latter will enter the slot or the groove, after which it is merely necessary to slide the wrench rearwardly or toward the operator to bring the lug to the outer end *a* of the slot. Thus time is saved and the wrench can be applied in the dark with the same facility as in daylight.

Having thus described my invention, I claim—

1. As an article of manufacture, the spanner-wrench, as herein shown and described, the handle B, having a single curved head A, provided with an elongated slot *g*, with inclined sides C, said head A having on its under side a groove D, commencing at the heel *b* and increasing gradually in depth to the slot *g*, thus forming a guide for the lugs *c* to the said slot *g*.

2. A spanner-wrench consisting of a single piece forming a handle B and a curved head C on one end thereof, the said head having an elongated beveled slot *g* in one end and having a groove D upon its inner surface, the forward end of the said groove being deeper than its rear end and connected with the said slot *g*, and a heel *b* at the junction of the said handle and head, as described.

3. A spanner-wrench formed of a single piece of metal and consisting of a handle having a curved head on one end thereof and a heel at the junction of the said head and handle, a slot in the forward end of the said head, and a groove upon the inner surface of the said head, commencing at the said heel and increasing gradually in depth to the said slot, with which it is connected, as described.

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

NICHOLAS J. BYRNE.

Witnesses:
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