

Joseph Wood Tuttle & Julius Peterson.

Disengaging Hooks for Use on Canal Boats &c.

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PATENTED APR 19 1870

FIG. I.

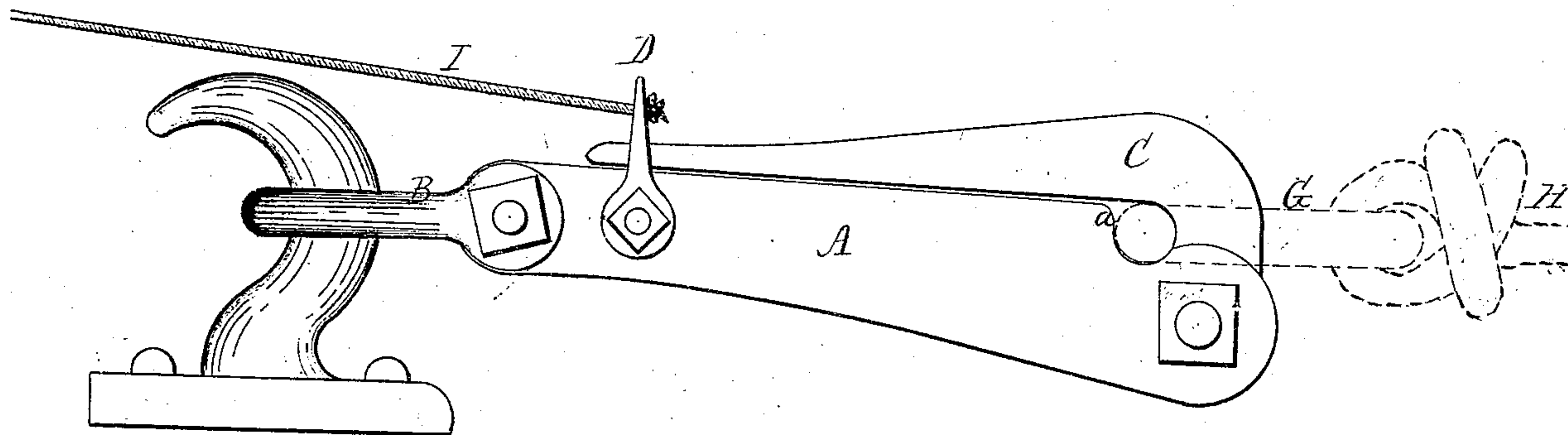
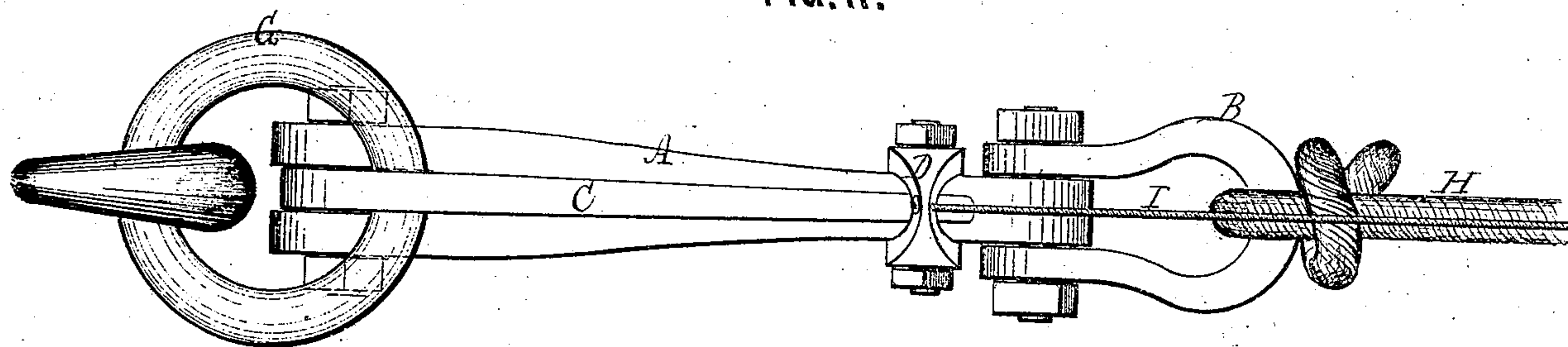


FIG. II.



Witnesses.

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JOSEPH WOOD TUTTLE AND JULIUS PETERSON, OF ROCHESTER, NEW YORK.

Letters Patent No. 102,067, dated April 19, 1870.

IMPROVEMENT IN DETACHING-HOOKS.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that we, JOSEPH WOOD TUTTLE and JULIUS PETERSON, of Rochester, in the county of Monroe and State of New York, have jointly invented a certain new and useful Improvement in Disengaging-Hooks, for use on canal-boats, and other purposes, of which the following is a specification, referring to the accompanying drawings.

Nature of Invention.

This invention relates to a disengaging device produced by the construction, combination, and arrangement of several parts hereinafter described.

General Description.

In the drawings—

Figure 1 is a side elevation, and

Figure 2, a plan.

A is the shank of the hook, having pivoted at one end the clevis B, and at the other the hook-arm C.

Between these is also pivoted the swinging catch D, which is preferably in the form of a link, and turns up over the end of the hook-arm to hold it in place, as clearly shown. Instead of this form it may be made of any that will produce the same result.

The hook-arm bends forward in such a manner as to overlie the shank, and the connection of the swinging catch with it is such that it may be drawn off to disengage the hook-arm.

At the rear end of the device a socket, *a*, is formed, of suitable size and shape to receive a loose ring, G.

Thus arranged, the draft-rope H may be attached either to the ring G, as in fig. 1, or to the clevis B, as in fig. 2, the drawings showing the positions reversed for different uses.

In those different uses the cord I, which attaches to the pawl to operate it, also passes in different directions, as shown.

In fig. 1 the hook is shown as adjusted in the position for a person standing at a distance, in the stern

of the boat, to disengage the hook. This would be convenient for the steersman.

In fig. 2 it is shown as adjusted in the position for the driver to disengage the swinging catch, he standing on the bank of the canal, and a distance forward of the boat.

The essential novelty in this case is the adaptation of the portable hook, as above described, whereby it is applicable to use in either direction. On canals, especially, it is of very great advantage, as the power to disengage may be transferred at pleasure from the steersman to the driver, which is frequently desirable in passing other boats or going upon an unobstructed way. To do this it is only necessary to change ends of the hook.

By its portability and capability of attachment at either end it also is adapted to many other uses, and may be interposed at any position in a continuous chain, an effect which we believe is new. We can also use it as a coupling to uncouple at will on any chain or cord subject to strain.

We are aware that in other devices a swinging catch has before been used to disconnect a part serving as an attachment to a cord or chain.

We are also aware that a hook-arm for releasing a cord or chain has before been used. Such broadly we do not claim; but

What we claim as our invention is—

The shank constructed as herein shown and described, provided with a hinged arm, C, swinging catch D, and clevis B, all combined and arranged as herein shown and described.

In witness whereof we have hereunto signed our names in the presence of two subscribing witnesses.

JOSEPH WOOD TUTTLE.

JULIUS PETERSON.

Witnesses:

R. F. OSGOOD,

GEO. W. MIATT.