

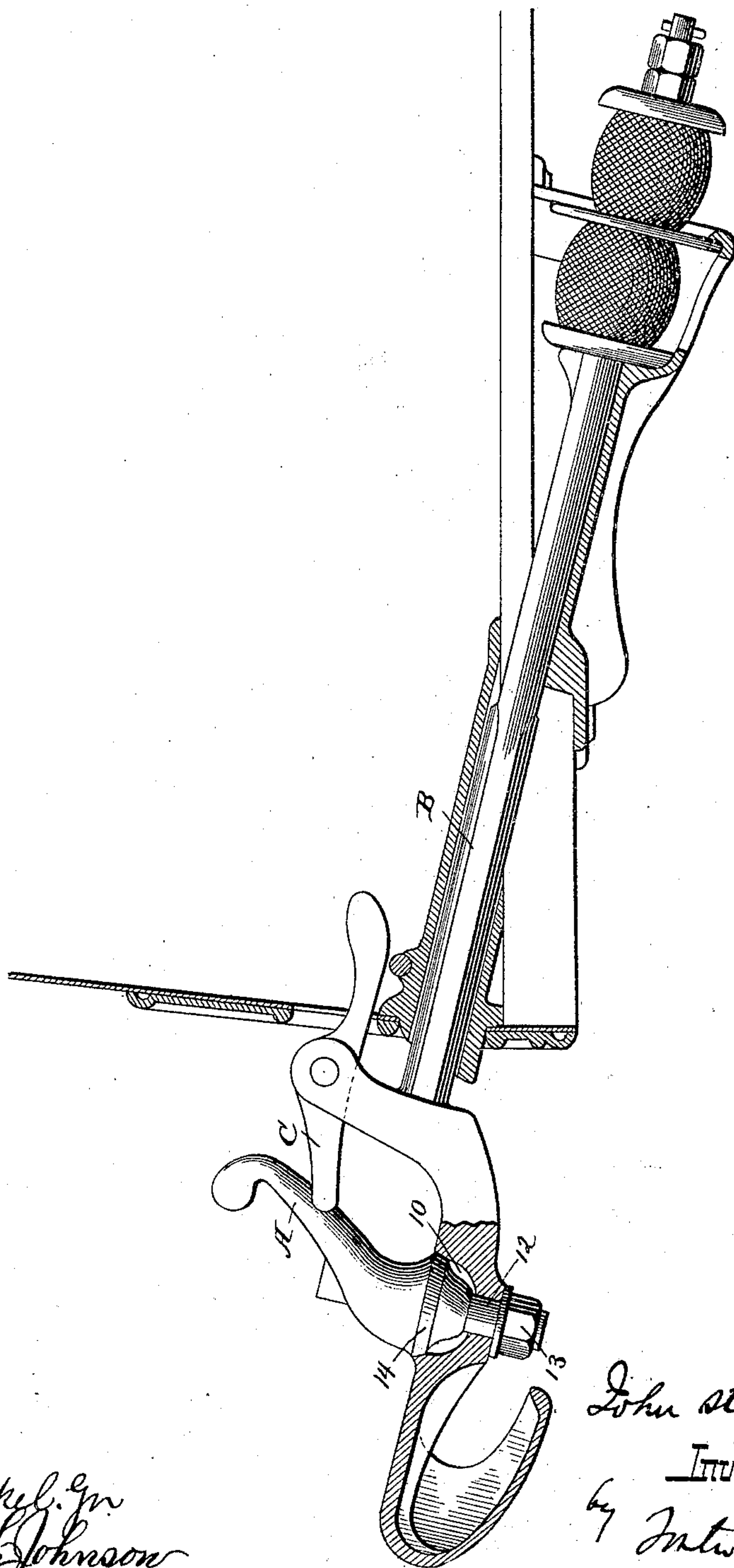
(No Model.)

J. STEPHENSON.

DRAW HEAD HOOK FOR TRAM CARS.

No. 378,478.

Patented Feb. 28, 1888.



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UNITED STATES PATENT OFFICE.

JOHN STEPHENSON, OF NEW YORK, N. Y.

DRAW-HEAD HOOK FOR TRAM-CARS.

SPECIFICATION forming part of Letters Patent No. 378,478, dated February 28, 1888.

Application filed July 21, 1887. Serial No. 244,918. (No model.)

To all whom it may concern:

Be it known that I, JOHN STEPHENSON, a citizen of the United States, and a resident of the city, county, and State of New York, have
5 invented certain new and useful Improvements in Tram-Car Draw-Head Hooks, of which the following is a specification.

As a complete understanding may be most readily had by a detailed description thereof,
10 all preliminary reference thereto will be omitted, and such description will now be given, reference being had to the accompanying drawing, in which the figure illustrates a longitudinal sectional elevation of the draw head
15 and bar provided with the improvement and also showing a portion of a car-platform.

The popular draw-head for tram-cars is the safety-hook, which has a slide-bar with springs at its rear end under the car-platform, and
20 at the outer end or front a hook for holding the pole or whiffles, and a safety-latch in unison with the hook, preventing escape of horses. The hook is an integrant part of the sliding bar and the part of the mechanism soonest
25 worn. Repairs are troublesome and comparatively expensive, because the whole sliding bar with its safety-latch is rendered useless, not being reparable.

My invention is intended to accomplish repairs with but little expense and trouble and
30 by an ordinary workman in a smith-shop. I therefore make the wearing part of the hook piece or horn A separate from the sliding bar B, and the lower part adapted to a socket or
35 cup, 10, in the sliding bar, the shank 12 of the horn passing through the hole at the bottom of the cup and fastened in place by a screw-nut, 13, on the shank. These horns or hook-

pieces being made uniform in shape, a draw-head can be repaired in a few minutes without
40 out detaching from the car.

It is important that the horn A be so positively connected with the slide-bar B that its position as part of the hook will be invariable
45 and always keep its relative connection with the latch C, which closes the throat of the hook; hence the necessity for the broad base 14 of the horn fitting in a socket with converging
50 walls, causing increased tightness and security as the fastening-nut 13 is forced home. 5c

I claim—

1. A tram-car spring draw-head of which the horn forms part of the draw-hook and is
55 separable from the slide-bar, as and for the purpose described.

2. A tram-car draw-head with its horn fitted into a socket or cup in the slide-bar, the socket
60 being so formed as to prevent the fitting hook-piece from turning around when the nut on the shank is adjusting, as and for the purpose described.

3. A tram-car draw-head with horn-piece forming part of the draw-hook secured in the
65 slide-bar by an enlarged base fitting in a socket of the slide-bar, which has a lug or lugs holding a latch reaching to the horn and closing the mouth of the hook, as and for the purpose described.

In testimony whereof I have signed my name to this specification in the presence of two
70 scribing witnesses.

JOHN STEPHENSON.

Witnesses:

S. A. STEPHENSON,
JOHN A. TACKABERRY.