

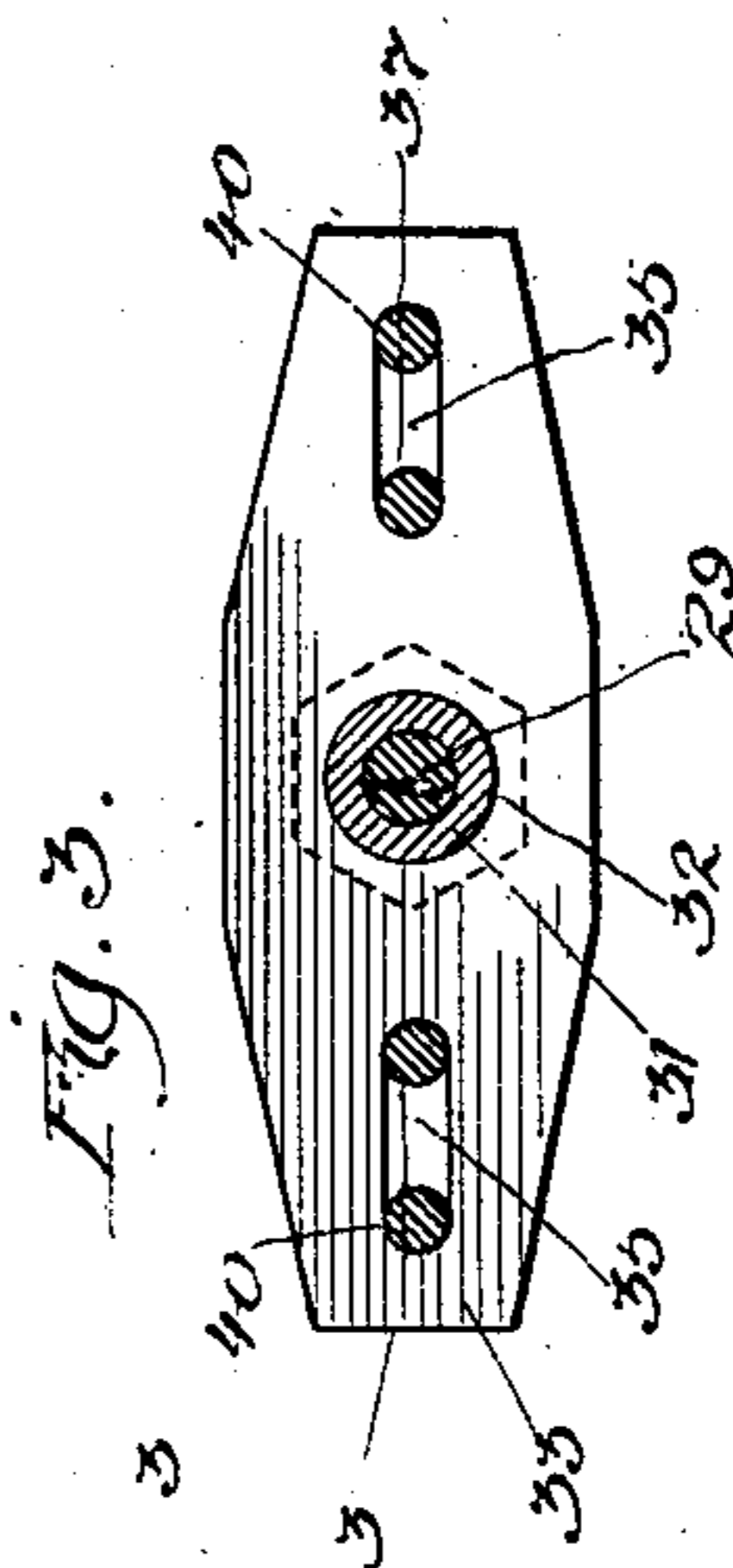
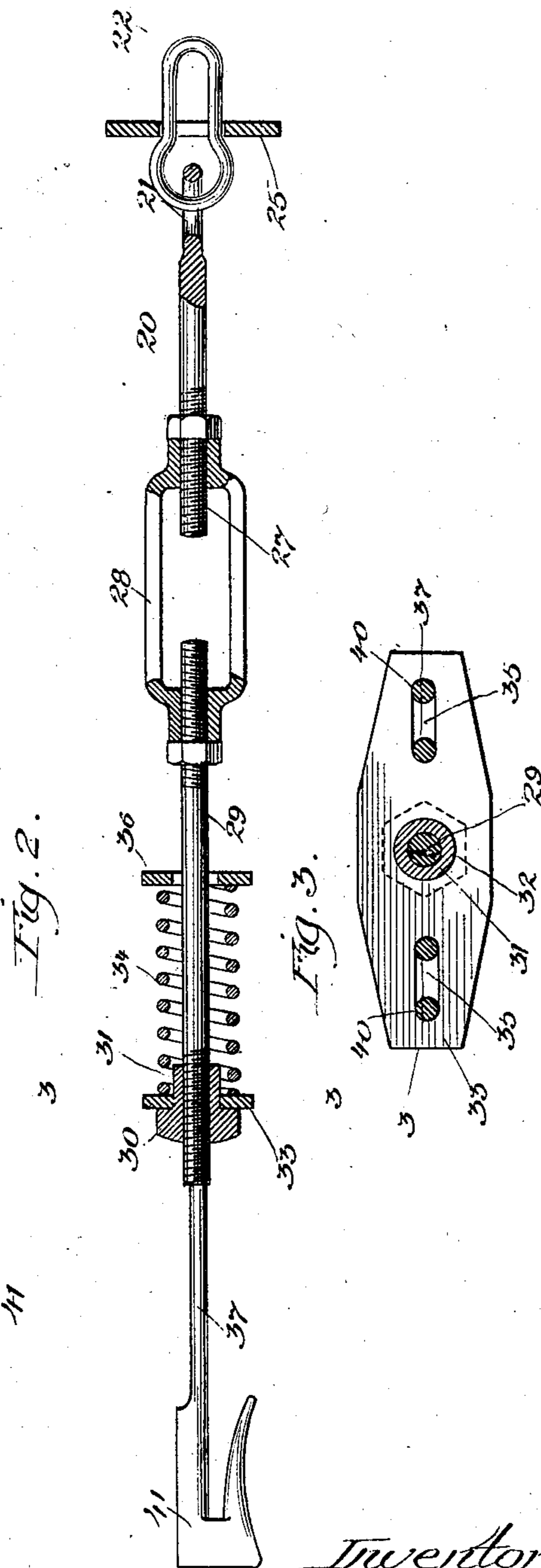
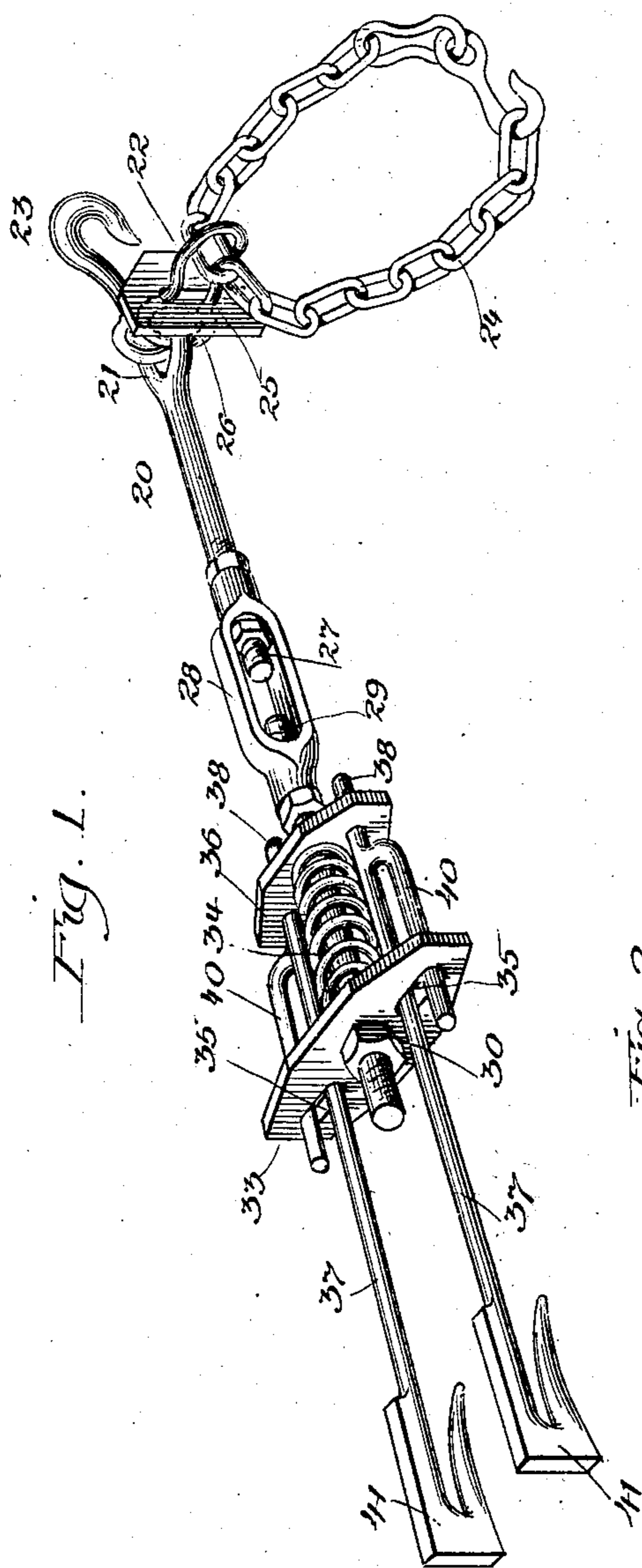
No. 720,199.

PATENTED FEB. 10, 1903.

C. WAHL.
EMERGENCY DRAFT HOOK.
APPLICATION FILED DEC. 11, 1901.

NO MODEL.

2 SHEETS—SHEET 1.



Witnesses:

Frank Blanchard
Clarence W. Day

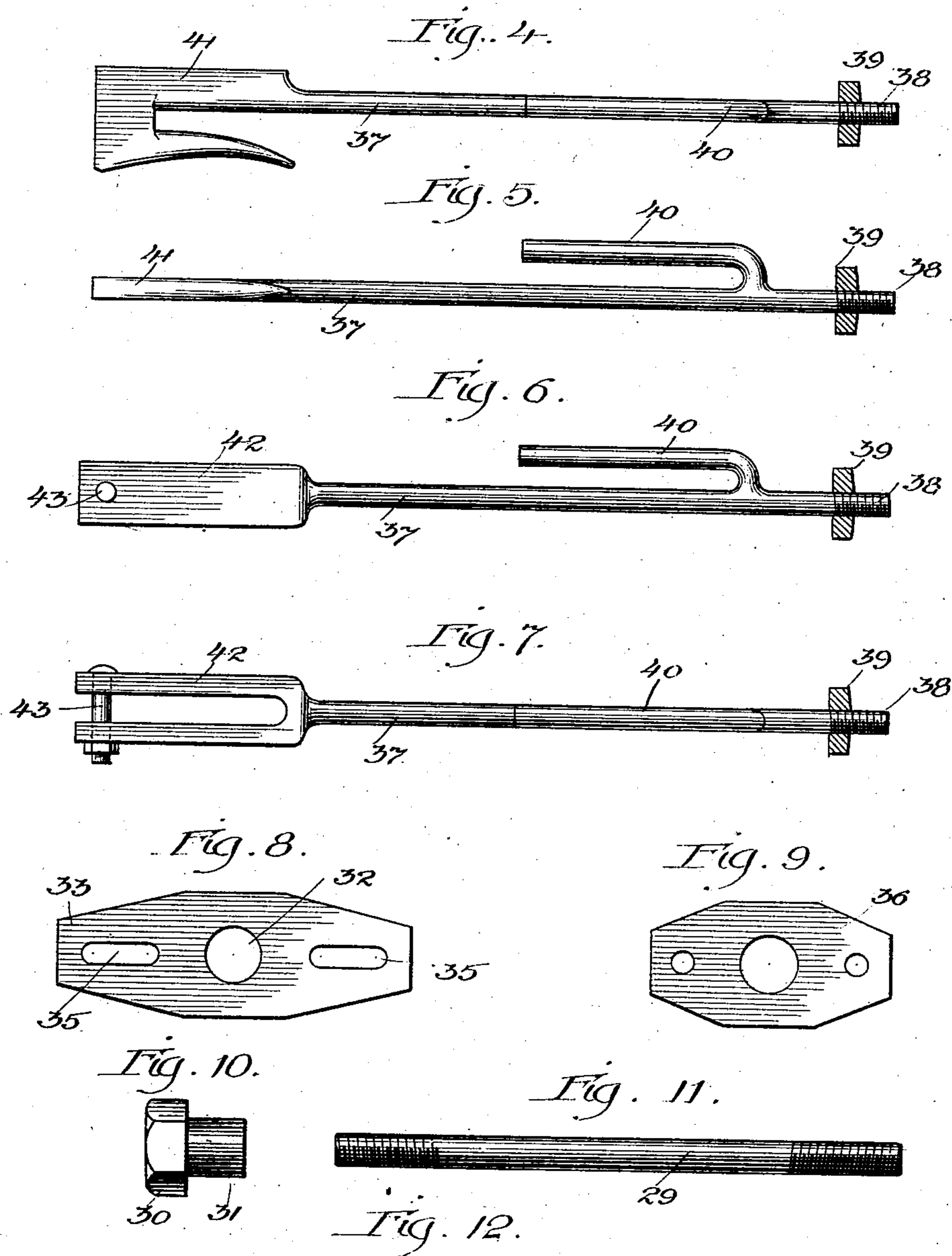
Inventor:

Chris Wahl.
By Henry Love Clarke,
his Attorney

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UNITED STATES PATENT OFFICE.

CHRIS WAHL, OF WEST CHICAGO, ILLINOIS.

EMERGENCY DRAFT-HOOK.

SPECIFICATION forming part of Letters Patent No. 720,199, dated February 10, 1903.

Application filed December 11, 1901. Serial No. 85,492. (No model.)

To all whom it may concern:

Be it known that I, CHRIS WAHL, a citizen of the United States, residing in the town of West Chicago, in the county of Dupage and State of Illinois, have invented certain new and useful Improvements in Emergency Draft-Hooks, whereof the following is a specification.

My invention relates to certain improvements on the emergency draft-hook set forth in my application for Letters Patent of the United States filed on the 28th day of October, A. D. 1901, Serial No. 76,950.

The object of my invention is to perfect various features in the operation of the device set forth in my aforesaid prior application and render the said device adaptable to an increased variety of emergency uses.

My invention consists in the several new structures and modifications of construction hereinafter claimed and herein shown and described in certain forms that are preferable, but not exclusive of other and various forms within the broader terms of the express claims.

In the accompanying drawings, forming a part of this specification, Figure 1 is a general perspective view of my improved emergency draft-hook. Fig. 2 is a vertical longitudinal section thereof. Fig. 3 is a transverse section on the line 33 of Fig. 2. Fig. 4 is a side elevation of one of the transom-hooks. Fig. 5 is an under elevation of the same. Fig. 6 is an under elevation of a modified or loop-and-pin form of transom-hook, useful under certain conditions. Fig. 7 is a side elevation of the same. Fig. 8 is a top view of the back draft-plate. Fig. 9 is a top view of the front draft-plate. Fig. 10 is a side elevation of the draft-rod sleeve-nut. Fig. 11 is a detail view of the extension-rod portion of the draft-rod, and Fig. 12 is a top view of the buffer-plate.

Like reference-numerals indicate like parts in all the figures.

20 is the draft-rod, provided with a looped end 21, to which may be attached the link 22, hook 23, or transom-chain 24, or any or all of them. The buffer-plate 25, provided with the slot 26, is adapted to be placed on the free looped draft-rod end 21 or on the link 22 or hook 23 for the purpose of preventing the draw-head of the car to which such rod, hook,

or link is attached from buffing into and damaging the dead-wood or draft-timbers or spreading the draft-timbers of the adjacent car end to which the transom hook or hooks may be attached. The other end 27 of the draft-rod 20 is threaded and may be connected by a turnbuckle 28 with the threaded extension-rod 29. Either this extension-rod 29 or the draft-rod 20, when the turnbuckle 28 and the extension-rod 29 are dispensed with, may be retained in the yielding spring-coupling by the adjustable draft-rod nut 30, having the sleeve portion 31, adapted to enter the central hole 32 in the back draft-plate 33 or the end of the coiled spring 34, or both. Both the said nut and the said turnbuckle, or either of them, may be used in the adjustment of the emergency draft-hook and in the taking up of slack therein. The back draft-plate 33 is provided with lateral slots 35 35, adapted to receive the special form of transom-hook hereinafter set forth. The front draft-plate 36 is similar to the one shown in my aforesaid prior application. The transom-hook 37 has its end 38 threaded, and this threaded end may be retained in the yielding spring-coupling by the nut 39 bearing against the front draft-plate or may be connected directly to the draft-rod 20 by the turnbuckle 28 when the yielding spring-coupling is omitted. The transom-hook also has a recurved shaft 40, adapted to be passed within the coiled spring when the front draft-plate is omitted. The other end 41 of the transom-hook 37 may, if desired, take the loop-and-pin form 42 43. (Shown in Figs. 6 and 7.)

Under the varying conditions of different emergencies various of the members of the complete device shown in the drawings may be dispensed with, as indicated to some extent in the foregoing description; but the operation of the device will still retain the important principle of allowing the adjacent car ends to be connected with each other without shifting the forward car back and forth while the operative is engaged in applying the emergency draft-hook and taking up the slack therein. The draft-rod 20 may be attached to one car end and the transom-hooks 37 37 to the adjacent car end, and then the connecting members may be brought into place and

the slack adjusted without any shifting whatsoever of the respective car ends, and therefore without endangering the life and limb of the operative.

5 Having thus set forth my invention, I now claim—

1. An emergency draft-hook adapted to be applied without shifting the relative positions of the adjacent car ends, and having, 10 in combination, the draft-rod, the turnbuckle, and a transom-hook, substantially as specified.

2. An emergency draft-hook adapted to be applied without shifting the relative positions of the adjacent car ends, and having, 15 in combination, the draft-rod, turnbuckle and extension-bolt, connected by a coupling to the pair of transom-hooks, substantially as specified.

3. An emergency draft-hook adapted to be applied without shifting the relative positions of the adjacent car ends, and having, 20 in combination, the draft-rod, turnbuckle and extension-bolt, connected by a yielding spring-coupling to the pair of transom-hooks, substantially as specified.

4. In an emergency draft-hook adapted to be applied without shifting the relative positions of the adjacent car ends, transom-hooks 30 having a double shaft at one end, one member thereof being recurved and the other member straight, substantially as specified.

5. In an emergency draft-hook adapted to be applied without shifting the relative positions of the adjacent car ends, transom-hooks 35 each having a double shaft at one end, one member thereof being recurved and the other member straight, threaded and provided with a suitable retaining - nut, substantially as specified.

6. An emergency draft-hook adapted to be applied without shifting the relative positions of the adjacent car ends, and having, in combination, the draft-rod, the draft-rod nut, the 45 back draft-plate, the compression-spring, the front draft-plate, and the pair of transom-hooks each having a double shaft at one end, one member of such double shaft being recurved and the other member straight, threaded and provided with a suitable retaining- 50 nut, substantially as specified.

7. An emergency draft-hook adapted to be applied without shifting the relative positions

of the adjacent car ends, and having, in combination, the draft-rod, the back draft-plate, 55 the draft-rod sleeve - nut, the compression-spring, and the pair of transom-hooks, substantially as specified.

8. An emergency draft-hook adapted to be applied without shifting the relative positions 60 of the adjacent car ends, and having, in combination, the draft-rod, the back draft-plate, the draft-rod sleeve - nut, the compression-spring, the front draft-plate, and the pair of transom-hooks, substantially as specified. 65

9. An emergency draft-hook adapted to be applied without shifting the relative positions of the adjacent car ends, and having, in combination, the draft-rod, the back draft-plate 70 having lateral slots, the draft-rod nut, the compression-spring, and the pair of transom-hooks, substantially as specified.

10. An emergency draft-hook adapted to be applied without shifting the relative positions of the adjacent car ends, and having, in combination, the draft-rod, the back draft-plate 75 having lateral slots, the draft-rod nut, the compression-spring, the front draft-plate, and the pair of transom-hooks, substantially as specified. 80

11. An emergency draft-hook adapted to be applied without shifting the relative positions of the adjacent car ends, and having, in combination, the draft-rod connected by a coupling to a transom-hook, and a buffer-plate, sub- 85 stantially as specified.

12. An emergency draft-hook adapted to be applied without shifting the relative positions of the adjacent car ends, and having, in combination, the draft-rod having its one end 90 looped through a link and hook and threaded from its other end, the buffer-plate, the turnbuckle, the extension - bolt, the draft - rod sleeve-nut, the back draft-plate having lateral slots, the spiral spring, the front draft- 95 plate, and the pair of transom-hooks engaged in the respective lateral slots and holes of the said draft-plates and each having a double shaft at one end, one member of such double shaft being recurved and the other member 100 straight, threaded and provided with a suitable retaining-nut, substantially as specified.

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Witnesses:

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