

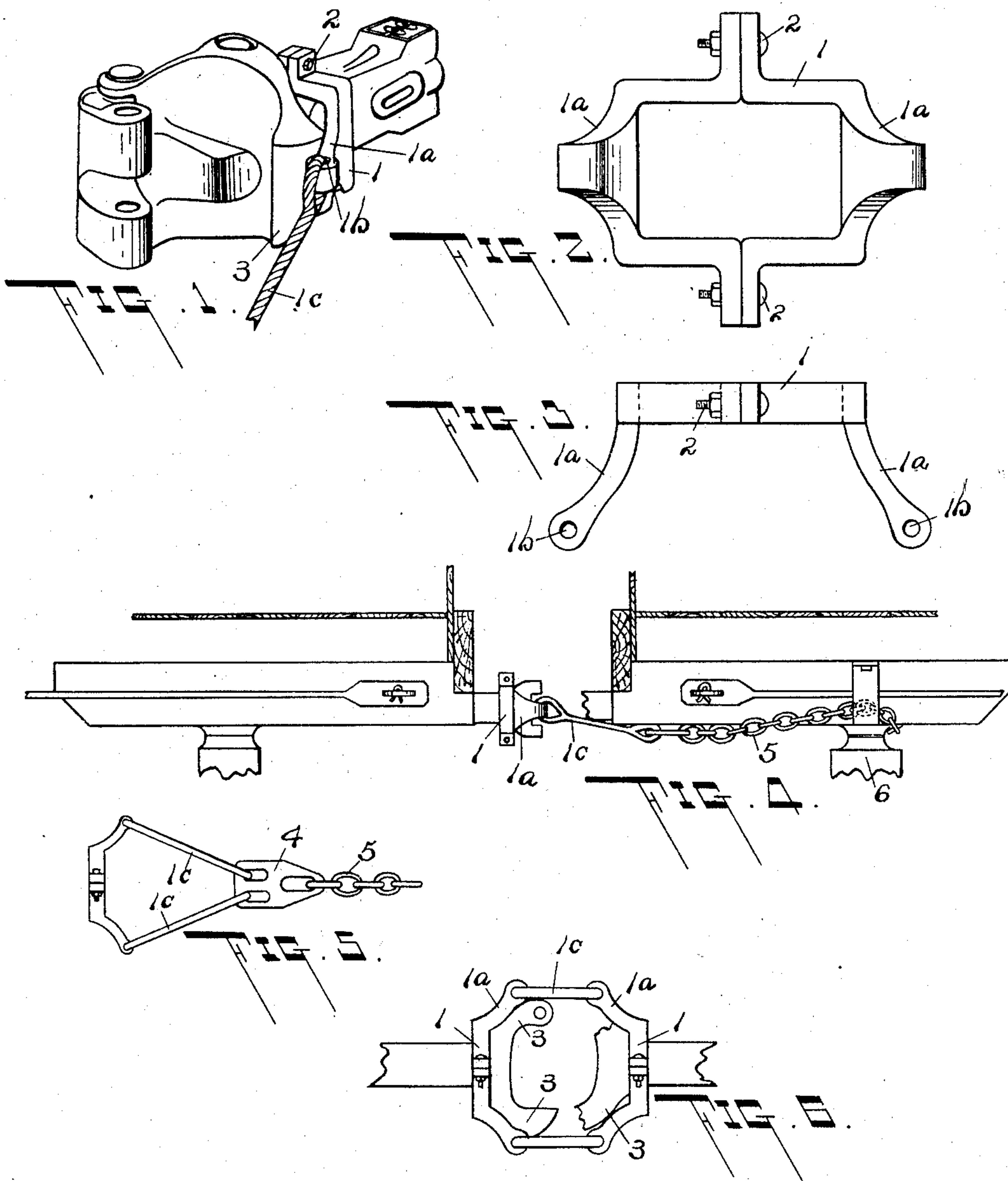
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A. P. LAVERTY.
EMERGENCY YOKE FOR CAR COUPLINGS.

APPLICATION FILED MAR. 21, 1903.

NO MODEL.



WITNESSES:

James C. Hanson.
P. M. Holdsworth.

Albert P. Laverty. INVENTOR

BY

Geo. B. Wilcox. ATTORNEY

UNITED STATES PATENT OFFICE.

ALBERT P. LAVERTY, OF WEST BAY CITY, MICHIGAN.

EMERGENCY-YOKE FOR CAR-COUPPLINGS.

SPECIFICATION forming part of Letters Patent No. 736,983, dated August 25, 1903.

Application filed March 21, 1903. Serial No. 148,899. (No model.)

To all whom it may concern:

Be it known that I, ALBERT P. LAVERTY, a citizen of the United States, residing at West Bay City, in the county of Bay and State of Michigan, have invented certain new and useful Improvements in Emergency-Yokes for Car-Couplers; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention is an attachment for car-couplers and draw-bars, and is designed to be quickly attached to a draw-bar that has been accidentally disabled in use and to temporarily take the place of a broken coupler, connecting the cars together, so that the train may proceed with the least possible delay and hindrance to traffic.

My invention is illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of a coupler with my device attached. Fig. 2 is a front view of the yoke. Fig. 3 is a top view. Fig. 4 is a side view of a pair of draw-bars, one of them broken, with my yoke attached. Fig. 5 is a top view of the yoke and chain; and Fig. 6 is a top view of a pair of couplers, the jaws of one coupler being broken, and a pair of yokes connecting the two couplers together.

As is clearly shown in the drawings, the device consists in a two-part yoke or frame 1, preferably made of forged steel or of any other suitable material, the frame being of such shape that it fits snugly over the draw-bar or the neck of the coupler. At each side of the frame is a forwardly and outwardly extending bracket 1^a, having an opening 1^b at its forward end, by which a cable 1^c or other connecting means may be secured to the yoke. The two parts of the yoke may be connected by bolts 2, as shown in Fig. 2, or by any other suitable means, it being essential only that the two parts of the yoke be so constructed that they can be quickly and securely fixed upon the draw-bars.

In case one or both of the jaws of the coupler are broken, spread, or otherwise disabled two yokes are used, one upon each coupler, as shown in Fig. 6, and their brackets are

connected together by a short connection 1^c. I prefer to use flexible steel cable for this connection, as it yields readily to the back-and-forth movement of the coupler; but, if desired, a chain or other suitable connection may be employed. The inside surfaces of the forwardly-extending brackets 1^a bear against the jaws 3 of the couplers, supporting the end of the bracket and relieving the yoke 1 of the bending strain that would otherwise be brought upon it. In case the draw-bar is broken off back of the coupler-head, as shown in Fig. 4, I secure a yoke 1 to the unbroken coupler and pass a pair of cables 1^c (shown in Fig. 5) forward from the front ends of the brackets to a suitable link or connecting-plate 4, to the forward end of which is secured a chain 5. This chain 5 is secured to the draw-bar of the damaged car by passing the chain over the center pin 6, as shown in Fig. 4.

By the means above described I have produced a simple, strong, and efficient emergency device by which damage to the couplers or draw-bars of a train may be quickly and easily repaired, so that the train may proceed with the least possible delay.

What I claim is—

1. An emergency device for railway-couplers comprising a yoke formed of two oppositely-placed members each adapted to embrace one side of the draw-bar of the coupler; means for locking said oppositely-placed members together; and attaching means near the middle of each of said members for securing a cable thereto.

2. An emergency device for railway-couplers comprising a yoke formed of two oppositely-placed members adapted to embrace the draw-bar of the coupler from opposite sides thereof; means for locking said oppositely-placed members together; a forwardly and outwardly extending bracket carried by each of said members; said brackets being adapted to bear on the outer surfaces of the coupler-jaws; and attaching means on said brackets for securing cables thereto; for the purposes set forth.

3. An emergency device for railway-couplers comprising a two-part yoke adapted to

embrace the draw-bar of the coupler, each
part having a forwardly and outwardly ex-
tending bracket, the inside surfaces of said
brackets being adapted to fit the outer sur-
5 faces of the coupler-jaws; and means for se-
curing cables to the outer ends of said brack-
ets, for the purposes set forth.

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

ALBERT P. LAVERTY.

Witnesses:

P. M. HOLDSWORTH,
JAMES C. HANSON.