(No Model.)

A. E. CREIGH.

CANT HOOK.

No. 421,124. Patented Feb. 11, 1890.

Fig. 1.

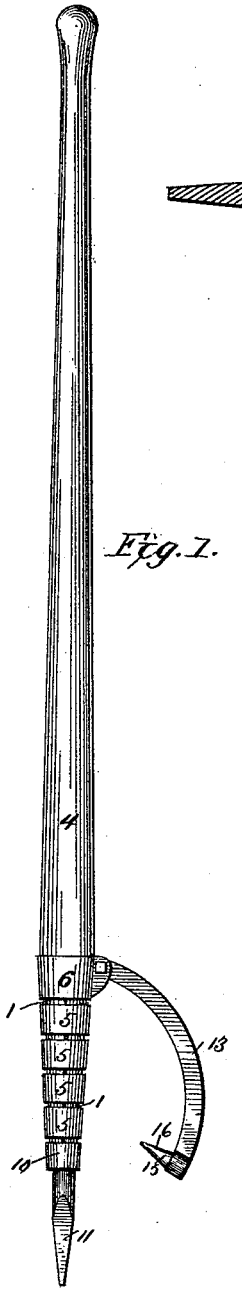

Fig. 2.

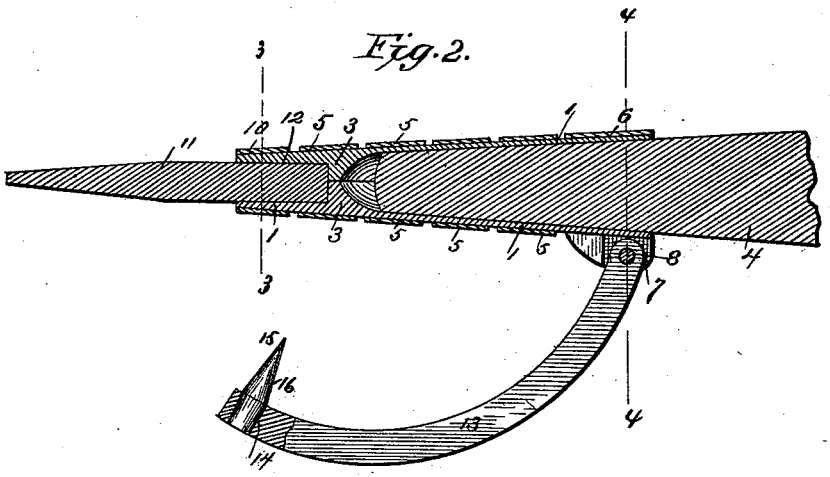

Fig. 3.

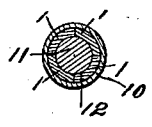

Fig. 4.

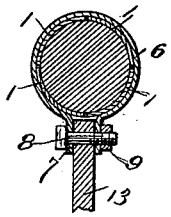

Fig. 5.

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CANT-HOOK.

SPECIFICATION forming part of Letters Patent No. 421,124, dated February 11, 1890.

Application filed September 25, 1889. Serial No. 325,085. (No model.)

To all whom it may concern:

Be it known that I, ALFRED E. CREIGH, a citizen of the United States, residing in Ronceverte, in the county of Greenbrier and State of West Virginia, have invented certain new and useful Improvements in Cant-Hooks, of which the following is a specification.

My invention consists in a new and improved cant-hook, which will be hereinafter fully described and claimed.

Referring to the accompanying drawings, Figure 1 is a side view of my improved hook. Fig. 2 is a longitudinal section of the same. Fig. 3 is a cross-section on line 3 3, Fig. 2. Fig. 4 is a cross-section on line 4 4, Fig. 2. Fig. 5 is a detail view of one of the sections.

The same numerals of reference indicate corresponding parts in all the figures.

Referring to the several parts by their designating-numerals, 1 1 indicate four metal sections, which, when placed together, form the socket in which the end of the stock and the metal pike fit, as hereinafter set forth. The slightly-curved sections are thickened at their lower ends to form the socket for the pike, and at a point about one-third of its length from its lower end each section is formed on its inner side with a seat projection or lug 3 of the form shown, so that when the four sections 1 are placed together the straight edges of the seat-lugs 3 will fit together, thus forming a solid partition or seat. The main upper part of the sections 1 fit around the lower end of the wooden stock 4 when the wide metal ring-bands 5 are shrunk on. The metal staves or sections 1 prevent the burning of the wooden stock by the bands 5 as they are shrunk on, which is an advantage that cannot be accomplished in the manufacture of any other cant-hook. Around the upper ends of the staves or sections is clamped the clip-band 6, through the recessed apertured ends 7 of which passes a threaded bolt 8, having a nut 9 on its end. The metal socket is thus firmly secured on the end of a wooden stock without shaving or trimming down the end of the stock or boring a hole in it, the stock not being cut at all, thus leaving it its full strength, which is an important feature.

The lower end of the sections 1 are encircled by a ring-band 10, known as the "tow-band." The pike 11, being placed in the socket 12, formed by the lower end of the sections, is clamped firmly therein by forcing the tow-ring 10 down on the ends of the sections 1. The inner end of the pike bears against the seat formed by the lugs 3, and it will be seen that by my construction the pike has a solid metal bearing at its base and on all sides, and does not enter an opening in the stock end, leaving the full strength of the wood.

When a pike 11 becomes dull, it can be readily removed by loosening the tow-ring 10 on the end of the sections and replaced by a new one without disturbing or removing any part of the socket.

Between the recessed ends 7 of the clip-band 6 is pivoted on the bolt 8 the upper end of the hook 13, the lower end of which, instead of being formed with the usual stationary point, is formed with a socket 14.

15 indicates the removable point, which is preferably formed with a slightly-tapering stem 16, which fits in the hook-socket 14. The point is placed in the hook-socket 14 from the inner side of the same, the socket being slightly tapering to fit the shank 16.

It will be seen that as soon as a point becomes dull it can be instantly removed from the hook and a new one substituted.

My new cant-hook is used for driving logs on rivers and the general handling of logs.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. In a cant-hook, the combination of the metal end socket formed of the series of longitudinal sections 1, having the inner seat-lugs 3, and the metal end rings encircling the said sections, substantially as set forth.

2. The combination of the metal socket formed of a series of longitudinal sections 1, having the inner seat-lugs 3, the metal ring-bands 5, and the removable pike, substantially as set forth.

3. The combination of the sections having the thickened lower ends and the inner seat-lugs 3, the metal ring-bands 5, the tow-band 10, and the removable pike, substantially as set forth.

4. The combination of the sections 1, having the thickened lower ends and the inner seat-lugs 3, the metal ring-bands 5, the clip-band 6, having the recessed apertured ends 7, the threaded bolt 8 and nut 9, and the hook, substantially as set forth.

ALFRED E. CREIGH.

Witnesses:
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