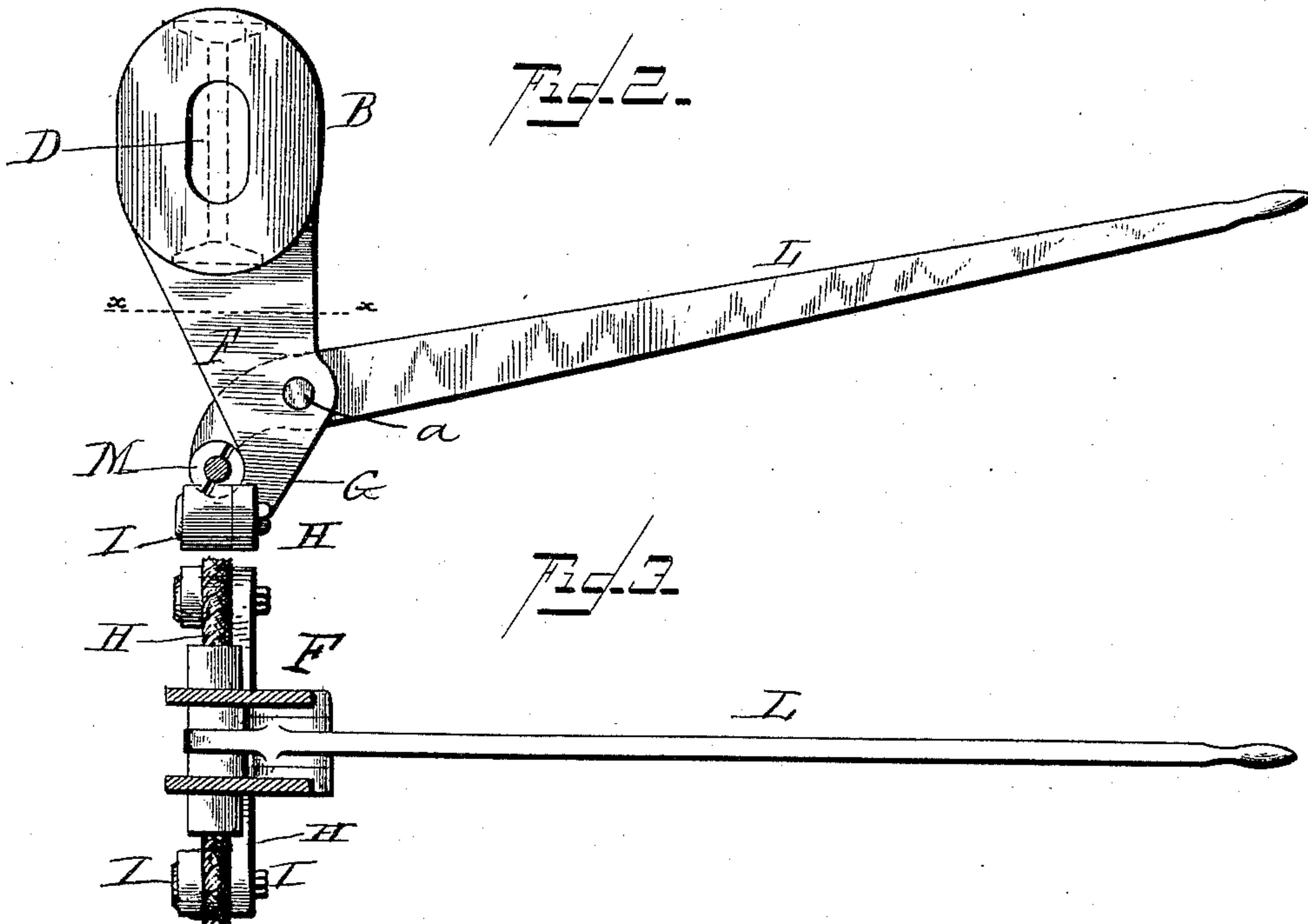
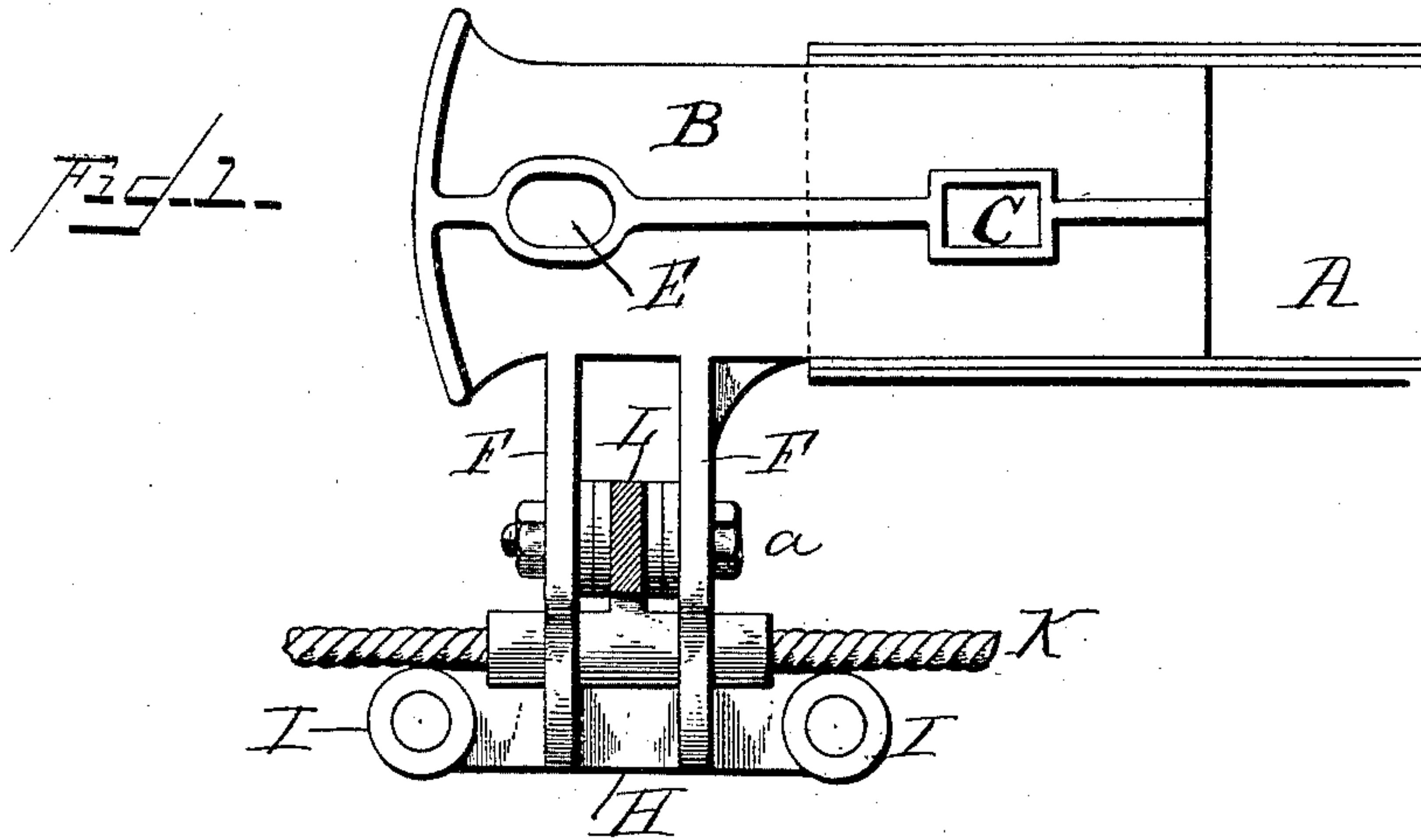


(No Model.)

J. C. ANDERSON.  
CABLE GRIP.

No. 430,412.

Patented June 17, 1890.



WITNESSES

*F. L. Curand.*  
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Attorney

# UNITED STATES PATENT OFFICE.

JAMES C. ANDERSON, OF HIGHLAND PARK, ILLINOIS.

## CABLE-GRIP.

SPECIFICATION forming part of Letters Patent No. 430,412, dated June 17, 1890.

Application filed March 1, 1890. Serial No. 342,257. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES C. ANDERSON, a citizen of the United States, residing at Highland Park, in the county of Lake and State of Illinois, have invented new and useful Improvements in Cable-Grips; and I do hereby declare the following to be a full, clear, and exact description of said invention, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention relates to improvements in cable-grips.

The object of my invention is to provide a grip for the movement of heavy cars in yards and shops, and is especially adapted for the movement of heavy iron cars of large carrying capacity with their load of brick, and is designed for carrying out my method of manufacturing and burning brick and delivering the same automatically on cars, for which Letters Patent Nos. 379,040 and 379,041 were granted to me March 6, 1888.

My invention consists in forming on or attaching to the draw-bar of a car a hanger or pedestal having a permanent jaw, against which the cable is clamped, and a series of rollers for supporting the cable, and a lever pivoted to said hanger having a jaw for clamping the cable against the permanent jaw of the hanger.

Referring to the drawings, Figure 1 is a side view of the central beam of a car with the gripping devices attached thereto. Fig. 2 is an end view of the devices shown in Fig. 1. Fig. 3 is a top or plan view of the gripping device.

A indicates an I-beam, which is centrally located in the car and extends throughout its entire length, to the ends of which are connected the draw-bars B. The draw-bar B is bifurcated at its rear end, so as to fit over the web of the I-beam A, and is rigidly secured to the same by means of a wedge or plug, which passes through openings C in the draw-bar, and also through an opening formed in the web of the I-beam. The end of the draw-bar is provided with an opening D to receive the coupling-link, and with a transverse opening E, through which the coupling-pin is passed to couple the cars together.

The draw-bar B is provided with brackets F, on which is secured the permanent or rigid jaw G, against which the cable is clamped.

To the lower ends of the hangers F is secured a bar H, and on which are mounted the friction-wheels I, which support the cable K.

L is a lever pivoted between the hangers F at the point *a*, the inner or short end of said lever being provided with a jaw M, which clamps the cable K against the rigid jaw G of the hanger, when the outer end of the lever L is raised, thus firmly clutching the cable K, and allowing the car or cars to be moved forward.

In the device just described, when applied for the main purpose above explained—i. e., the moving of car-loads of brick—it may be proper in this connection to explain that in carrying out the method aforesaid the cable or cables are moved continuously at a slow speed, and the cars to be moved are located on tracks in groups of twenty or more cars, with but little vacant space intervening between the respective ends of the cars; that each of said cars only requires to be advanced in steps equal to about the length of each car, so that it will be understood that the cable is located in position midway between the rails of the track, so as to have a continuous bearing on the friction-rolls I of the grip on each of the cars in position along the line, and in constant position to be clutched by the grip of any one of the cars in the line to be moved. The operator simply raises the hand end of the lever which extends laterally in a suitable position to span beyond the side of the cars, and the rate of speed being low, the operator may hold up the lever, keeping pace with the car for the requisite distance to be moved, then by simply letting go the lever the grip is released, and the car comes to rest.

What I claim is—

1. A grip for cable roads, consisting of a hanger suspended from the draw-bar of the car having a rigid jaw to clamp the cable, friction-wheels for supporting the cable mounted on said hanger, and a lever pivoted to the hanger provided with a jaw for clamping the cable against the permanent jaw, as set forth.



2. A cable-grip for moving cars, consisting  
of a fixed hanger or pedestal secured to or  
made part of the draw-bar of the car, said  
pedestal terminating in a rigid jaw for re-  
5 ceiving a cable, and a lever pivoted to said  
hanger provided with a jaw for gripping the  
cable between the jaw of the lever and fixed  
jaw of the pedestal, as set forth.

In testimony whereof I affix my signature  
in the presence of two subscribing witnesses. 10

J. C. ANDERSON.

Witnesses:

ALEX. MAHON,  
H. M. STERLING.