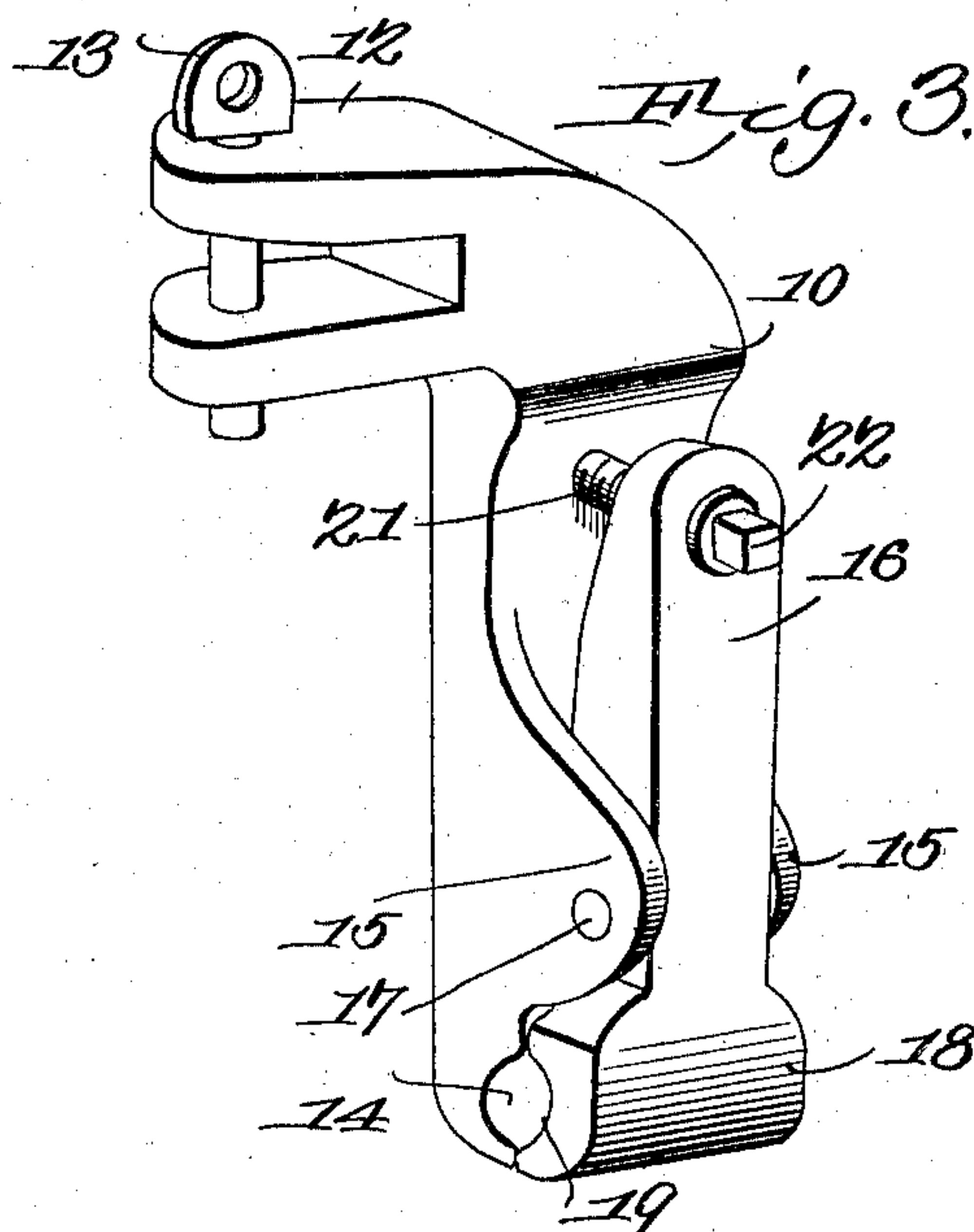
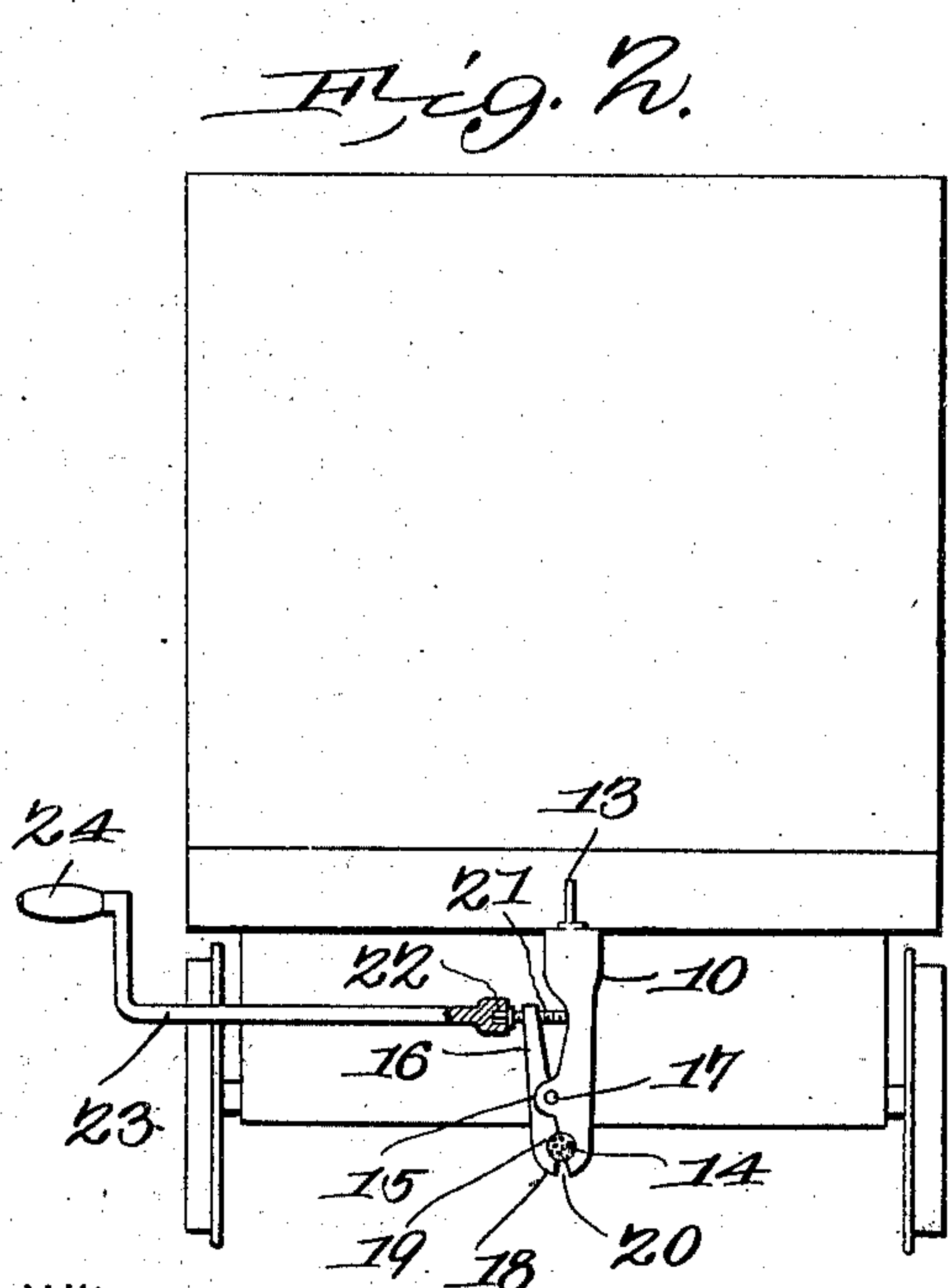
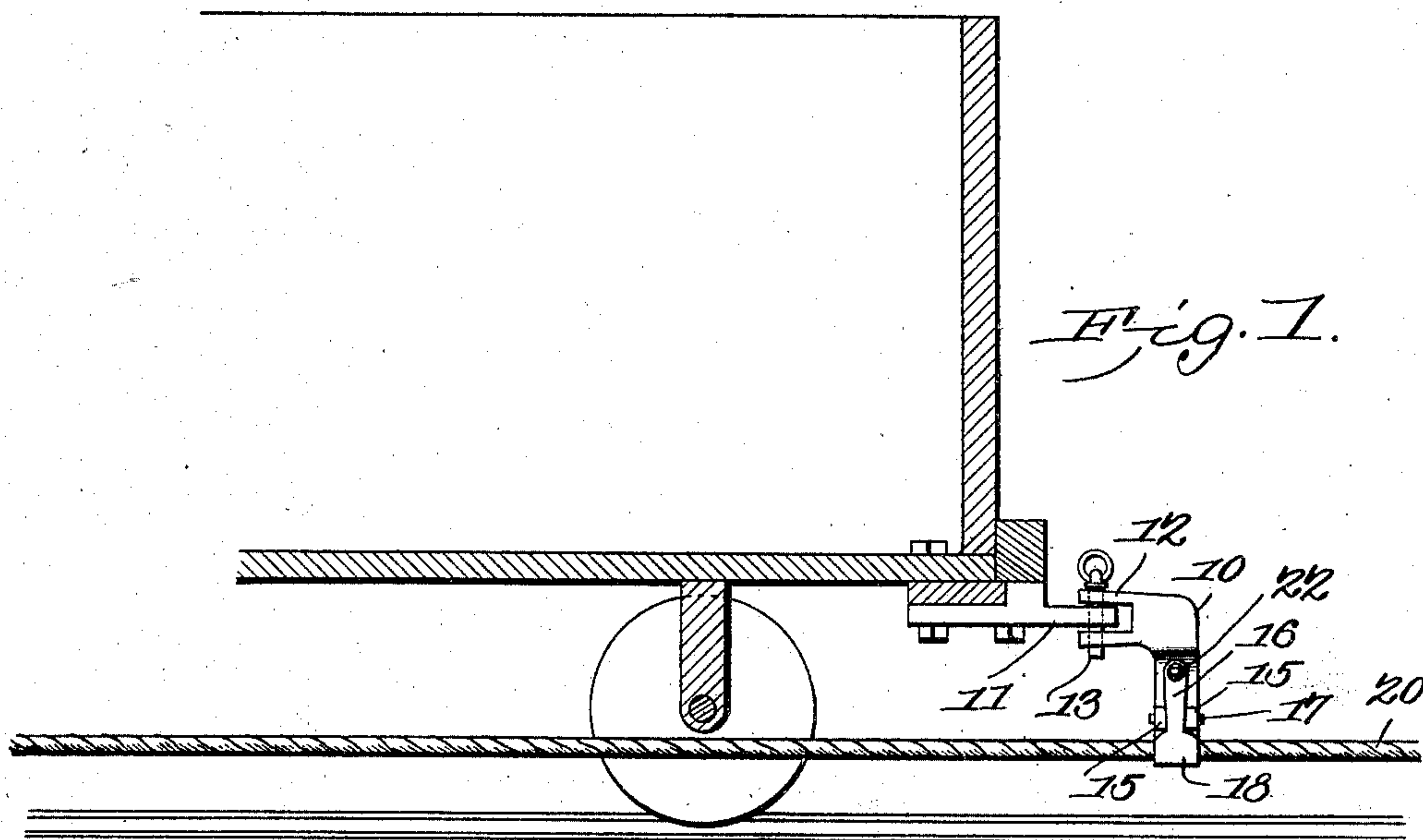


No. 813,040.

PATENTED FEB. 20, 1906.

J. L. DAVIS.  
CABLE GRIP FOR CARS.  
APPLICATION FILED AUG. 3, 1905.



Witnesses

*E. J. Stewart*  
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# UNITED STATES PATENT OFFICE.

JAMES L. DAVIS, OF BRAZNELL, PENNSYLVANIA, ASSIGNOR OF ONE-FOURTH TO WALTER B. CHALFANT, OF BRAZNELL, PENNSYLVANIA.

## CABLE-GRIP FOR CARS.

No. 813,040.

Specification of Letters Patent.

Patented Feb. 20, 1906.

Application filed August 3, 1905. Serial No. 272,584.

*To all whom it may concern:*

Be it known that I, JAMES L. DAVIS, a citizen of the United States, residing at Braznell, in the county of Fayette and State of Pennsylvania, have invented a new and useful Cable-Grip for Cars, of which the following is a specification.

This invention relates to cable-grips for cars, and is especially adapted for use upon mine-cars and the like.

The object of this invention is to provide a device of the class embodying new and improved features of durability, convenience, and safety.

A further object of the invention is to provide a device of the class which may be manipulated from one side and beyond the lines of the car and out of harm's way.

With these and other objects in view, which will appear as the nature of the invention is better understood, the same consists in certain novel features of construction, as hereinafter fully described and claimed, shown in the accompanying drawings, and particularly pointed out in the appended claims, it being understood that changes in the form, proportion, size, and minor details may be made without departing from the spirit of the invention or sacrificing any of its advantages.

In the drawings, Figure 1 is a view of the improved grip in side elevation and shown in operative position upon a car. Fig. 2 is a view of the improved grip in end elevation and applied to a car. Fig. 3 is a perspective view of the improved grip detached.

Like characters of reference indicate corresponding parts throughout the several figures of the drawings.

In its preferred embodiment the improved car-grip forming the subject-matter of this application comprises a knee member 10, arranged in any approved manner for engagement with a draw-head 11 of a car, as by the bifurcated head 12 and pin 13. At its lower end the knee member 10 is provided with a groove 14, extending longitudinally of the car, and ears 15 between the groove and the knee. Between the ears 15 is pivoted the lever 16, as by the pin 17, and carrying the jaw 18, provided with a groove 19, disposed in opposed relation to the groove 14 and arranged to embrace the cable 20.

To clamp the jaw 18 upon the cable, a screw 21 is inserted through the lever 16 and bears upon the face of the knee member. The screw 21 is provided with an angular head 22 for engagement by a wrench or other tool, or a crank 23 may be provided with a longitudinal socket in its end for engaging the head 22 and with the handle, as 24, without and beyond the lines of the car.

From the foregoing description it is believed that the operation of the device will be fully understood, it being explained only that an operator may insert the crank 23 from one side of the car and therewith manipulate the grip without going in front of the car and into danger.

Having thus described the invention, what is claimed is—

1. A car-grip embodying means whereby the cable-clamp may be operated from the side and without the lines of the car and removable when the grip is set.

2. A car-grip embodying means for coupling to a car and means whereby the cable-clamp may be operated from the side and without the lines of the car and removable when the grip is in engaging position.

3. A car-grip embodying a knee member, means for coupling the knee member to a car, a pivoted cable-clamp carried by the knee member, and means for operating the clamp carried by the clamp member and exerting pressure against the knee member.

4. A car-grip embodying a knee member, means for coupling the knee member to a car, a pivoted cable-clamp carried by the knee member, and means whereby the clamp may be operated from the side and without the lines of the car and removable when the grip is in clamping position.

5. A car-grip embodying a knee member, means for coupling the knee member to a car, a cable-clamp pivotally mounted on the knee member and on a pivot longitudinal of the car and means carried by the clamp member and exerting pressure against the knee member and whereby the clamp may be operated from the side and without the lines of the car.

6. A car-grip embodying a knee member, means for coupling the knee member to a car, a cable-clamp pivotally mounted on the knee member and on a pivot longitudinal of the car, a screw mounted in the clamp member



and engaging the knee member and an angular head on the screw and accessible from the side of the car.

7. A car-grip embodying a knee member  
5 carrying a pin for coupling with the draw-head of a car and having a groove at its lower extremity longitudinal of the car, a cable-grip member pivoted to the side of the knee member and having a groove in opposed re-  
10 lation to the groove of the knee member and a lever extending opposite and above the pivot,

and a screw piercing the lever and bearing against the side of the knee member and having an angular head accessible from the side of the car.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

JAMES L. DAVIS.

Witnesses:

LEE LOWENSTEIN,  
E. T. BRASHEAR.