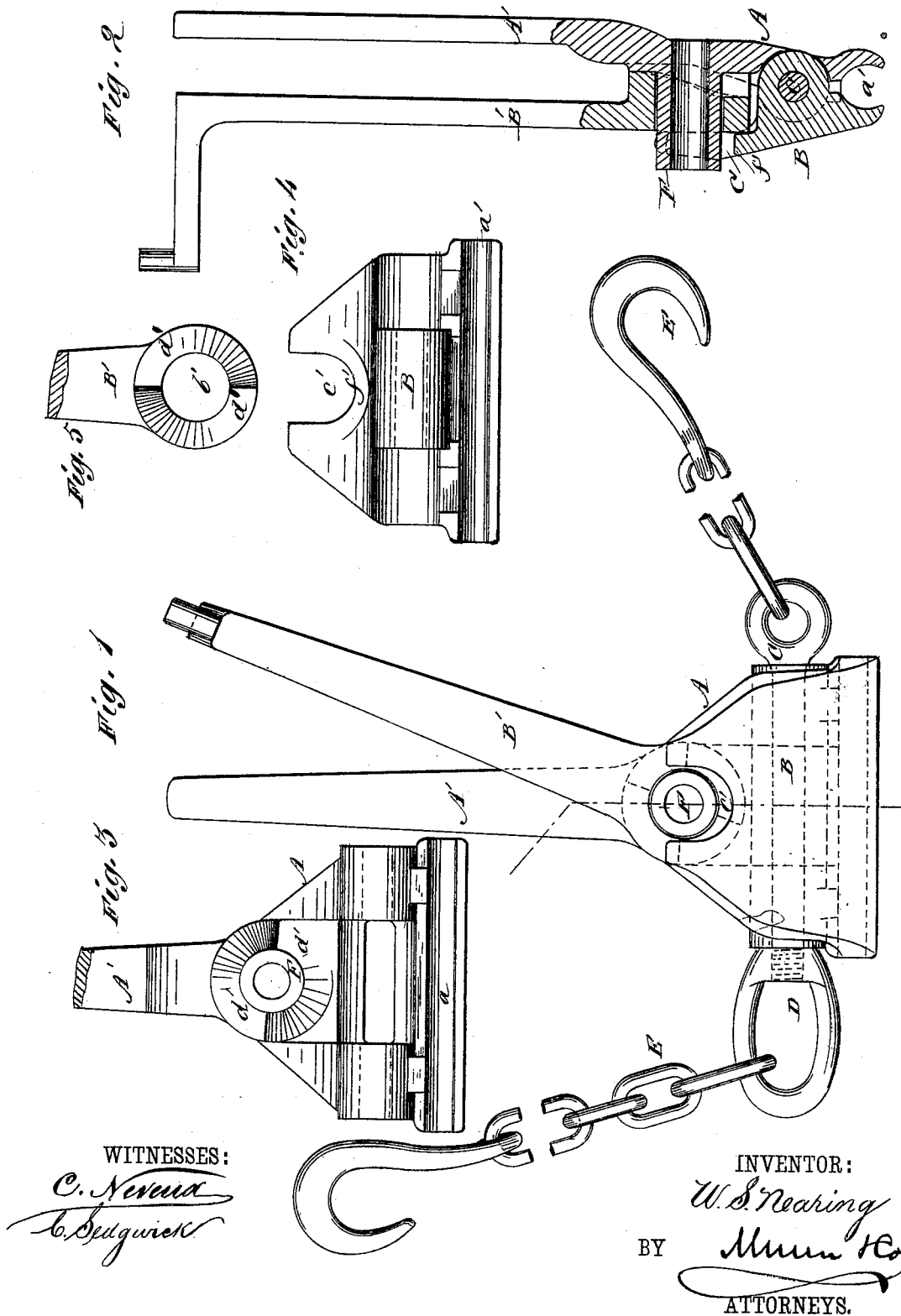


W. S. NEARING.  
Car and Cable Coupling.

No. 219,972.

Patented Sept. 23, 1879.



WITNESSES:

*C. Nearing*  
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# UNITED STATES PATENT OFFICE.

WINFIELD S. NEARING, OF MORRIS RUN, PENNSYLVANIA.

## IMPROVEMENT IN CAR AND CABLE COUPLINGS.

Specification forming part of Letters Patent No. **219,972**, dated September 23, 1879; application filed August 19, 1879.

*To all whom it may concern:*

Be it known that I, WINFIELD S. NEARING, of Morris Run, in the county of Tioga and State of Pennsylvania, have invented a new and Improved Car and Cable Coupling, of which the following is a specification.

Figure 1 is a front elevation of the device. Fig. 2 is a side elevation of the same, partly in section. Fig. 3 is a front interior elevation of the fixed handle and jaw. Fig. 4 is a front interior elevation of the movable jaw. Fig. 5 is an elevation of the cam-face of the movable handle.

Similar letters of reference indicate corresponding parts.

This invention relates to a kind of clamp that is to be attached to railroad-cars or other moving devices for connecting them to wire or other cables that are in motion, so that whenever such car or device is connected by the clamp to the cable it will be propelled by the same, while it will remain at rest as soon as disconnected.

In my Letters Patent No. 134,437, of December 31, 1872, I described a clamp the upper ends of whose jaws were hinged or pivoted together, and through whose shanks, about midway between the upper and lower ends, passed the pin of the cam-lever that operated to bring the jaws together when desired, and that clamp was attached to a car or other device by a rope or chain that was made fast to the ring-bolt of the hinge.

My present improvement consists in hinging the jaws of the clamp centrally instead of at their upper end, and in fixing the pin of the cam-levers in the upper end instead of through the center of the jaws, thereby securing better leverage, greater strength of jaws, and more convenient manipulation, and I also dispense with the spring that was set between the jaw-shanks to keep the jaws apart.

In the drawings, A and B represent, respectively, the two jaws of the clamp, that are hinged

or pivoted on the ring-bolt C, on whose end is screwed or swiveled a shackle, D. The ring of the bolt and the shackle serve as points of attachment for the chains or ropes E, that hold the device to the car that is to be moved.

The lower ends, *a'*, of the jaws are curved or channeled, as distinctly shown in Fig. 2, that they may more closely grasp the wire or other cable to which they are to connect the car.

The cam-lever pin F is firmly fixed through or in the rigid handle or lever A', or is made part of it, and projects through the eye *b'* of the handle or lever B', that moves loosely upon it, and into the curved slot *c'* of the opposite jaw. Around their eyes or around the pin F, and in annular shape, the faces of these handles that are opposite each other are furnished with cams or double-inclined planes *d'* *d'*, so that when the handle or lever B' is moved laterally in one direction its lower end presses outward against the shoulder *f'* of the jaw B, with the effect of bringing and holding the lower ends of the jaws as close together as possible, and when the motion of the same handle or lever is reversed the grasp of the jaw will be loosened.

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

1. The within-described car and cable coupling, consisting of the hinged jaws A and B, cam levers or handles A' and B', ring-bolt C, and lever-pin F, constructed and arranged substantially as herein shown and described.

2. The combination of the lever A', jaw A, lever B', jaw B, provided with slot *c'* and shoulder *f'*, bolt C, shackle or swivel D, chain or ropes E, and lever-pin F, substantially as and for the purpose described.

WINFIELD S. NEARING.

Witnesses:

P. F. O'DONNELL,  
WM. TIPTON.