

(No Model.)

H. SEVERANCE.  
CAR COUPLING.

No. 417,370.

Patented Dec. 17, 1889.

Fig. 1.

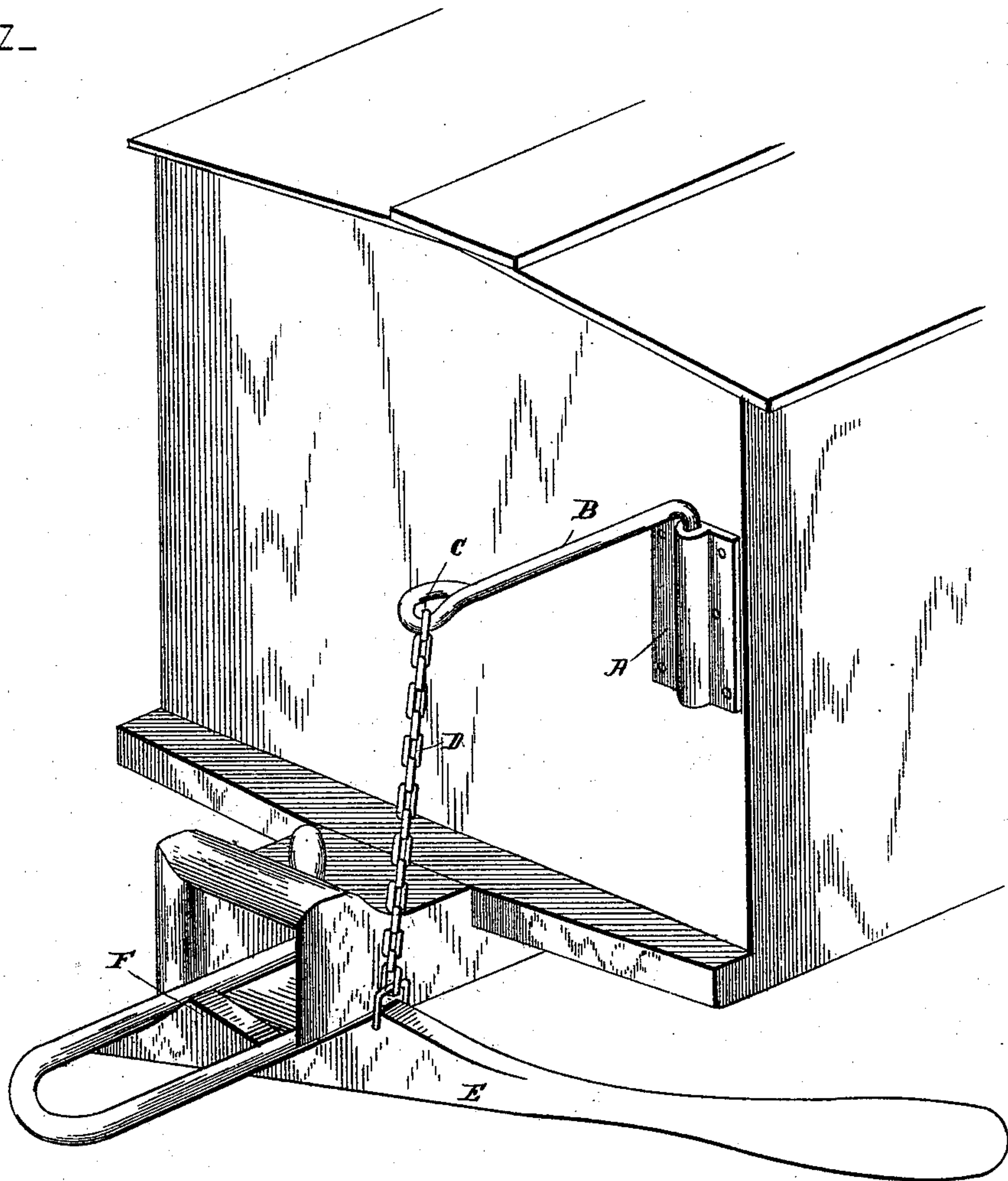
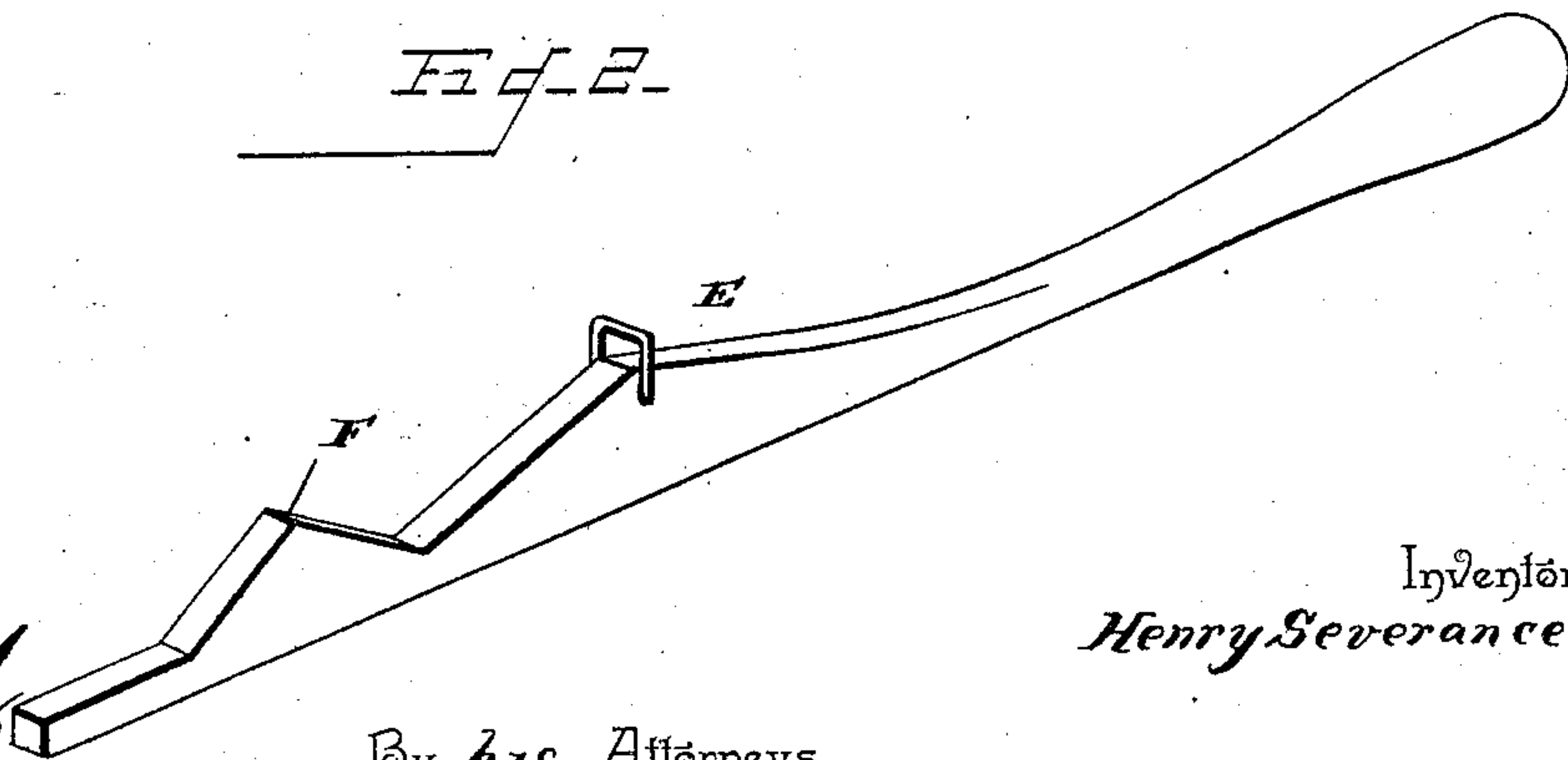


Fig. 2.



Witnesses

*Geo. C. Puck.*

*E. S. Siggers*

Inventor

*Henry Severance*

By *his* Attorneys,

*C. A. Snow & Co.*

# UNITED STATES PATENT OFFICE.

HENRY SEVERANCE, OF DUNKIRK, NEW YORK.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 417,370, dated December 17, 1889.

Application filed August 29, 1889. Serial No. 322,387. (No model.)

*To all whom it may concern:*

Be it known that I, HENRY SEVERANCE, a citizen of the United States, residing at Dunkirk, in the county of Chautauqua and State of New York, have invented a new and useful Car-Coupling, of which the following is a specification.

My invention relates to improvements in car-couplings; and it consists in certain novel features hereinafter described and claimed.

In the accompanying drawings, which fully illustrate my invention, Figure 1 is a perspective view of my improved device in its operative position, and Fig. 2 is a detail view of the link-guide.

In carrying out my invention I secure to the end of a car a vertical sleeve or bearing A, and in this bearing I journal a horizontally swinging lever B, as shown. This lever is provided at its outer end with an eye or ring C, in which I secure the upper end of a chain D, and to the lower end of this chain I secure the link-guide E. The said link-guide consists of a bar or rod provided on its upper side with a projection or lug F, which is adapted to enter between the side bars of the link when the device is in use, as shown most clearly in Fig. 1.

In practice the link is secured in one draw-head by hand in the usual manner, and the two cars then made to approach. As the cars are brought together, the link-guide is manually inserted under the link with the pro-

jection F engaging between the side bars of the link, as shown in Fig. 1, and the link is thus effectually guided into the opposing draw-head.

From the foregoing description, taken in connection with the accompanying drawings, it will be seen that I have provided a very simple device, by the use of which the link will be positively guided into the draw-head and the cars effectually coupled without the attendant's going between the cars. The link-guide can be raised or lowered according to the height of the draw-head, and the projection or lug on the upper side of the same permits the link to be moved laterally, as will be readily understood.

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

A car-coupling device comprising a vertical sleeve or bearing secured to the end of the car, a horizontally-swinging lever journaled in said sleeve, a chain secured to the end of said lever, and a lifting-bar secured to the lower end of said chain and adapted to engage the link, as set forth.

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

HENRY SEVERANCE.

Witnesses:

W. E. PHELPS,  
A. J. LUNT.