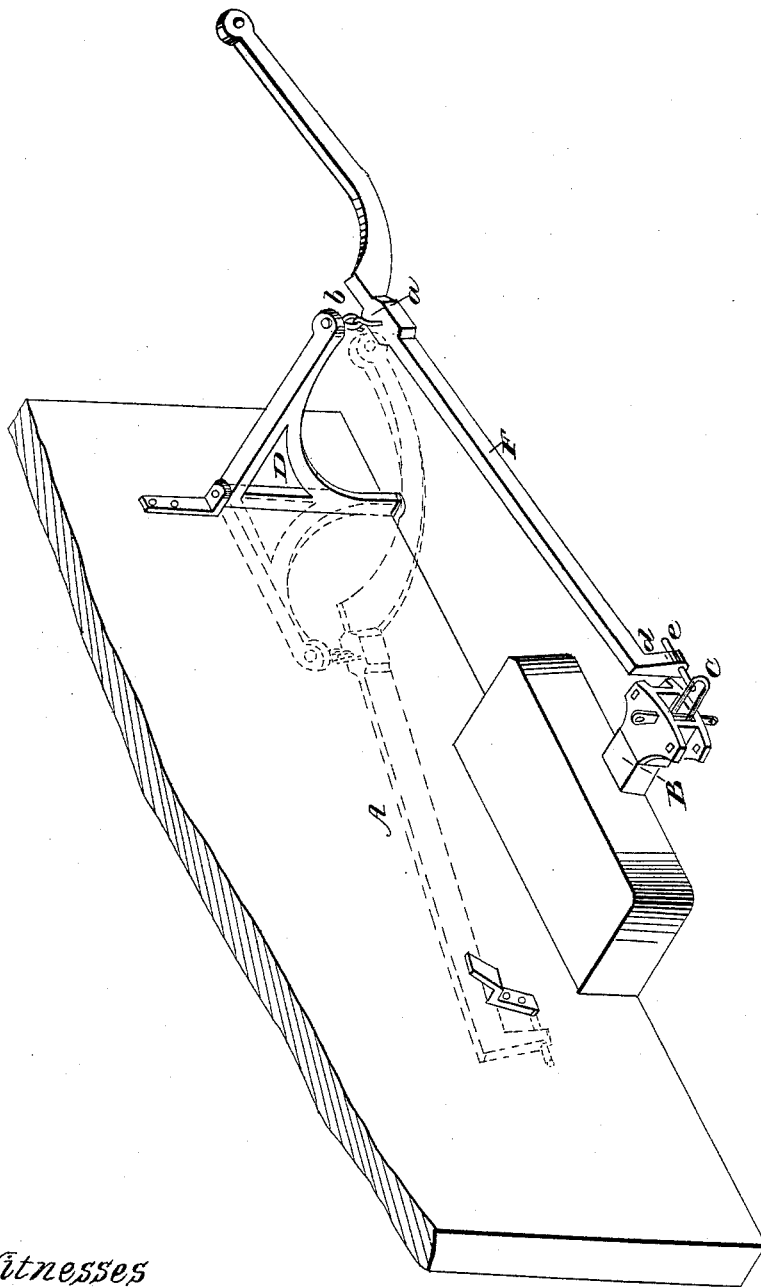


S. H. HAMILTON.

Car Coupling.

No. 49,754.

Patented Sept. 5, 1865.



Witnesses
Wm. Cremon
Thos. Trench

Inventor
S. H. Hamilton
By *[Signature]*
Att'y

UNITED STATES PATENT OFFICE.

S. H. HAMILTON, OF BUSHNELL, ILLINOIS.

IMPROVED MODE OF COUPLING AND UNCOUPLING CARS.

Specification forming part of Letters Patent No. 49,754, dated September 5, 1865.

To all whom it may concern:

Be it known that I, S. H. HAMILTON, of Bushnell, in the county of McDonough and State of Illinois, have invented a new and Improved Device for Connecting and Disconnecting Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable those skilled in the art to make and use the same, reference being had to the accompanying drawing, forming part of this specification.

The drawing represents a perspective view of my invention.

This invention relates to a new and improved means for manipulating the couplings of railroad-cars, whereby the same may be connected and disconnected without the necessity of a person passing between the cars, thereby obviating the accidents which now occur from that cause.

A represents one end of a railroad-car, and B the draw-bar, attached to the car in the usual way, and provided with the ordinary link or shackle C.

D is a small crane which is attached to the end of the car, and has a lever, F, suspended from it by a hook, *a*, which is fitted in an eye-bolt, *b*, attached to the crane. This lever F has a rod, *c*, at its inner end, said rod passing horizontally through a pendent projection, *d*, at the inner end of the lever. The lever F is

of such a length that the rod *c* may be adjusted under the link or shackle C, and the latter raised so that it may pass into the draw-head of an adjoining car by manipulating the lever F at its outer end, which is beyond the sides of the cars, so that the operator will not be between their ends.

In order to disconnect the cars the operator inserts the rod *c* in the eye at the upper end of the bolt D and raises it out from the link or shackle. When the lever is not in use the crane D is turned against or in contact with the end of the car and the inner end of the lever inserted in a hook, G, attached thereto, as shown in red in the drawing.

It is designed to have the device applied to each end of every car, and it will be seen that the cars may be connected and disconnected without the necessity of the operator passing between the cars. All accidents, therefore, arising from this cause will be avoided.

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

The lever F, suspended from the crane D, and applied to the car in the manner substantially as and for the purpose set forth.

S. H. HAMILTON.

Witnesses:

JAS. J. WHITE,
C. W. BOYNTON.