# JOHN SHEPLER.

## Improvement in Car-Couplings.

No. 114,612. Patented May 9, 1871.

Fig. 1.

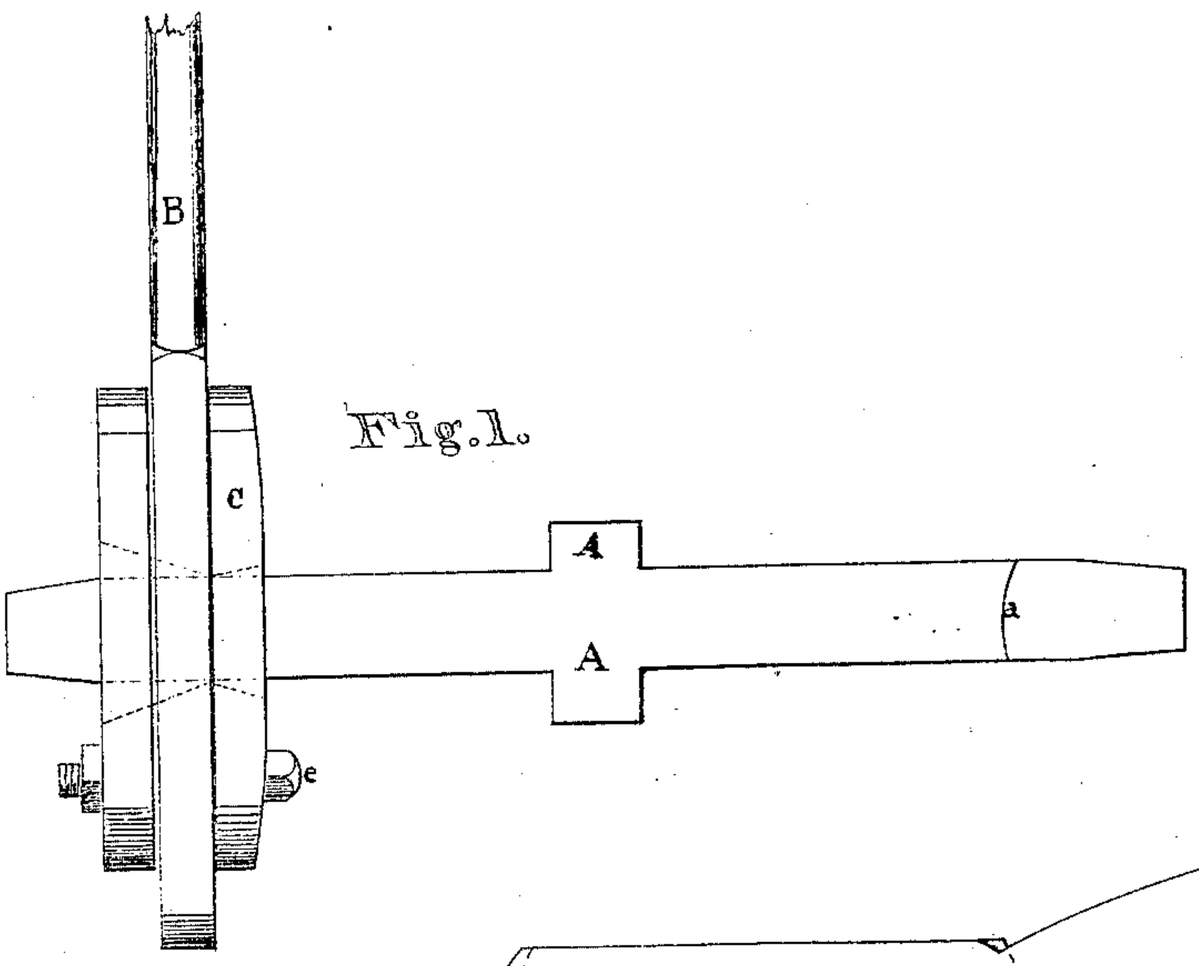



Fig. 2.

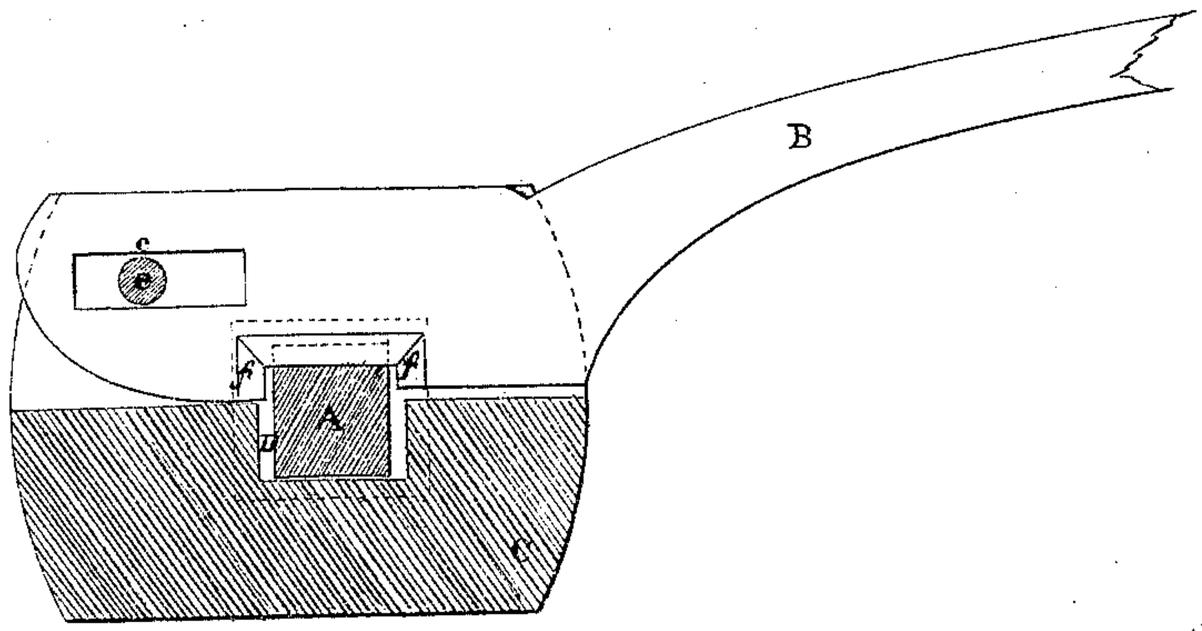
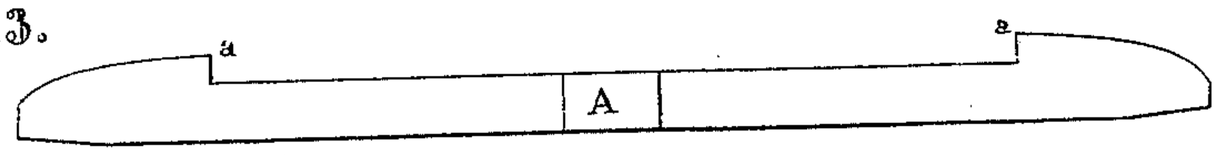



Fig. 3.




Witnesses:
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Inventor.
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per
Geo. C. Taylor
Atty.

# United States Patent Office.

JOHN SHEPLER, OF LAMBERTVILLE, NEW JERSEY, ASSIGNOR TO WILLIAM H. SLACK FOR ONE-HALF.

Letters Patent No. 114,612, dated May 9, 1871.

## IMPROVEMENT IN CAR-COUPLINGS.

**The Schedule referred to in these Letters Patent and making part of the same.**

*To all whom it may concern:*

Be it known that I, JOHN SHEPLER, of Lambertville, in the county of Hunterdon and State of New Jersey, have invented a new and useful Improvement in Car-Coupling; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings and to the letters of reference marked thereon, in which—

Figure 1 represents a coupling-bar, hooked at each end, having shoulders on each horizontal side in the center.

Figure 2 is a longitudinal bisection of a coupling-head, showing my improvement.

Figure 3 is a side view, showing mode of fastening the lifting-bar.

The object of my invention is to avoid the necessity of a person placing his body between two cars when they are required to be attached, the cars coupling themselves when coming in contact with each other, and the process of uncoupling being performed by simply raising a bar while standing upon the platform of either car, and, when the bar is thrown back or raised, the cars are detached.

Similar letters of reference denote like parts in the drawings.

A A in fig. 1 represent shoulders on the right and left side of the coupling-bar in the center, which bar is rounded at each end in order more easily to enter the coupling-head, and is provided with a notch or hook, as shown at *a a*.

B in fig. 2 is a lifting-bar or handle, curved in such a manner as to be readily operated while standing on the car-platform.

By raising this handle the hook *a* of the coupling-bar slips out of the head C through the aperture D, and the car is detached.

The lower end of the handle or lifting-bar B is slotted at *c*, through which passes the bolt *e*, thus allowing the lifting-bar to move laterally while the cars are in motion, and, when the lifting-bar B is raised, the hook *a* of the coupling-bar is detached from the head through the square aperture D.

The lower part of the lifting-bar B is provided with a tapering slot, as shown by the dotted lines *f f*.

This slot is made tapering so as to admit more readily the end of the connecting-bar.

The bolt *e* in fig. 3 passes entirely through the head and holds in its position the lifting-bar B at its lower end, and can be taken out whenever required.

Having thus fully described my invention,

What I claim as new, and desire to secure by Letters Patent, is—

The coupling-bar, as described, with shoulders A A, hooks *a a*, lifting-bar B, slot C, bolt *e*, and tapering slot *f f*, when combined, constructed, and operated substantially as and for the purposes herein set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JOHN SHEPLER.

Witnesses:

R. H. VAN HORN,

CORNELIUS LAKE.