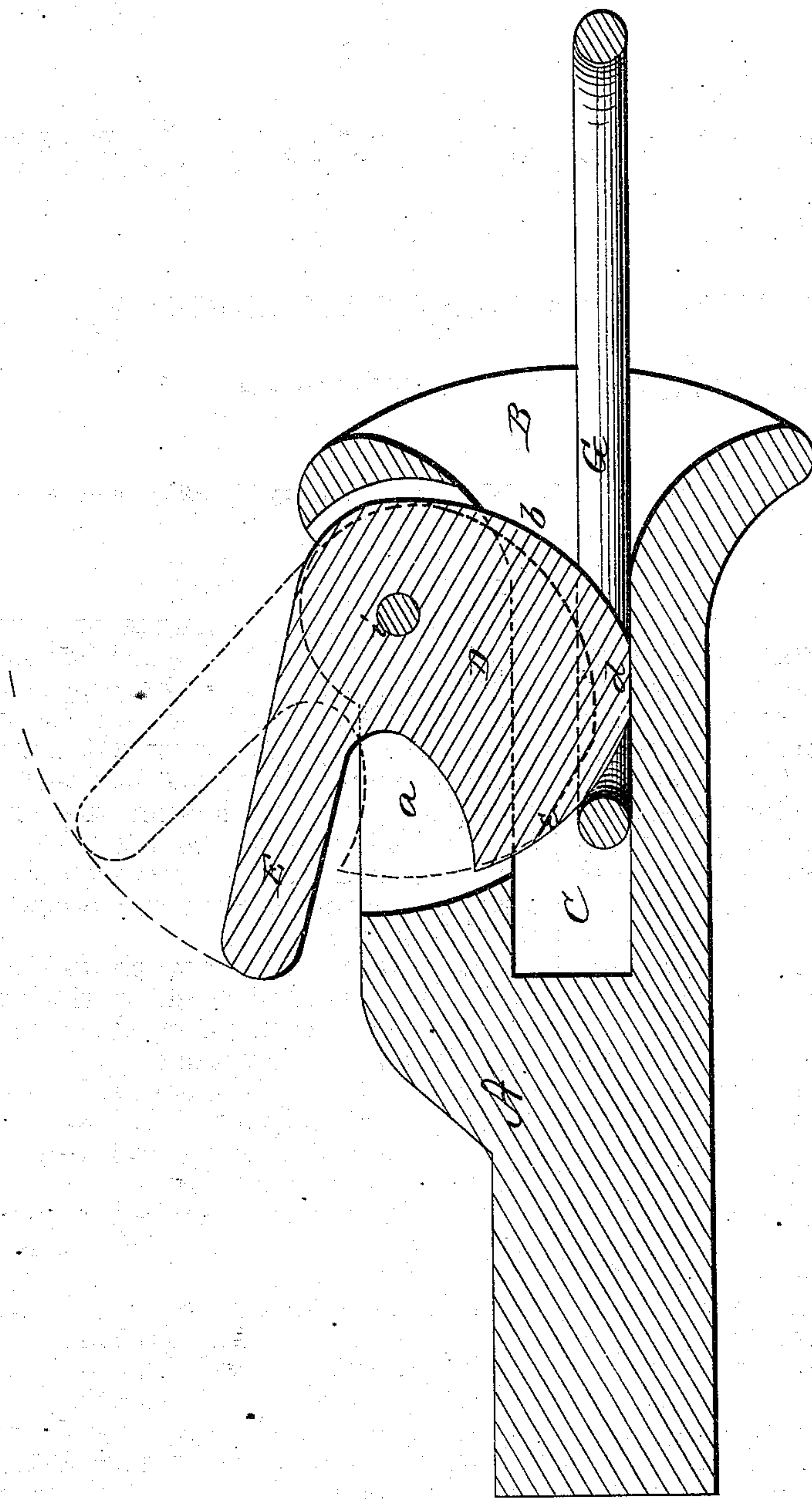


W. O. GUNCKEL.

Car-Couplings.

No. 158,935.

Patented Jan. 19, 1875.



WITNESSES

Ernest L. Ourand
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INVENTOR

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UNITED STATES PATENT OFFICE.

WINFIELD O. GUNCKEL, OF TERRE HAUTE, INDIANA.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **158,935**, dated January 19, 1875; application filed December 28, 1874.

To all whom it may concern:

Be it known that I, WINFIELD O. GUNCKEL, of Terre Haute, in the county of Vigo and in the State of Indiana, have invented certain new and useful Improvements in Car-Coupling; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings and to the letters of reference marked thereon, making a part of this specification.

The nature of my invention consists in the construction and arrangement of a car-coupling, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, which represents a longitudinal vertical section of my invention.

A represents the bumper or draw-head, provided with the ordinary flaring mouth B and interior chamber C. The top of the draw-head A is provided with a longitudinal slot, *a*, in the front part of which is pivoted a flat tongue or lever, D, provided at its upper end with a rearward-extending handle, E. The front of the tongue or lever D is curved, as shown at *b*, the lower end *d* straight, and the rear *e* curved.

The tongue is so hung on its pivot *i*, that when its straight lower end lies upon the bottom of the chamber C it will be in rear of a vertical line drawn through said pivot.

The ordinary coupling-link G is used, which, when entering the draw-head, strikes the front

curve *d*, turning the tongue or lever backward and upward until the link has passed entirely under, when the tongue drops down into the link. The strain of the link in pulling is on the rear curve *e*, thereby wedging the tongue between the bottom of the chamber C and the pivot-pin *i*, and the heavier the strain the tighter the tongue will be held.

By means of the rear curve *e*, the cars can easily be uncoupled while in motion, and the strain is on the tongue.

I am aware that car-couplings have been made with pivoted pins behind which the link catches; and I do, therefore, not claim such as being broadly my invention.

Nor do I claim a drop-bar made concentric with its pivot, and held at its base in a recess made in the bottom of the draw-head, as I am aware that such is not new.

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

The pivoted tongue or lever D, provided with the handle E, and having its front *b* curved, lower end *d* straight, and rear *e* eccentrically curved, in combination with the draw-head A and coupling-link G, substantially as and for the purposes set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 22d day of December, 1874.

W. O. GUNCKEL.

Witnesses:

W. ARMSTRONG,
EDWIN FORREST.