(No Model.)

2 Sheets—Sheet 1.

A. W. VAN DORSTON.

CAR COUPLING.

No. 314,496. Patented Mar. 24, 1885.

Fig. 1.

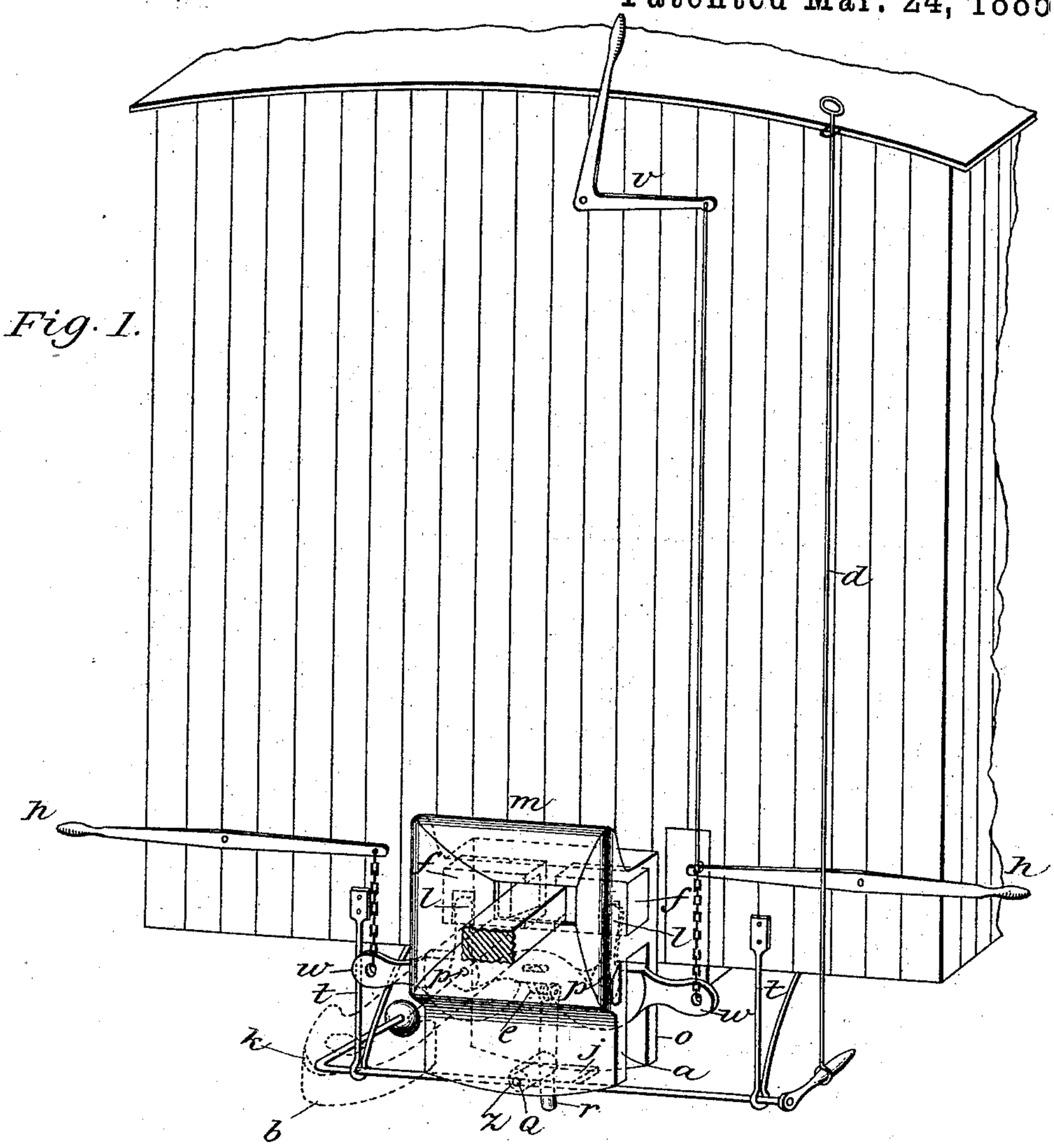
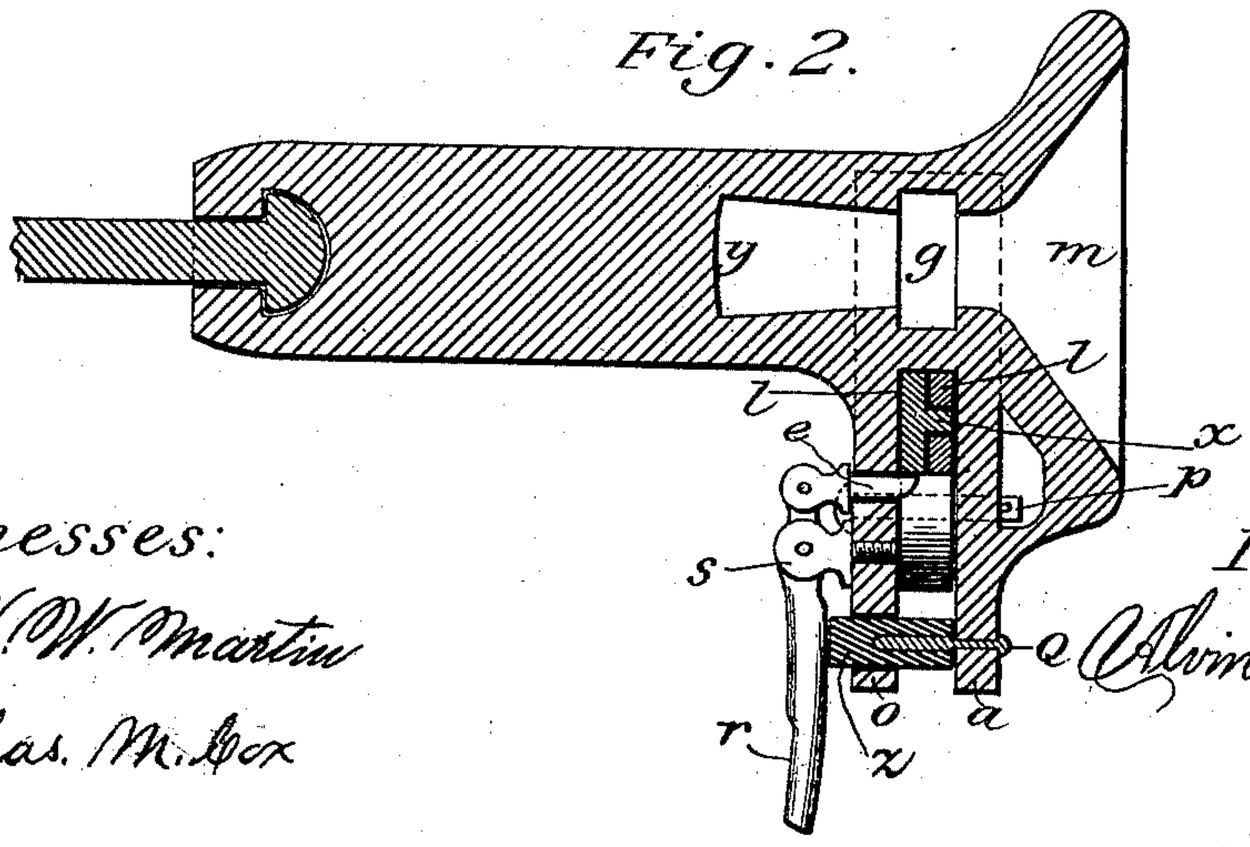


Fig. 2.



Witnesses:

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Chas. M. Box

Inventor.

Alvin W. VanDorston.

(No Model.) 2 Sheets—Sheet 2.

A. W. VAN DORSTON.

CAR COUPLING.

No. 314,496. Patented Mar. 24, 1885.

Fig. 4.

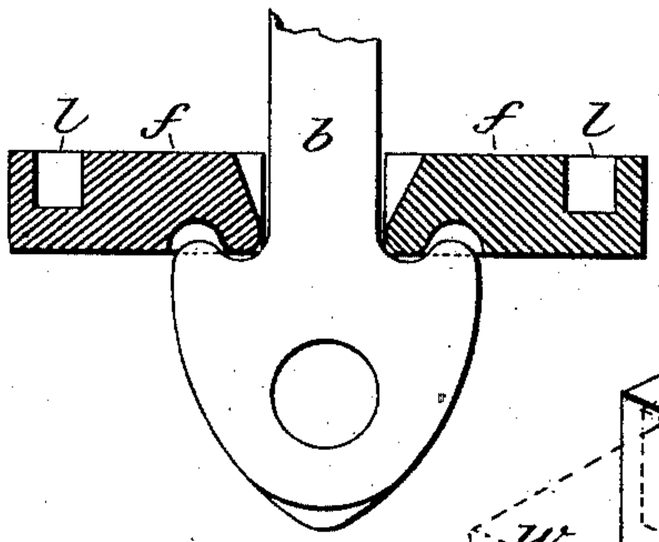


Fig. 3.

Fig. 5.

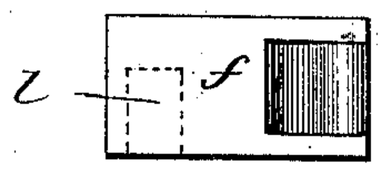


Fig. 6.

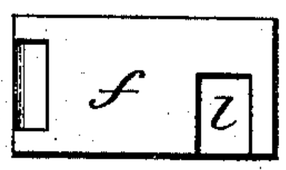


Fig. 7.

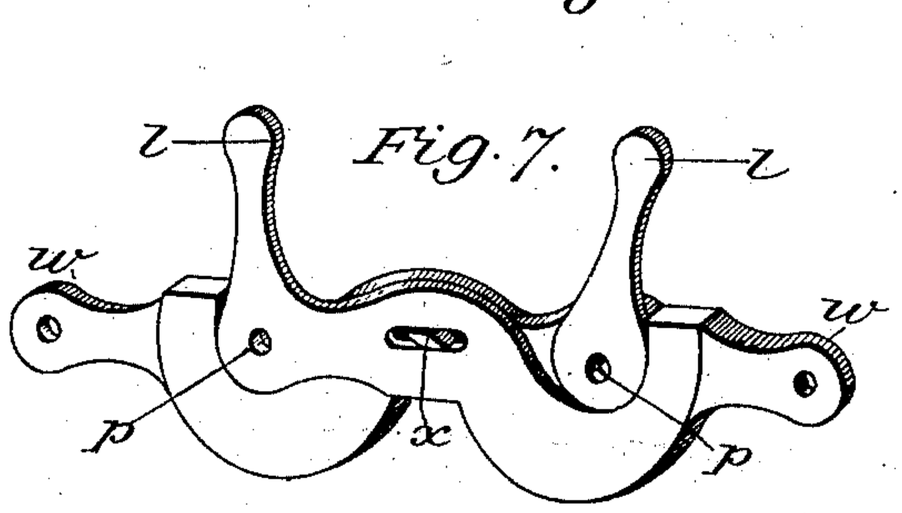


Fig. 8.

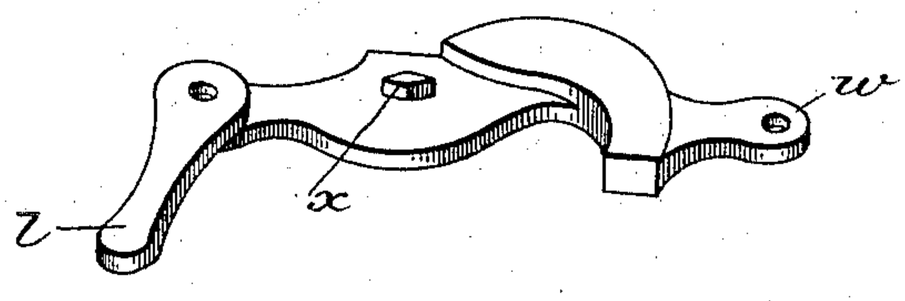
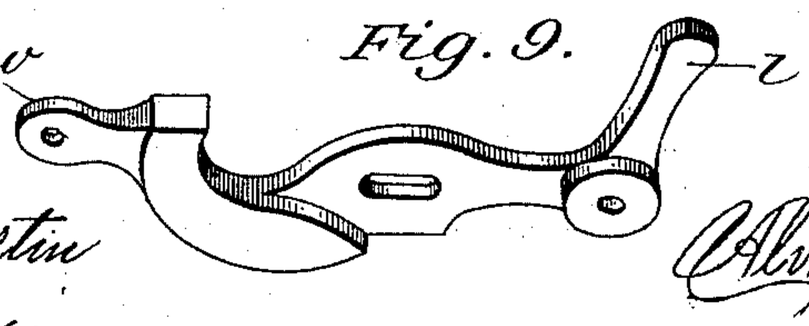


Fig. 9.



Witnesses:
W. W. Martin
Chas. M. Cox

Inventor.
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UNITED STATES PATENT OFFICE.

ALVIN W. VAN DORSTON, OF SALEM, OREGON.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 314,496, dated March 24, 1885.

Application filed June 20, 1882. (No model.)

To all whom it may concern:

Be it known that I, ALVIN W. VAN DORSTON, residing at Salem, in the county of Marion and State of Oregon, have invented an Improved Automatic Self-Adjusting Car-Coupling, of which the following is a full, clear, and exact description.

This invention has relation to that class of car-couplings known as "automatic" or "self-adjusting;" and it consists of the mechanism hereinafter described, and fully pointed out in the claims.

In the accompanying drawings, Figure 1 is a perspective view of one end of a car with the coupler attached. Fig. 2 is a longitudinal vertical section of the draw-head and coupling mechanism. Fig. 3 is a perspective view of so much of the coupler as projects from the front of the car, looking from the rear. Fig. 4 is a detached view of the sliding jaws and coupling-bar. Figs. 5 and 6 are detached views of the sliding jaws; and Figs. 7, 8, and 9 are detached perspective views of the coupling-levers.

m indicates the draw-head, which is provided in the interior, *y y*, with grooves *g*, above and below and near the mouth, for the reception of the jaws *f*. The walls *o* and *a* are for the reception of the actuating-levers *l*, connected with the jaws *f* in the groove *g* crosswise of the draw-head *m*.

k indicates a rock-shaft, which is held in place by means of the braces *t*, secured to the end of the car.

j indicates a lip, which is thrown back in a horizontal position by turning the rock-shaft *k* over when not in use and forward in a horizontal position for the purpose of operating the readjusting-lever *r*.

The rock-shaft *k* is provided with a weight at one end and a handle at the other, and horizontal with the lip *j* is the rod *d*, extending to the top of the cars for the purpose of operating the said rock-shaft *k* into or out of position, for the purpose of operating with the adjusting-lever *r*, and shifting the latch *e* to hold the weight angle-levers *l l* in an uncoupled position when not in use. The levers *h h* on each side of the car and lever *v* at the top of the car are connected at *w* with the right-angle levers *l* by chains *c*, for the purpose of uncoupling the cars when coupled. The draw-head *m* is provided with the horizontal grooves *g* crosswise in the interior and near the outer end of the space *y*, for the reciprocation of the jaws, reciprocating horizontally to and from each other by the action of the right-angle levers *l l*, and the adjusting-lever *r* is secured to the back wall, *o*, and under the right-angle lever *l*, for the purpose of readjusting or locking the same, if desired, for coupling or uncoupling. The rubber block *z* is supported by the stud Q, passing through the front wall, *a*, and the said block *z* extends from the front wall, *a*, to and through the back wall, *o*, to the adjusting-lever *r*, for the purpose of holding said lever in position until thrown forward by coming in contact with the rock-shaft *k*.

It will be observed that the stud *x* on one of the levers *l* and the slot in the other lever are for the purpose of operating each other when both are operated.

In Fig. 3, S indicates a slotted stud having pin-holes and pins passing through the back and front walls, for holding said levers *l* in contact with each other and in combination with the jaws *f*.

Having described my invention, what I claim is—

1. In a draw-head having the front and back walls, *o* and *a*, the slotted stud S, lever *r*, and movable latch *e*, the pin-holes and pins passing through from the back wall, *o*, to the space, P′, between the wall *a* and front end, the rubber block *z*, extending from the front wall, *a*, through the back wall, *o*, to the readjusting-lever *r*, and the pin Q, for supporting the said rubber block *z*, as shown and described.

2. In a draw-head, the combination of the rubber block *z* with the readjusting-lever *r*, in connection with the levers *l* between the walls *o* and *a*, connecting with the jaws *f*, reciprocating in the grooves *g*, for the admission of a connecting-bar, substantially as described.

ALVIN W. VAN DORSTON.

Witnesses:
SETH R. HAMMER,
C. W. HELLENBRAND.