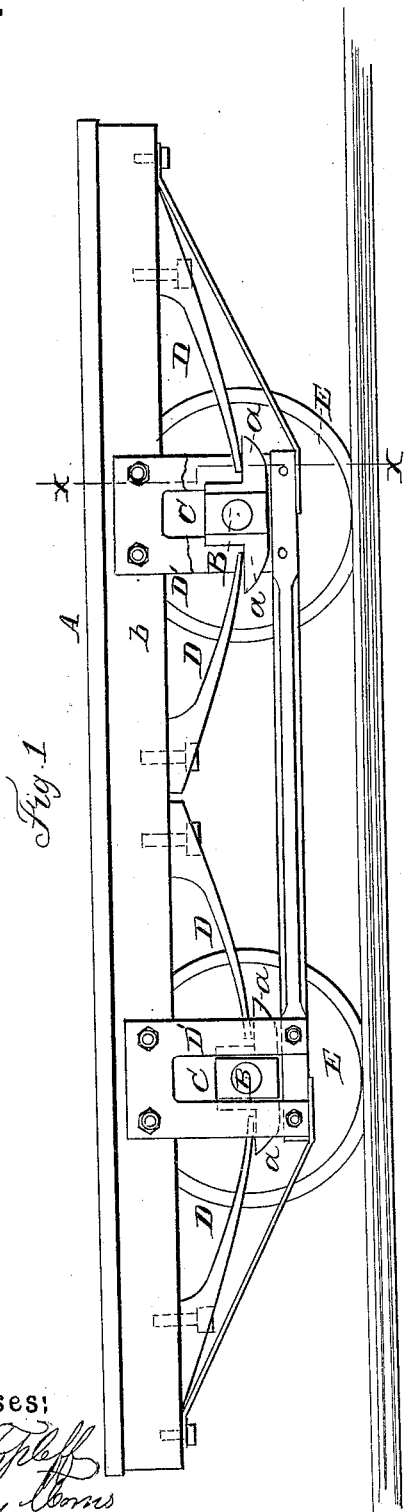


Car Spring.

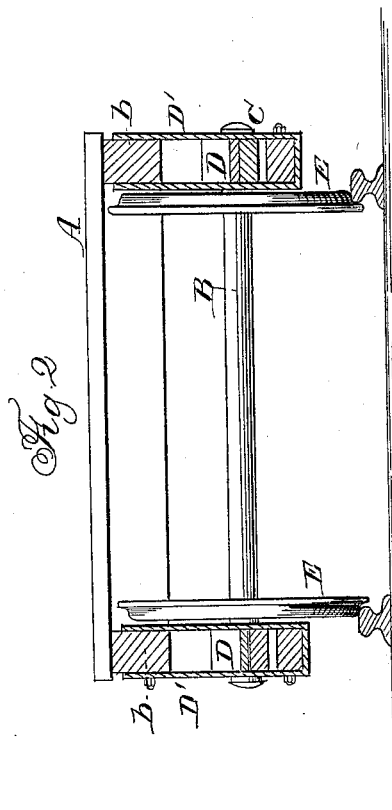
No. 45,815.

Patented Jan. 10, 1865.



Witnesses:

W L Tappan
Henry Jones



Inventor:

William Cox
per muni HZ
attorneys

UNITED STATES PATENT OFFICE.

WILLIAM COX, OF PHILADELPHIA, PENNSYLVANIA.

IMPROVEMENT IN CAR-SPRINGS.

Specification forming part of Letters Patent No. 45,815, dated January 10, 1865.

To all whom it may concern:

Be it known that I, WILLIAM COX, of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented a new and useful Improvement in Car-Springs; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 represents a side view of the truck or lower part of the railroad-car having my improvement applied; Fig. 2, a transverse section of the same, taken in the line *x x*, Fig. 1.

Similar letters of reference indicate like parts.

This invention consists in applying wooden or steel springs or both to a railroad-car in such a manner that the weight of the car is distributed or transmitted to the bearings of the axles from each end and from the center of the car at each side of the same, and a very simple, durable, cheap and efficient spring obtained.

A represents the lower part of a car-body; B, the axles; C, the bearings of the same, which are fitted in pedestals D', as usual; and E, the wheels. The bearings C are provided at each side with a lip, *a*, and on these lips the lower ends of springs D rest. These springs D may be constructed of either wood or steel, and are of very simple construction, being of flat form, slightly tapering, and bolted

at their upper ends firmly to the under sides of the sills *b* of the car, two springs resting on each bearing, one extending down from the center and the other from the end of the sill, as shown clearly in Fig. 1. By this arrangement the weight of the car is distributed from the ends and center of the car, and a very simple and durable spring obtained. If necessary or desired, the springs D, if of wood, may have supplemental steel springs applied to them to bear or rest upon the wooden springs, the steel springs being also attached to the car-sills, and of similar form to the wooden springs. These steel springs would prevent the wooden springs from setting.

I am aware that springs formed as above described have long been employed for supporting seats in wagons and for many other purposes. I therefore do not broadly claim any novelty in the particular form of the spring; but,

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

The tapering springs D D, secured to the sills *b b* of a railroad-car truck, and resting upon lips *a a*, projecting from the journal-bearings C, all being arranged to operate in the manner and for the purposes herein described.

WILLIAM COX.

Witnesses:

GEO. LEU,
JACOB R. MAUST,
STUART FIELU.