W. M. TAYLOR.

Car Spring.

No. 109,358. Patented Nov. 15, 1870.

Fig. 1.

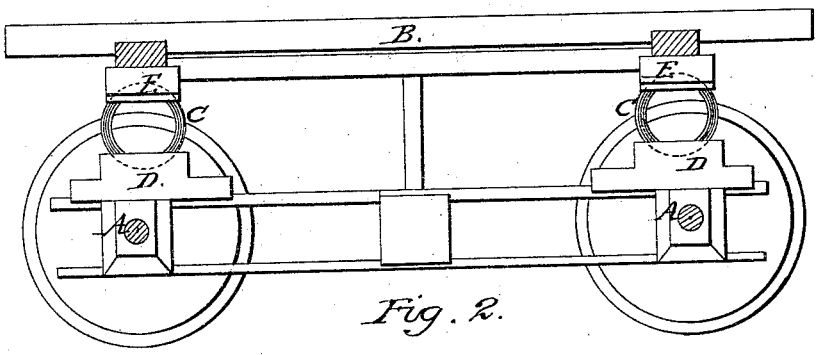
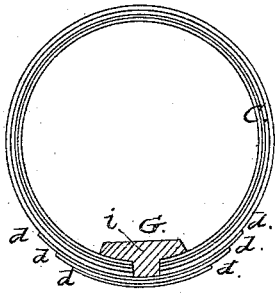


Fig. 2.



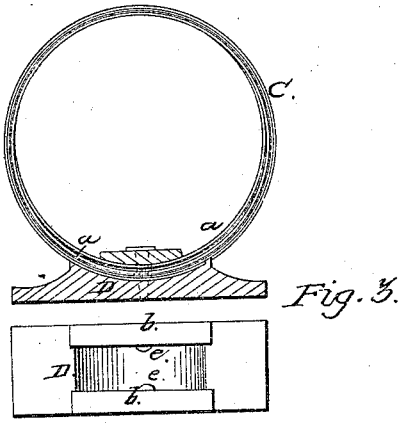


Fig. 3.

Witnesses:

C. L. Burdett

H. N. Marr

Inventor:

Wm M. Taylor

per

Alexander Mason

atty.

UNITED STATES PATENT OFFICE.

WILLIAM M. TAYLOR, OF NEWBURG, OHIO.

IMPROVEMENT IN SPRINGS FOR RAILWAY-CAR TRUCKS.

Specification forming part of Letters Patent No. **109,358**, dated November 15, 1870.

To all whom it may concern:

Be it known that I, WILLIAM M. TAYLOR, of Newburg, in the county of Cuyahoga, and in the State of Ohio, have invented certain new and useful Improvements in Trucks and Springs for Railroad-Cars; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing, and to the letters of reference marked thereon, making a part of this specification.

The nature of my invention consists in the construction of springs and spring-seats for railroad-car trucks, as will be hereinafter 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, in which—

Figure 1 is a side elevation of a railroad-car truck with my spring and spring-seats attached. Fig. 2 is an enlarged side view of the spring and seat. Fig. 3 is a plan view of the seat, and Fig. 4 is a side view of another form of spring involving the same principle.

A represents a railroad-car truck, of any desired construction, the upper frame, B, thereof resting upon springs C C. These springs are made of one continuous steel band, coiled by suitable machinery, either in round or oval form, and placed in a seat, D, on the truck.

In making the spring C it will be necessary to leave a space between the coils for oil or other suitable fluid used in tempering it, and after the spring is finished a steel plate, *a*, is inserted in this space, as seen in Fig. 2, which plate strengthens the spring.

The seat D is concave, to correspond with the curve of the spring, and has a flange, *b*, on each side, projecting upward for a short distance. In the center, on the inner side of each flange *b*, is a vertical pin or projection, *e*, which fits in notches in the edge of the spring, to hold it in position and prevent it from moving.

On the under side of the frame B are other seats, E, fitting on top of the spring.

In Fig. 4, I have represented a series of leaves or plates, *d d*, which are placed under the spring, to form a support or bearing for the spring to strengthen the same. The spring in this case is cut entirely open at the point of contact, and a block, G, having a flange, *i*, is laid over this part of the spring and secured to the flanges of the seat, the flange *i* coming in between and separating the ends of the spring where cut.

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

1. The coil-spring *c*, made either round or oval, and having a strengthening-plate, *a*, inserted between its coils, substantially as herein set forth.

2. The concave seat D, provided with flanges *b b* and projections *e e*, substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 11th day of March, 1870.

WILLIAM M. TAYLOR.

Witnesses:
W. R. SEAGER,
J. G. RUGGLES.