J. L. GILL, Jr.

Car Truck.

No. 52,158. Patented Jan. 23, 1866.

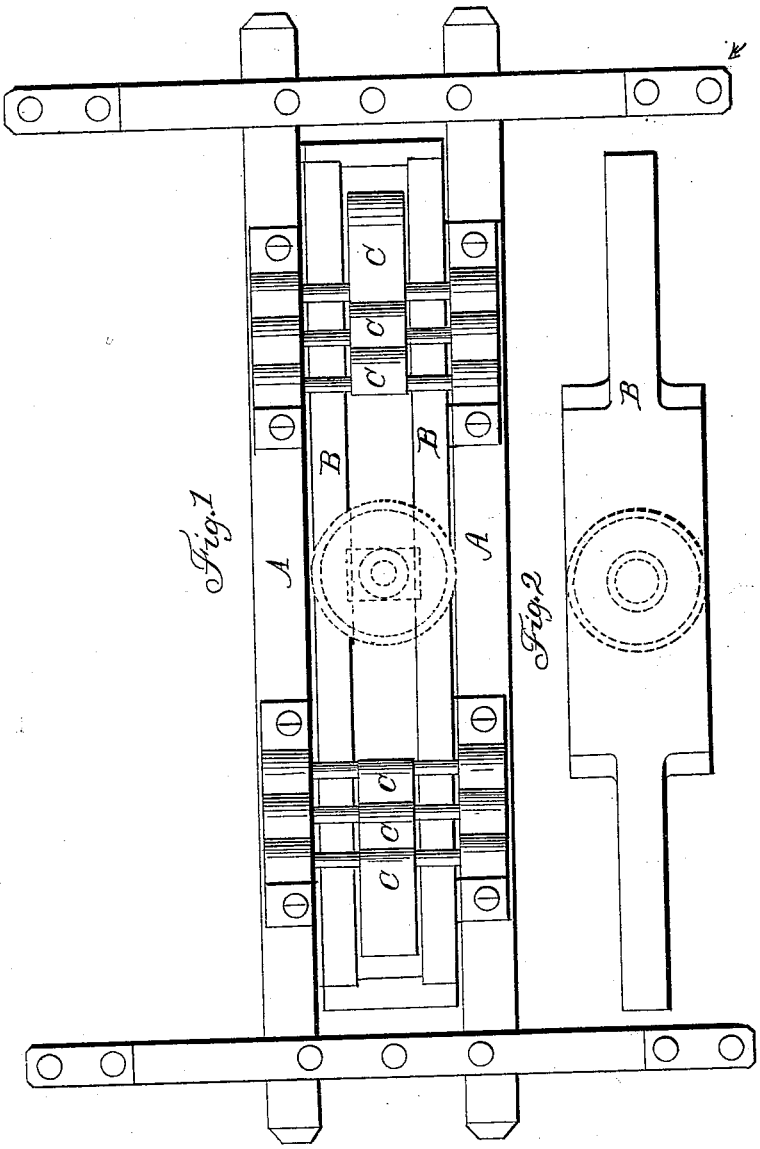

Fig. 1

Fig. 2

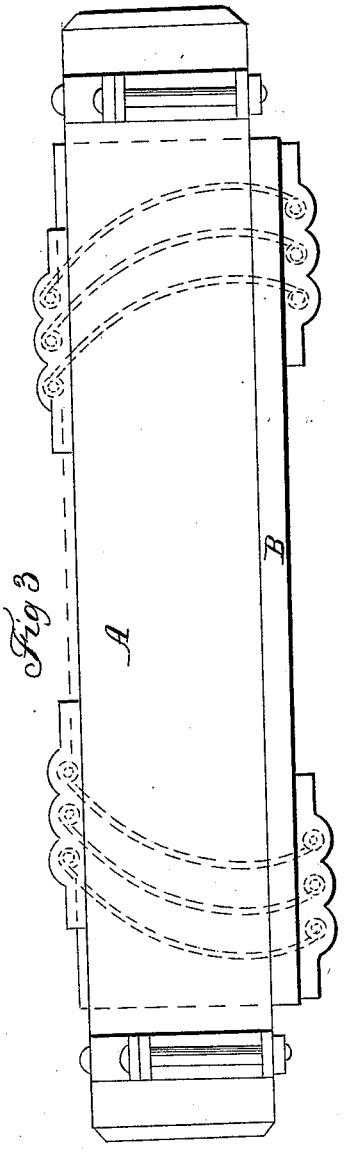

Fig 3

Witnesses;
H. C. Sergeant
Chas. F. Lindenberg

Inventor;
John L. Gill Jr.

UNITED STATES PATENT OFFICE.

JOHN L. GILL, JR., OF COLUMBUS, OHIO.

IMPROVEMENT IN RAILROAD-CAR TRUCKS.

Specification forming part of Letters Patent No. **52,158**, dated January 23, 1866.

To all whom it may concern:

Be it known that I, JOHN L. GILL, Jr., of Columbus, county of Franklin, and in the State of Ohio, have invented a new Mode of Constructing Railroad-Car Trucks; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

The nature of my invention consists in recessing the bolster in the middle or on each side, so arranged that it can be suspended upon half-elliptic springs, occupying the recessed space between or on the outside of the bolster vertically.

To enable others skilled in the art to make and use my invention, I will proceed to describe its construction and operation.

I take two pieces of timber and frame them together at their ends and bolt them to the iron frame carrying the axle-bearings. I then use two pieces of timber framed together at the ends and middle, leaving a recess between to allow for the springs, or use one piece of timber recessed on each side and at both ends, and when placed between the bolster-frame there will be a sufficient space to admit of the springs on each side of the bolster. Iron may be substituted for wood in making this bolster.

Letters of reference in each figure represent corresponding parts.

A A represents the bolster-frame. B B in Figure 1 represents the bolster recessed in the middle, suspended upon the springs *c c c c c c*. B in Fig. 2 represents the solid bolster, recessed on each side. The red lines in Fig. 3 represent a side view of the springs and their attachments.

The operation is very simple, the springs being fastened at their upper ends to the bolster-frame and at their lower ends to the bolter. As the weight is increased the spring will elongate. As the weight is reduced the ends of the springs will contract.

I am well aware that this spring is nothing new, and that W. I. F. Little has obtained a patent for the same; but

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

1. Making a bolster recessed on each side, making a space to admit of the springs between the bolster and bolster-frame.

2. Making a bolster recessed in the middle to admit of the springs vertically, with one end attached to the bolster and the other to the bolster-frame, as specified in the foregoing specification.

3. The arrangement of bolster, in combination with the half-elliptic springs.

JOHN L. GILL, JR.

Witnesses:

HENRY C. SERGEANT,
LORENZO ENGLISH.