

No. 690,851.

Patented Jan. 7, 1902.

H. A. GILLIS.

SPRING HANGER FOR UNDERHUNG LOCOMOTIVE SPRINGS.

(Application filed May 14, 1901.)

(No Model.)

Fig. 1.

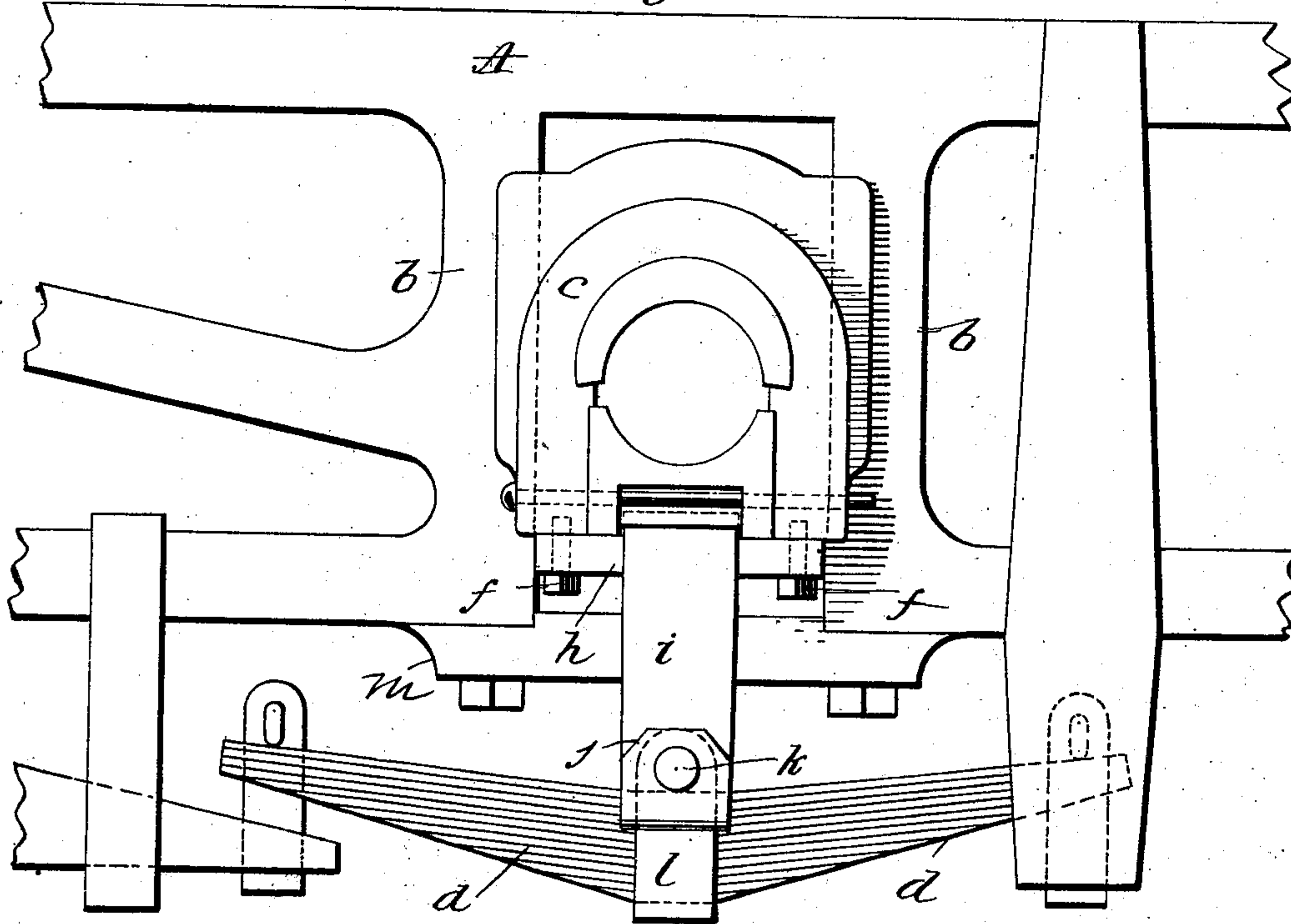


Fig. 2.

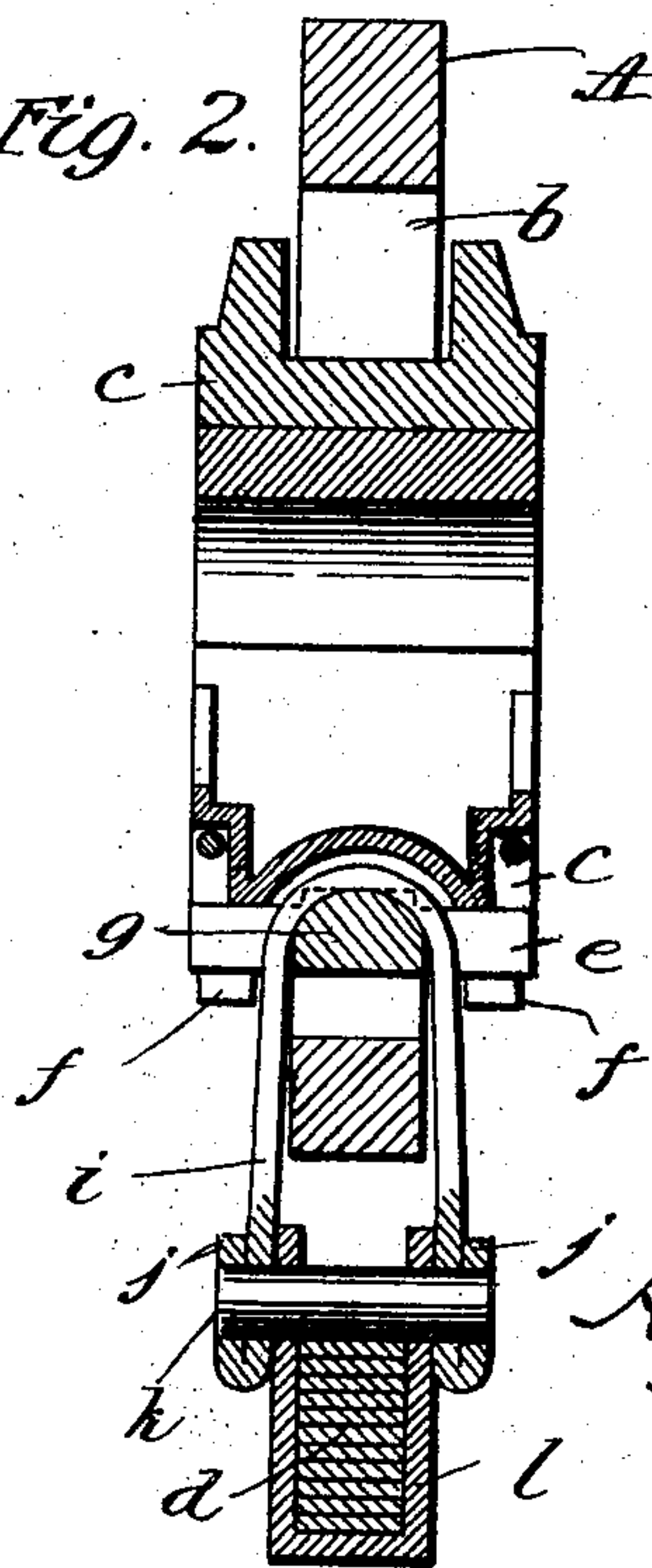


Fig. 3.

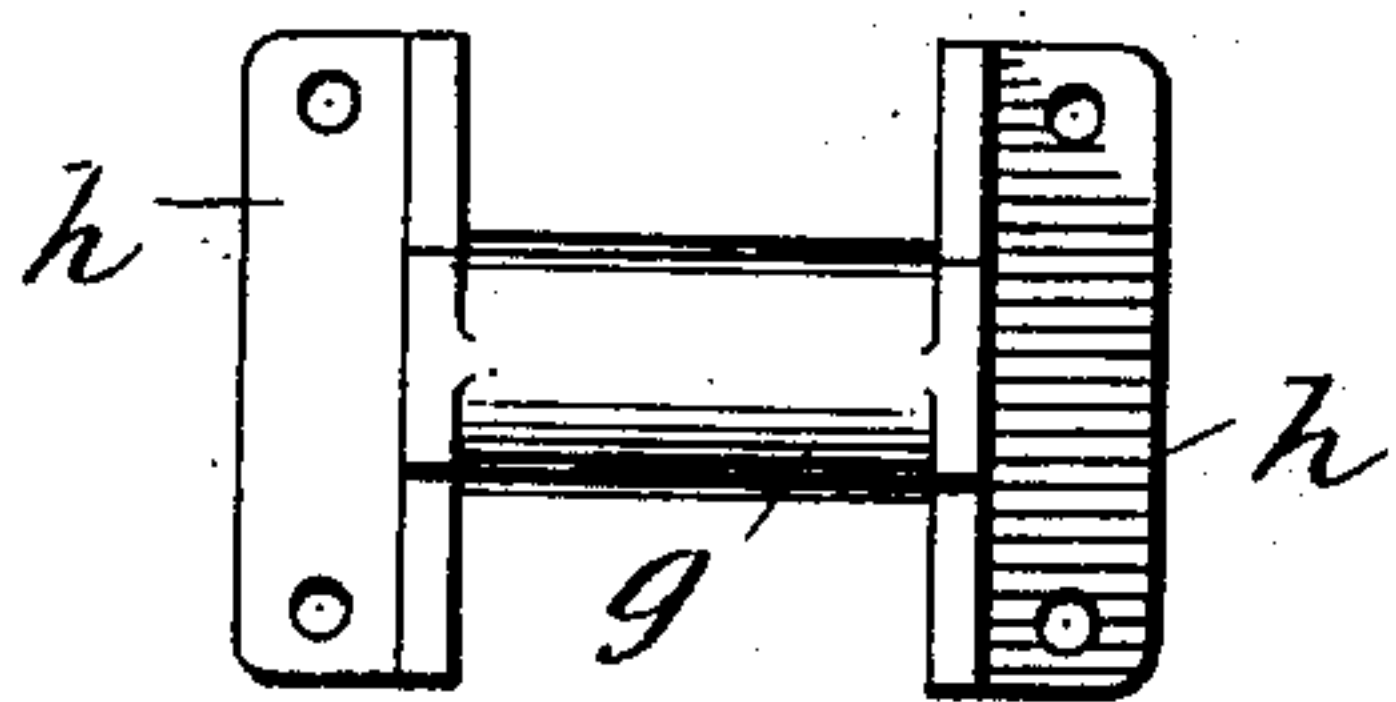


Fig. 4.

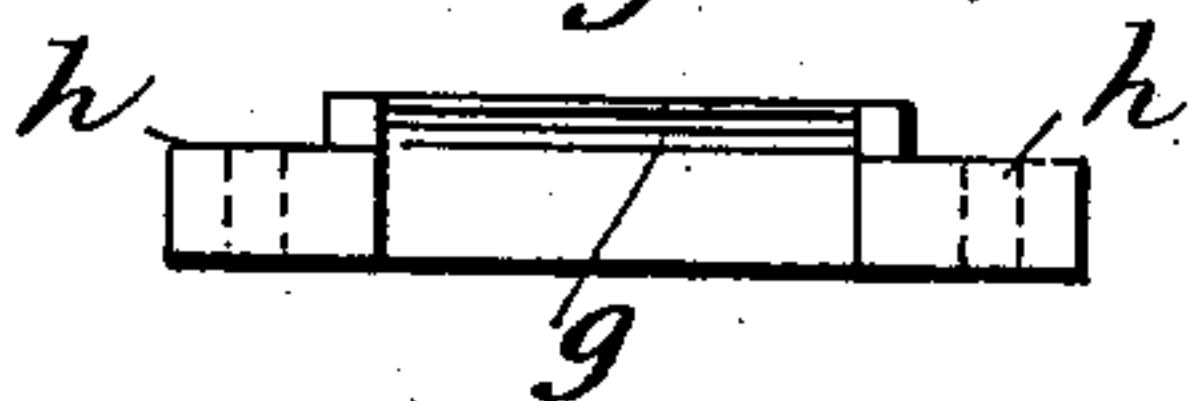


Fig. 5.



WITNESSES:

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RICHMOND LOCOMOTIVE WORKS, OF RICHMOND, VIRGINIA.

## SPRING-HANGER FOR UNDERHUNG LOCOMOTIVE-SPRINGS.

SPECIFICATION forming part of Letters Patent No. 690,851, dated January 7, 1902.

Application filed May 14, 1901. Serial No. 60,228. (No model.)

*To all whom it may concern:*

Be it known that I, HARRY ALEXANDER GILLIS, a citizen of the United States of America, and a resident of Richmond, county of Henrico, and State of Virginia, have invented certain new and useful Improvements in Spring-Hangers for Underhung Locomotive-Springs, of which the following is a specification.

10 The object of my invention is to provide an underhung spring with exceptionally simple and light hangers, consisting mainly of two pieces, one being a bearer bolted to the bottom of the driving-box and removable from  
15 the same without dropping the box out of the jaws of the frame forming the guide for the drawing-box by simply removing the pedestal foot-brace, and the other being a yoke suspended from said bearer and supporting the  
20 spring-rest below the spring, as hereinafter described, reference being made to the accompanying drawings, in which—

25 Figure 1 is a side elevation of part of the side frame of a locomotive. Fig. 2 is a vertical central section. Fig. 3 is a plan view of the bearer. Fig. 4 is a side view of said bearer. Fig. 5 is an end view of said bearer.

30 A represents part of a side frame of a locomotive, *b* the jaws between which the driving-box *c* is applied, and *d* the underhung spring, carrying the frame-bearers at its ends, respectively, in the usual way, which need not be

described. The yoke-supporting bearer of my improvement comprises the bar *g*, having the rounded upper side and the end pieces *h*, 35 the latter being adapted for bolting to the bottom of the driving-box at *f*. The yoke is a strap *i*, bent double at the middle and adapted to hang on the bar *g*. Its ends are reinforced by the parts *j*, doubled back for greater strength to support the pin *k*, from which the 40 spring *l* is suspended. It will be seen that by taking off the foot-brace *m* of the jaws the hanger can be detached without removing the driving-box. 45

The rest of the parts shown are of usual construction and need not be described.

The lightness and simplicity of my improved spring-hanger are manifest.

What I claim as my invention is— 50

In a spring-hanger for underhung locomotive-springs, the combination of a bearer consisting of the yoke-supporting bar with end pieces adapted to bolt on the bottom of the driving-box, and the yoke suspended on said 55 bar and having the spring-bearer connected to it between the ends of its two members.

Signed at Richmond, Virginia, this 15th day of April, 1901.

HARRY ALEXANDER GILLIS.

Witnesses:

WM. H. PALMER, Jr.,  
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