

(No Model.)

E. F. GOLTRA.
TAKE-UP DEVICE FOR CAR TRANSOMS.

No. 539,476.

Patented May 21, 1895.

Fig. 1.

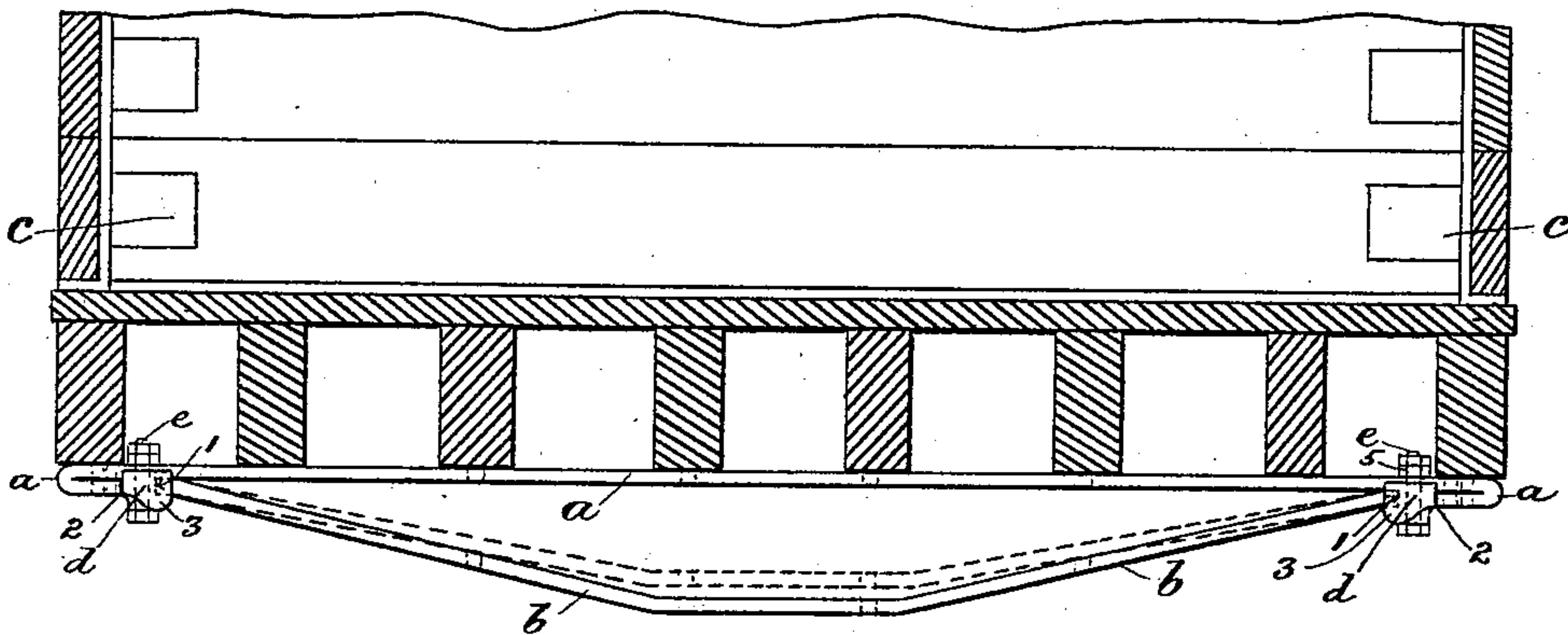


Fig. 2.

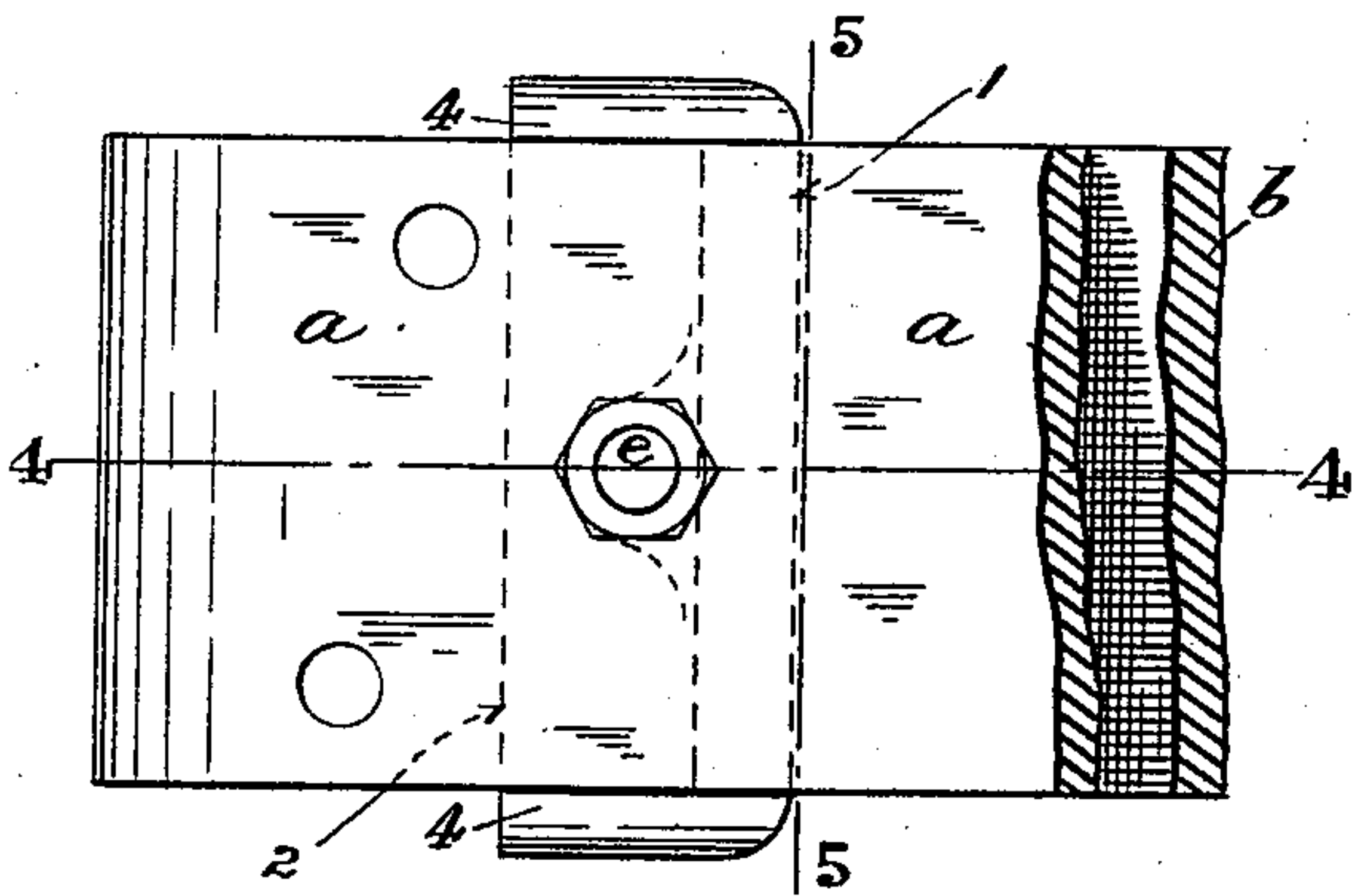


Fig. 3.

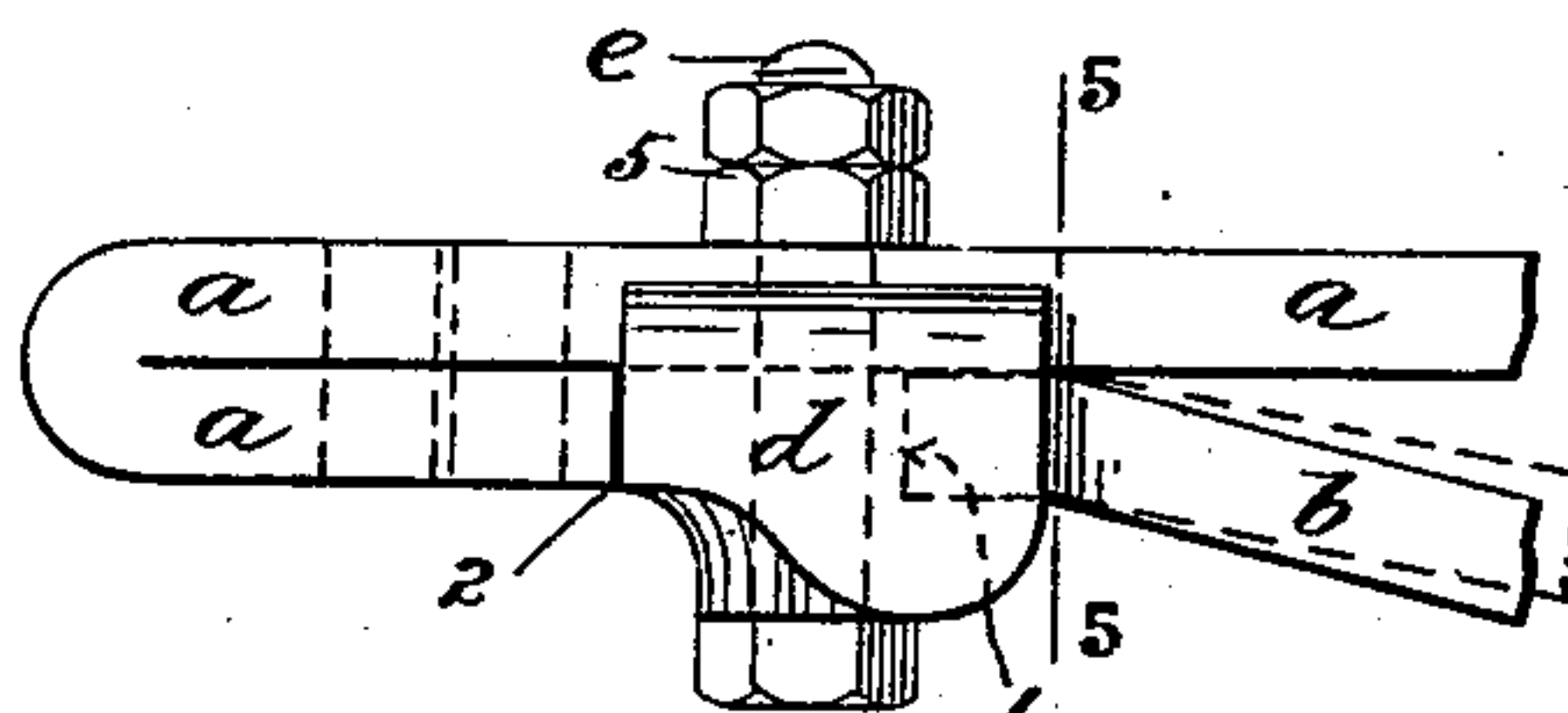


Fig. 5.

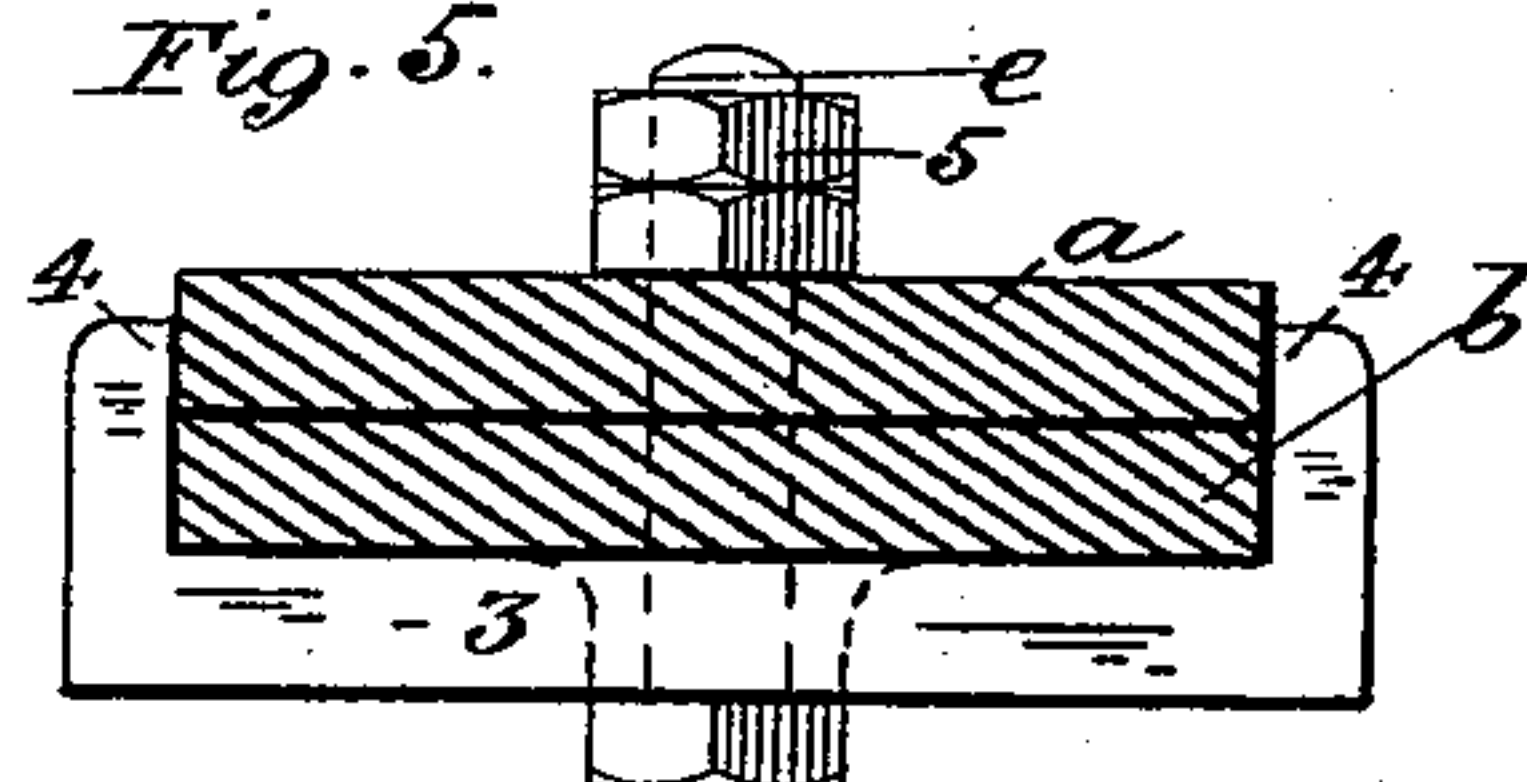


Fig. 4.

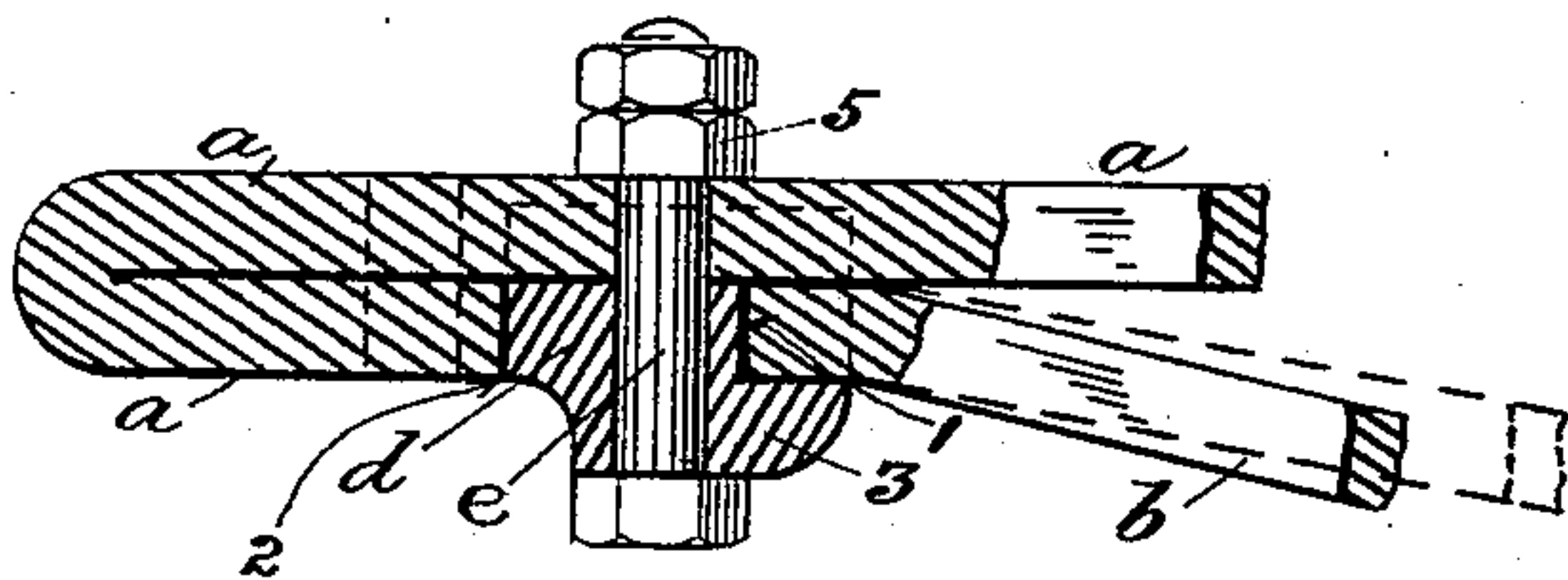


Fig. 6.

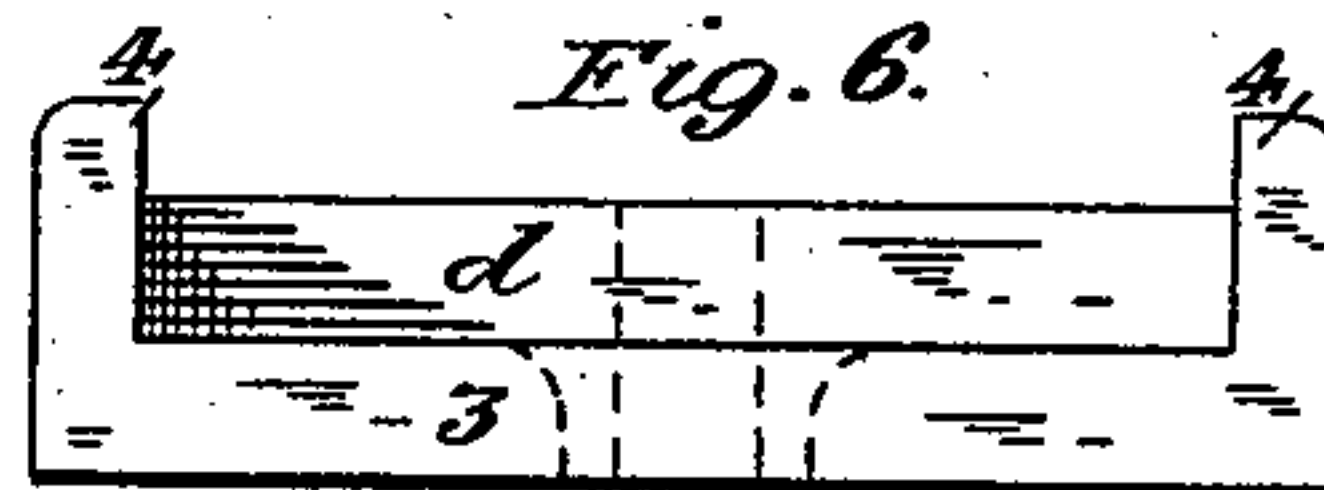


Fig. 7.



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TAKE-UP DEVICE FOR CAR-TRANSOMS.

SPECIFICATION forming part of Letters Patent No. 539,476, dated May 21, 1895.

Application filed January 30, 1895. Serial No. 536,702. (No model.)

To all whom it may concern:

Be it known that I, EDWARD F. GOLTRA, a citizen of the United States, residing at St. Louis, in the State of Missouri, have invented
5 a new and useful Adjustment Holder or Take-Up Device for Car-Transoms, of which the following is a specification.

My invention relates to the bottom, or arch bar of a car-transom. In an ordinary construction of car-transom or body bolster the end portions of the top bar are bent double or lapped for a short distance along the under side of the bar, the ends of the bottom, or arch bar, butting against the lapped ends of
15 the top bar. In other cases, the lapped portions of the top bar are absent and the bottom, or arch bar, secured to the top bar by bolts or rivets.

My invention has for its object to provide
20 means whereby the bottom, or arch bar of the ordinary length may be adjusted, or set farther than the usual distance from the top bar, for adapting the transom to any required reduced level of truck bolster without altering the length of the bottom bar, or reducing
25 the standard level of the car body from the track.

The invention consists in features of novelty as hereinafter described and claimed,
30 reference being had to the accompanying drawings, forming part of this specification, whereon—

Figure 1 is a side elevation of the top and bottom bars of a car-transom adapted to the
35 car-body (broken away) and fitted with my improved adjustment holder or take-up device; Fig. 2, a plan of the bars and take-up device at one end of the transom to enlarged scale; Fig. 3, a side view of the same; Fig. 4, a
40 vertical section on line 4 4 in Fig. 2; Fig. 5, a transverse section on line 5 5 in Figs. 2 and 3; Fig. 6, a view corresponding to Fig. 5 of the take-up device detached; and Fig. 7, a plan thereof, like letters and numerals of reference denoting like parts in all the figures.
45

a represents the top bar, and *b* the bottom, or arch-bar of a car-transom carrying the car body *c* in the usual manner. The bottom, or

arch bar *b* when used with a truck bolster of the ordinary level occupies the position indicated by the dotted lines in Figs. 1, 3, and 4, in which case the ends 1, 1, of the bar *b* butt against the lapped ends 2, 2, of the top bar *a*, but where the level of the truck bolster is below the ordinary level, the bottom, or arch
55 bar *b* must be lowered conformably thereto, or set farther from the top bar *a*, such as into the position shown by full lines, for preventing the lowering of the car body *c*, which must be maintained at standard level. In
60 setting the bottom bar *b* as described its ends 1, 1, are drawn toward each other and separated from the lapped ends 2, 2, of the top bar *a*. In each space thus formed between the respective ends 1, 2, of the bars *a*, *b*, is placed
65 against the under side of the top bar *a*, a block or liner *d* made of iron, steel, or other suitable material against opposite sides of which the end 1, of the bottom bar *b*, and the adjacent lapped end 2 of the top bar *a*, butt.
70 The block or liner *d* is formed preferably with a bottom enlargement or extension 3, which laps under and supports the bottom bar *b* thereat, and with side extensions or ears 4, which overlap the side edges of the
75 bars *a*, *b*, as shown. Through the block or liner *d* and top bar *a* passes a bolt *e* having nuts 5, which bear upon the top bar *a* and thereby hold the block *d* and bars *a*, *b*, firmly together; or the bolt *e* may be otherwise ar-
80 ranged, or other suitable means used for holding the said parts together.

In cases where the lapped portions of the top bar *a* are absent the blocks or liners *d* bear only against the ends 1, 1, of the bottom, or arch bar *b* the thrust of which is taken by the bolts *e*, or other fastenings used.

I do not limit myself to the particular shape and size of the block or liner *d* as these will necessarily be varied according to the
90 required set to be given to the bottom bar *b*.

I claim—

1. In a car-transom, a block or liner located between the end of the top bar and the adjacent end of the bottom, or arch bar, the said
95 block having an extended portion underlap-

ping the bottom bar, and means for holding the block and bars together, substantially as described.

2. In a car-transom, a block or liner located
5 between the end of the top bar and the adjacent end of the bottom, or arch bar, the said block having extended portions overlapping

the side edges of the said bars, and means for holding the block and bars together substantially as described.

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Witnesses:

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