

(No Model.)

T. M. GALLAGHER.
TRANSOM FOR CAR TRUCKS.

No. 604,610.

Patented May 24, 1898.

Fig. I.

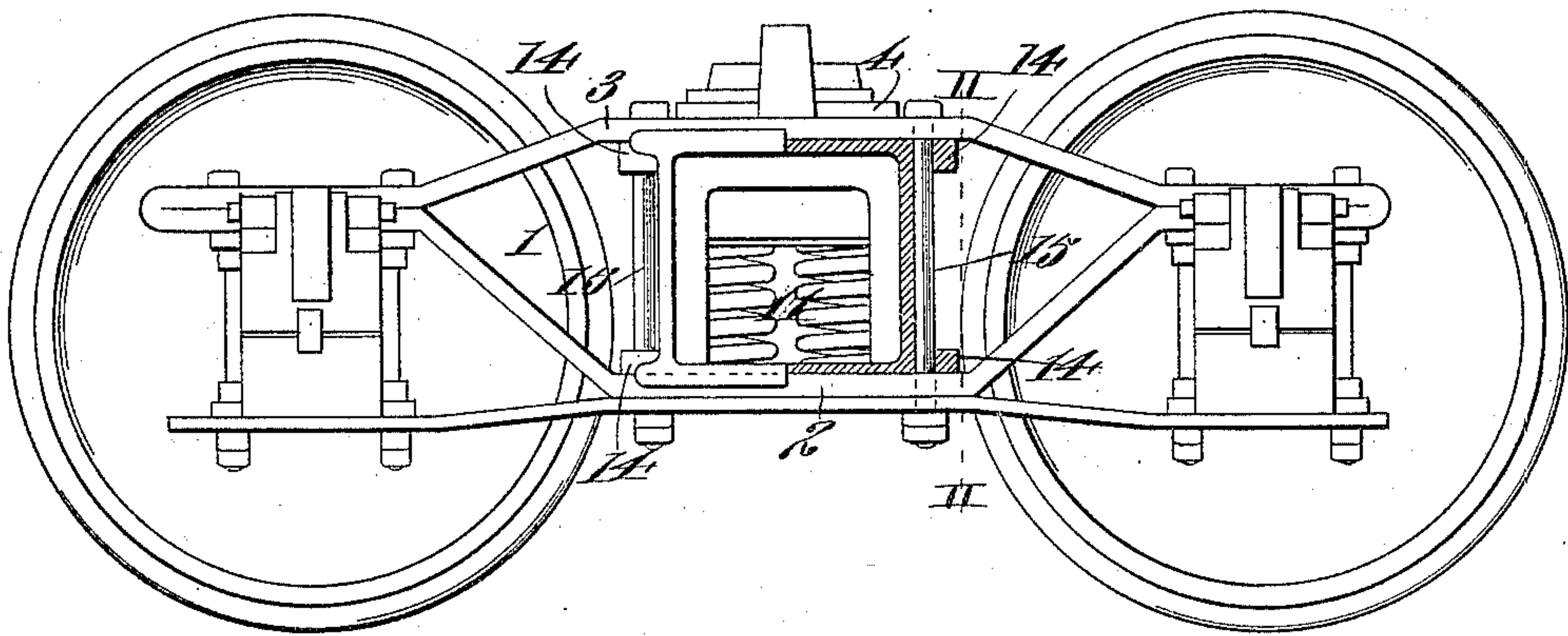


Fig. II.

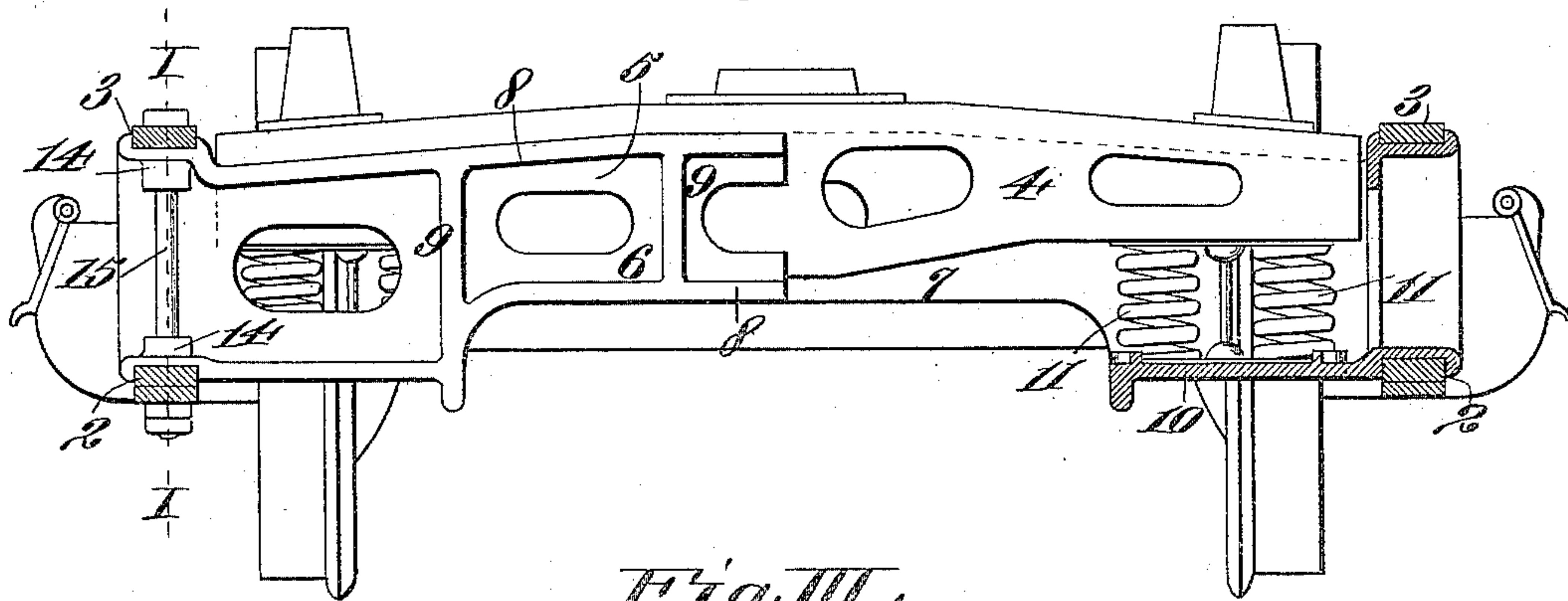
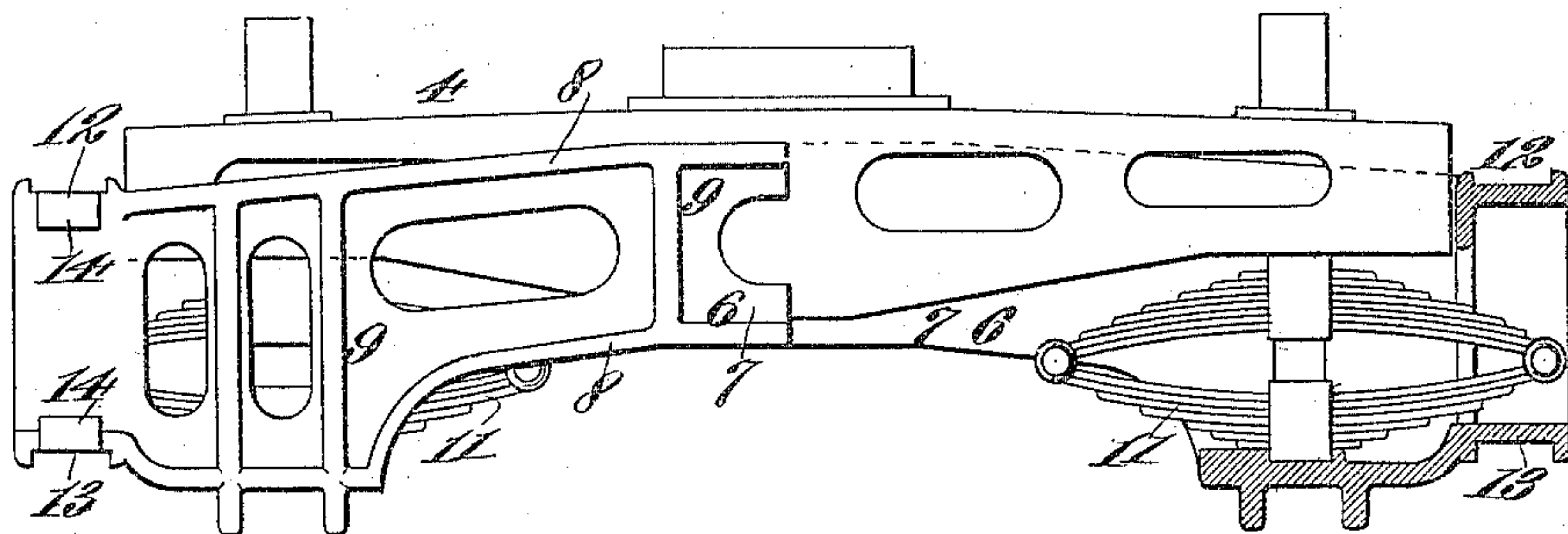


Fig. III.



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THOMAS M. GALLAGHER, OF ST. LOUIS, MISSOURI, ASSIGNOR TO THE SHICKLE, HARRISON & HOWARD IRON COMPANY, OF SAME PLACE.

TRANSOM FOR CAR-TRUCKS.

SPECIFICATION forming part of Letters Patent No. 604,610, dated May 24, 1898.

Application filed January 10, 1898. Serial No. 666,174. (No model.)

To all whom it may concern:

Be it known that I, THOMAS M. GALLAGHER, a citizen of the United States, residing at the city of St. Louis, in the State of Missouri, have
5 invented a certain new and useful Improvement in Transoms for Car-Trucks, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

10 My invention relates to an improved form of transom for that class of car-trucks having arch-bar side frames, a common example of which is to be found in what is known as the "diamond-frame" truck.

15 The object of my invention is to construct such a transom in a manner that will enable it to be readily attached to the side frames and which will be of such a construction as to receive the bolster and bolster-springs,
20 while requiring but little labor in putting the parts together.

My object, further, is to make such a transom in a manner that no parts of it may be lost or become loosened or displaced, and to
25 this end I form the transom consisting of a body open at the top to receive the bolster and having at each end a seat to receive the bolster-springs, and, further, being formed at each end so as to receive the arch-bars of a
30 truck-frame and be connected thereto, all of the parts being formed in one integral casting.

My invention consists in features of novelty hereinafter fully described, and pointed out in the claims.

35 Figure I is a side view of a car-truck provided with my improved transom, part of the transom being shown in section, taken on line I I, Fig. II. Fig. II is a sectional view taken on line II II, Fig. I, with part of one side of
40 the transom broken away and with one end of the transom shown in section. Fig. III is a view corresponding to Fig. II, but showing a form of seat adapted to receive an elliptic spring instead of a coil-spring.

45 1 represents the side frames of a car-truck, of which 2 and 3 are the arch-bars. This is a common form of truck-frame and is generally known as a "diamond" frame.

4 represents a bolster, and 5 the transom

to which my invention relates. The transom 50 is composed of side pieces 6 and 7, which are preferably strengthened by horizontal ribs or flanges 8 and vertical ribs or flanges 9. The transom is open at the top to receive the bolster 4, and the central part of the bottom of
55 the transom is left open. Near each end of the transom, at the bottom, is a shelf or seat 10, upon which rest the bolster-springs 11, which may be in the form of coil-springs, as shown in Figs. I and II, or in the form of
60 elliptic springs, as shown in Fig. III. Each end of the transom is formed to receive the arch-bars 2 and 3 of the truck-frame. My preferred way of forming the ends of the transom to receive these arch-bars is to pro-
65 vide each end with an upper groove 12 to receive the arch-bar 3 and a lower groove 13 to receive the arch-bar 2. The ends of the transom that receive the arch-bars and the spring-seats referred to are formed integral with the
70 sides 6 and 7 of the transom, the whole being made in a single casting, preferably of steel. At each end of the transom are lugs 14, perforated to receive the bolts 15, by which the arch-bars are tied to the transom, as shown
75 in Fig. I. These lugs or ears 14 constitute an integral part of the transom, and it will thus be seen that the transom as a whole consists of a single piece made by the cheap method of producing a transom—by casting
80 it—that it can readily be combined with and attached to the side members of a truck-frame, and that there are no parts associated with it which are liable to become loose or mis-
85 placed.

I claim as my invention—

1. As a new article of manufacture, a transom for car-trucks composed of sides having ends formed to receive the arch-bars of a truck-frame, and spring-seats located at the
90 bottom of the sides near the ends all made in one integral casting, substantially as set forth.

2. As a new article of manufacture, a transom for car-trucks composed of sides having
95 ends provided with grooves to receive the arch-bars of a truck-frame, and spring-seats located at the bottom of the sides near the

ends all made in one integral casting, substantially as set forth.

3. As a new article of manufacture, a transom for car-trucks composed of sides having
5 ends formed to receive the arch-bars of a truck-frame, perforated lugs or ears to receive the frame-bolts, and spring-seats lo-

cated at the bottom of the sides near the ends, all made in one integral casting, substantially as set forth.

THOMAS M. GALLAGHER.

In presence of—

E. S. KNIGHT,
STANLEY STONER.