

No. 637,787.

Patented Nov. 28, 1899.

J. HICKEY.
CAR TRANSOM.

(Application filed Mar. 15, 1897.)

(No Model.)

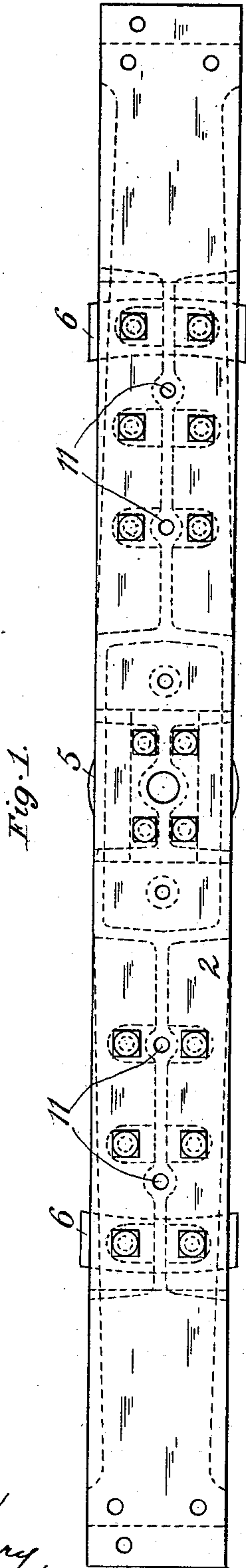


Fig. 1.

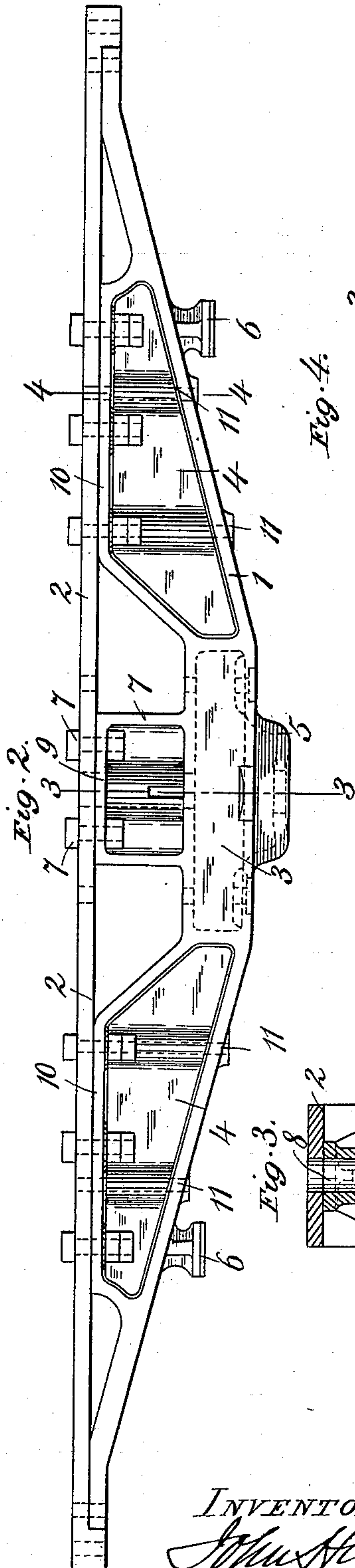


Fig. 2.

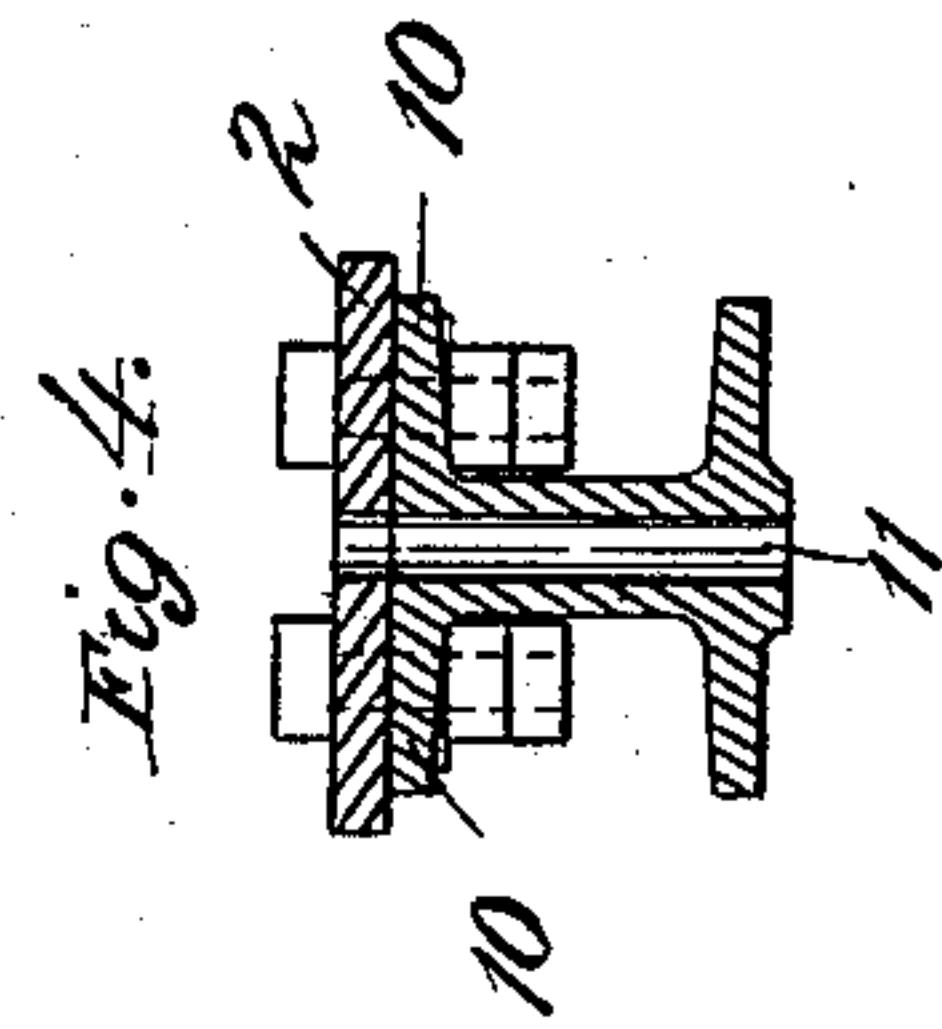


Fig. 3.

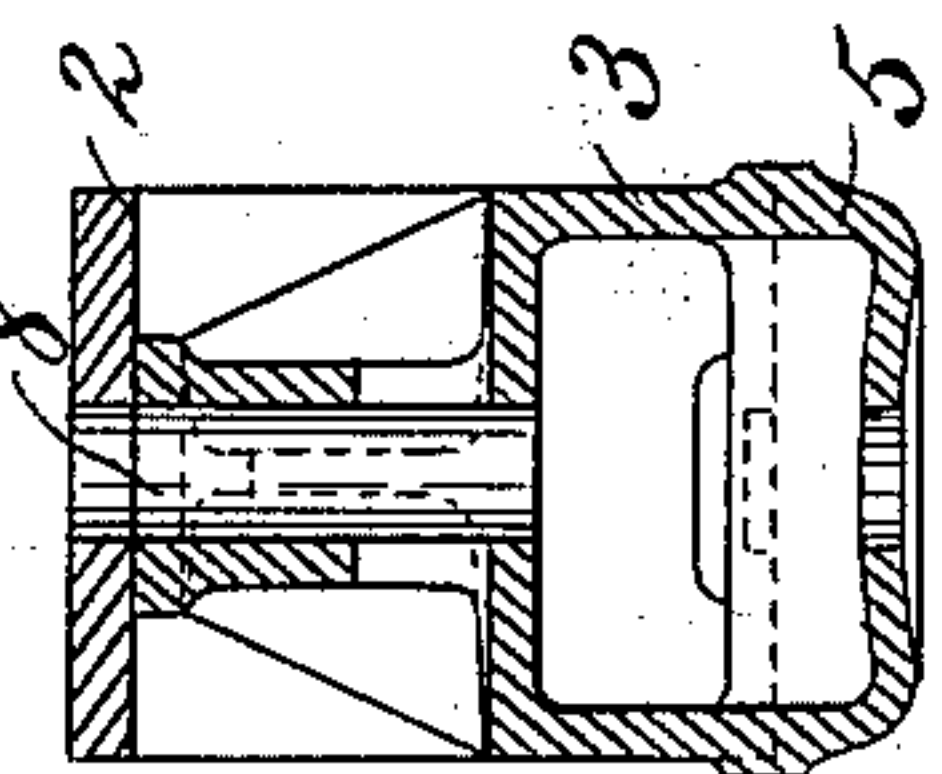


Fig. 4.

WITNESSES
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UNITED STATES PATENT OFFICE.

JOHN HICKEY, OF ST. PAUL, MINNESOTA, ASSIGNOR TO THE AMERICAN
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CAR-TRANSOM.

SPECIFICATION forming part of Letters Patent No. 637,787, dated November 28, 1899.

Application filed March 15, 1897. Serial No. 627,648. (No model.)

To all whom it may concern:

Be it known that I, JOHN HICKEY, a citizen of the United States, residing at St. Paul, in the county of Ramsey and State of Minnesota, have invented certain new and useful Improvements in Car-Transoms; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to car-transoms or body-bolsters, the object being to provide a strong and durable transom which will not spread or yield in any direction.

The novel features of my improvement will be fully described hereinafter and are embodied in the transom or body-bolster illustrated in the accompanying drawings, in which—

Figure 1 is a top plan view of the transom. Fig. 2 is a side elevation of the same, and Figs. 3 and 4 are respectively sections on the lines 3 3 and 4 4 of Fig. 2.

The reference-numeral 1 indicates the bottom or arch bar of the transom, and 2 the usual top bar, said bars being adapted to be securely bolted together at their ends. Between the bars 1 and 2 are arranged a series of reinforcing or filling strips 3 and 4, formed integral with the bottom bar 1. The bottom bar is provided on its under side with a center bearing 5 and depending side bearings 6.

As shown in Fig. 3, the center filling-piece 3 is of hollow box-like form, and between it and the central portion of the top bar 2 is arranged an upright H-shaped strut, (see dotted lines in Fig. 1,) an opening 8 extending through said strut for the reception of the king-bolt of the transom. The horizontal flanges 9 of the strut are secured to the top bar 2 by the bolts 7 or otherwise.

The fillers 4 are located one on either side of the center filler 3, and said fillers 4 are of I form in cross-section, their upper horizontal flanges 10 being bolted to the top bar 2, as shown. Each of the fillers 4 is provided with vertical openings 11, through which pass the bolts for securing the car-sills to the bolster.

The side fillers 4 extend laterally beyond the side bearings 6 for the purpose of affording a substantial reinforcement of the transom beyond said bearings 6.

By making the fillers or braces 3 4 integral with the bottom or arch bar and of a suitable length for insuring their proper bearing against the under side of the top bar the transom is rendered rigid and durable and the tendency of the bottom bar to spring or spread downwardly and the consequent displacement of the side bearings 6 from their normal level prevented.

While I have illustrated and described a specific cross-sectional contour for the filling-pieces 3 and 4, it is obvious that their form in cross-section may be varied therefrom within the scope of the invention.

Having thus described my invention, what I claim is—

1. A car-transom or body-bolster, comprising an upper or top bar, a bottom bar, and filling-pieces integral with said bottom bar.

2. A car-transom or body-bolster, comprising an upper or top bar, a bottom bar, and filling-pieces integral with the bottom bar and secured to the top bar.

3. A car-transom or body-bolster comprising an upper or top bar, a bottom bar, and filling-pieces integral with the bottom bar and flanged at their upper edges and secured to the top bar.

4. A car-transom or body-bolster comprising a top bar, and a bottom bar, the latter having a center bearing and depending side bearings, and filling-pieces formed integral with the bottom bar, and extending laterally beyond the side bearings.

5. In a car-transom, the combination with the top and bottom bars, of filling-pieces interposed between said bars, said filling-pieces being integral with the bottom bar and provided with bolt-openings, passing through their webs.

6. In a car-transom, the combination with the top and bottom bars, of a centrally-arranged filling-piece, and a strut interposed between said filling-piece and top bar.

7. In a car-transom, the combination with the top and bottom bars, of I-shaped filling-pieces formed integral with the bottom bar, and having upper horizontal flanges bolted to the top bar.

8. A car-transom, having an arch-bar provided with center and side bearings and king-bolt opening, the central portion of said bar

being of box shape and having wings on opposite sides of said center, said wings consisting of flanged webs or filling-pieces, and bracing extensions beyond the filling-pieces, in combination with a top bar extending from end to end of the arch-bar and secured thereto.

9. A car-transom having an arch-bar provided with center and side bearings and king-bolt opening, the central portion of said bar being of box shape and having wings on opposite sides of said center, said wings consisting of flanged webs or filling-pieces, and bracing extensions beyond the filling-pieces, in combination with a top bar extending from end to end of the arch-bar and secured thereto, and a strut intermediate of the box-shaped center portion and the top bar.

10. A car-transom or body-bolster, having an arch-bar provided with center and side

bearings and king-bolt opening, the central portion of said bar being of box shape, and the adjacent side wings being I-shaped in cross-section from said central portion to the place of location of the side bearings.

11. A car-transom or body-bolster, having an arch-bar provided with center and side bearings and king-bolt opening, the central portion of said bar being of box shape, and the adjacent side wings being I-shaped in cross-section from said central portion to the place of location of the side bearings, and having extensions beyond the side bearings.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN HICKEY.

Witnesses:

H. C. FROST,
N. S. WILBUR.