

No. 637,788.

Patented Nov. 28, 1899.

J. HICKEY.  
CAR TRANSOM.

(Application filed Mar. 15, 1897.)

(No Model.)

2 Sheets—Sheet 1.

Fig. 1.

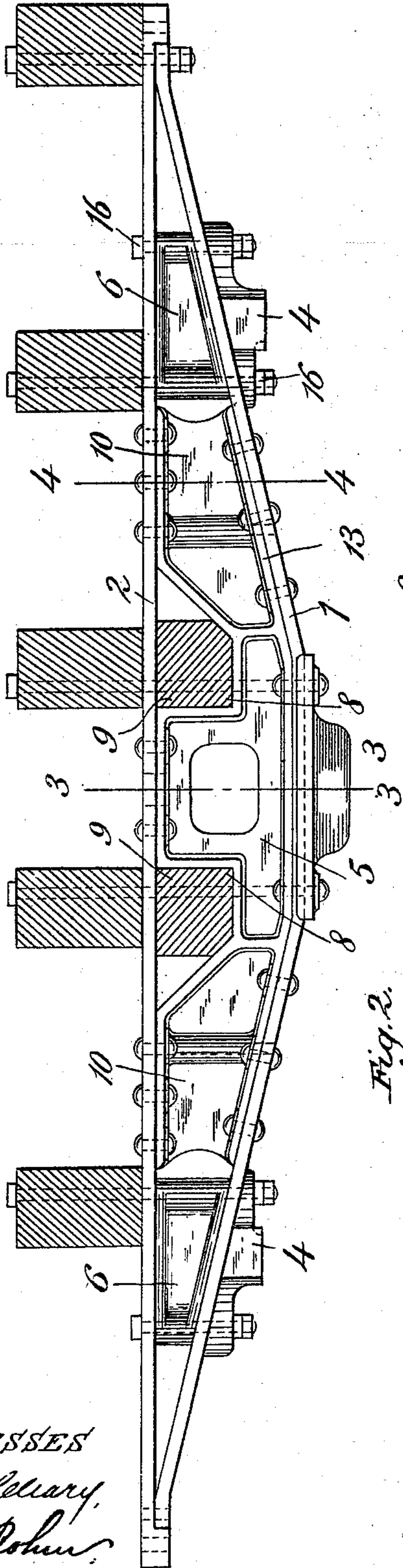


Fig. 2.

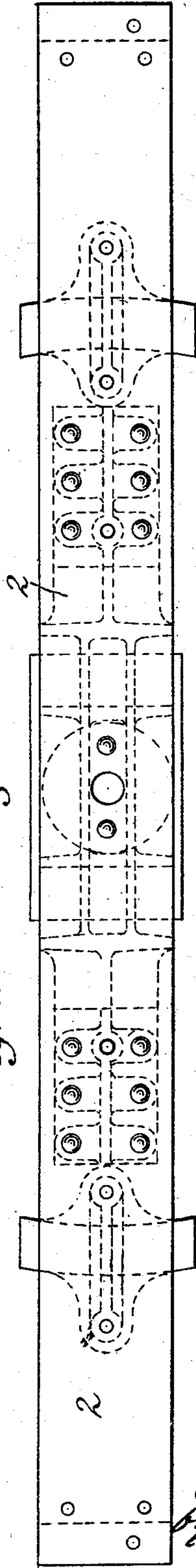


Fig. 4.

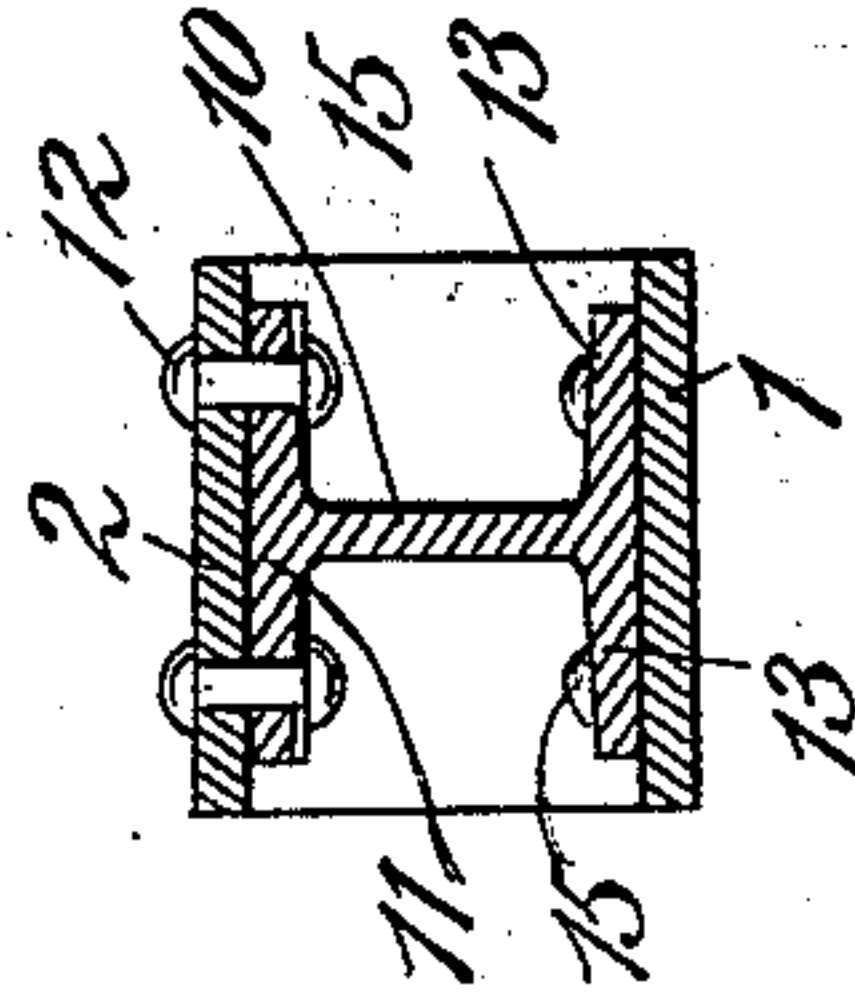
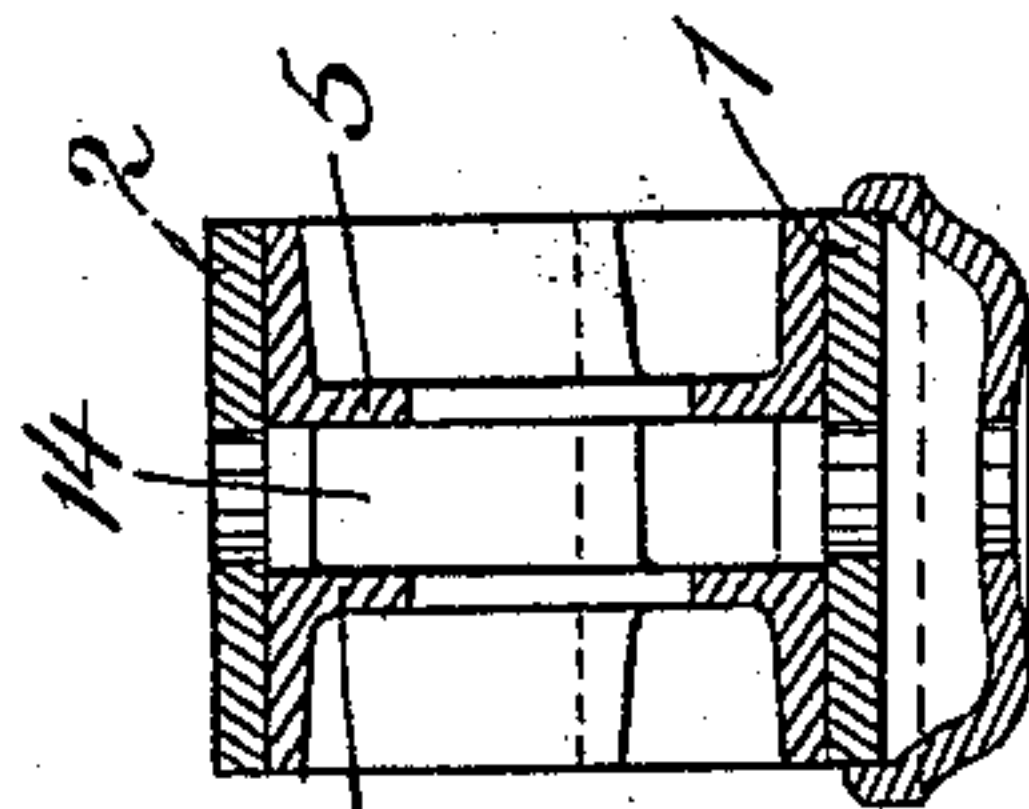


Fig. 3.



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Fig. 5.

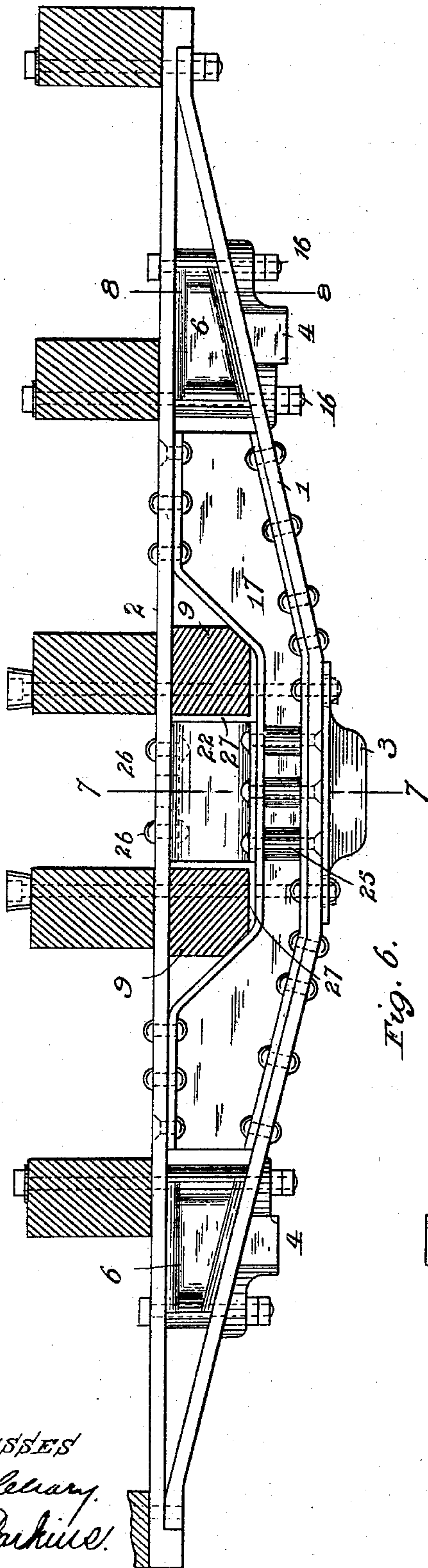


Fig. 6.

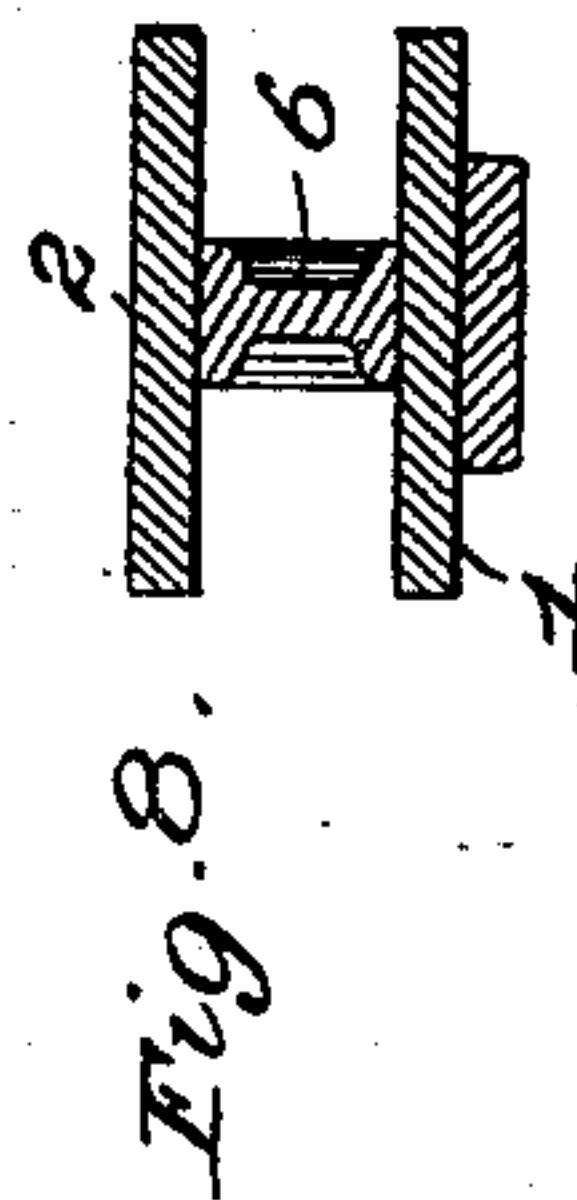
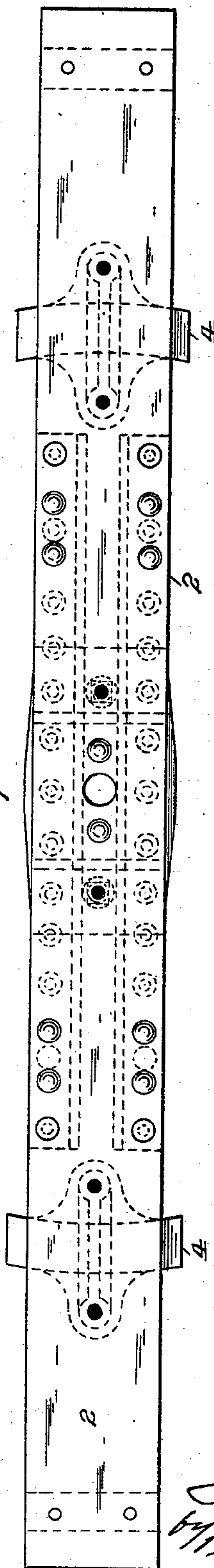
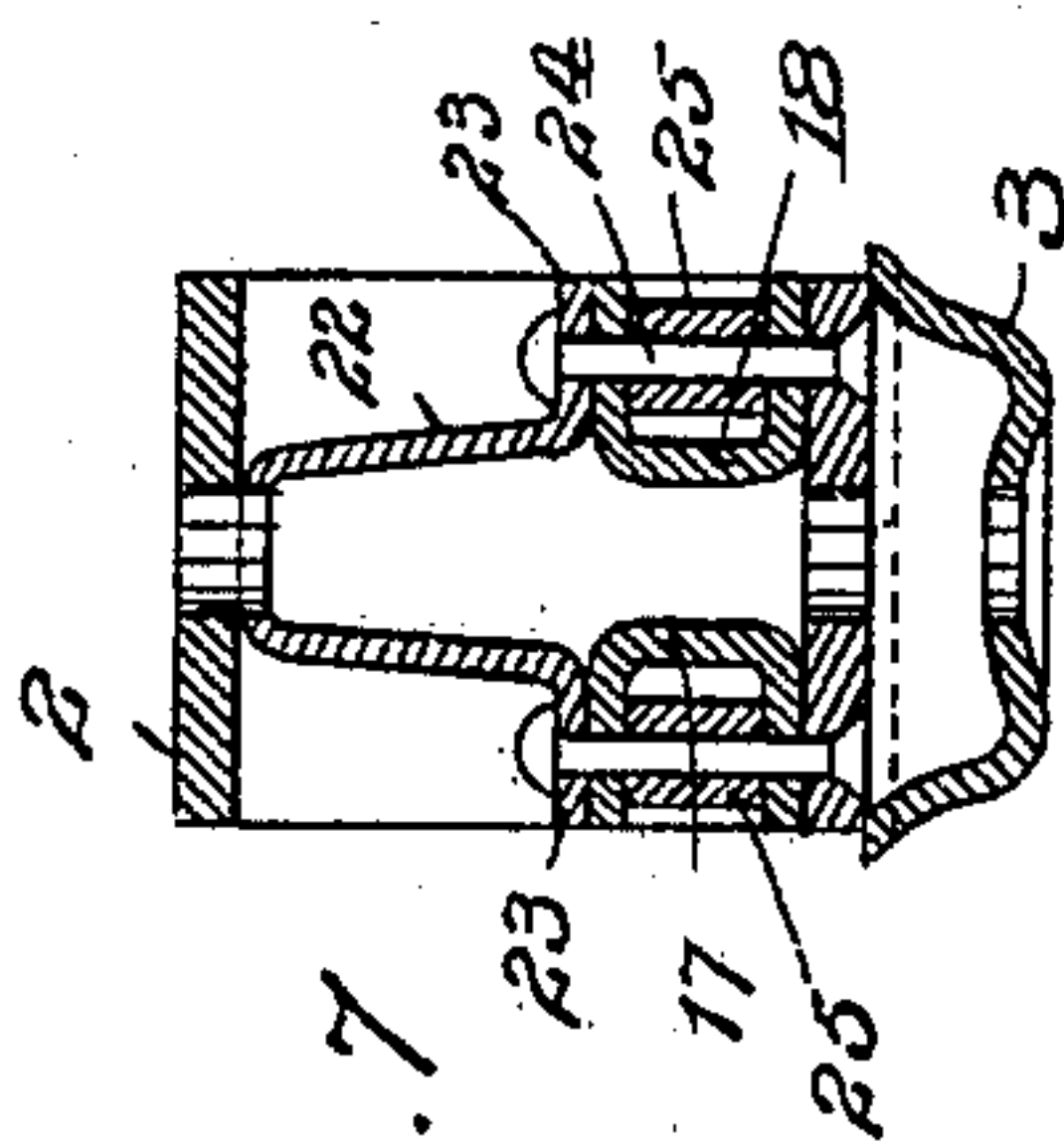


Fig. 7.



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# UNITED STATES PATENT OFFICE.

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## CAR-TRANSOM.

SPECIFICATION forming part of Letters Patent No. 637,788, dated November 28, 1899.

Application filed March 15, 1897. Serial No. 627,649. (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 for railway-cars; and it consists in the novel construction hereinafter fully described and claimed, in which great strength and rigidity of the structure are obtained.

In the accompanying drawings, Figure 1 is a side elevation of a transom embodying one form or modification of my invention. Fig. 2 is a top plan view of the same. Fig. 3 is a section on the line 3 3 of Fig. 1. Fig. 4 is a section on the line 4 4 of Fig. 1. Figs. 5 and 6 are respectively a side elevation and a top plan view of a transom embodying another form or modification of the invention. Figs. 7 and 8 are sections taken on the lines 7 7 and 8 8, respectively, of Fig. 7.

Referring to Figs. 1 to 4, inclusive, 1 indicates the bottom or arch bar, and 2 the top bar, of the transom, adapted to be secured together at their ends. Depending from the underside of the bottom bar 1 are the center bearing 3 and side bearings 4, and between the upper and lower bars 1 and 2 are arranged filling-pieces, which serve to unite the two bars. As clearly shown in the drawings, the filler 5 comprises two central webs flanged on their outer edges and formed with right-angular recesses or seats 8, adapted to fit the inner sills 9, beyond which seats extend the laterally-projecting flanged webs or extensions 10. The upper flanges 11 are provided with perforations to receive the bolts 12 for securing the filling-piece to the bars 1 and 2. The lower flanges 13 of the side portions 10 of the filler are likewise perforated for the bolts 15 and are inclined to fit upon the upper inclined faces of the bar 1. Between the webs 5 of the central portion of the filler is an opening 14, through which passes the king-bolt of the transom. The filling-pieces 6 are supplemental to the filler 5 and are secured between the bars 1

and 2, near the ends thereof, and above the side bearings 4 to strengthen the structure at these points. These fillers 6 are firmly secured by bolts 16.

In the modification shown in Figs. 5 to 8, inclusive, the main filling-piece instead of being formed as a single integral member is made up of sections 17 and 18, each provided with edge flanges, as shown, adapted to be bolted to the bars 1 and 2. The sections 17 and 18 are recessed at their upper sides to form a horizontal seat and upwardly-inclined faces, and upon said horizontal seat is secured a central strut 22 of arch shape in cross-section and having horizontally-projecting flanges 23 bolted to the flanges of the filler-sections 17 and 18 by bolts 24, which pass through the perforated spacing-blocks 25, arranged between the flanges of the sections 17 and 18. The central strut 22 is secured at its upper side to the bar 2 by bolts 26, and the angle-irons 27 at opposite ends of said strut constitute right-angular seats for the inner sills 9. The end fillers 6 are similar to the same parts in Fig. 1 and are preferably of I shape in cross-section.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A car-transom or body-bolster, provided with a top bar, a bottom bar of arch form, having at its center the center bearing of the transom and having upwardly-inclined sides carrying the side bearings, a filler between said bars, said filler having above the center bearing an upward projection secured to the top bar flanked by two depressions for the reception of car-sills.

2. A car-transom or body-bolster, provided with a top bar, a bottom bar of arch form, having at its center the center bearing of the transom and having upwardly-inclined sides carrying the side bearings, a main filler above the center bearing, having side wings extending toward the side bearings, and supplemental fillers at the side bearings.

3. A car-transom or body-bolster, provided with a top bar, a bottom bar of arch form, having at its center the center bearing of the transom and having upwardly-inclined sides carrying the side bearings, and a filler between said bars, said filler having an arched



strut at its center through which the king-bolt passes.

4. A car-transom or body-bolster, provided with a top bar, a bottom bar of arch form, 5 having at its center the center bearing of the transom and having upwardly-inclined sides carrying the side bearings, and a filler between said bars, said filler consisting at its center of two independent vertical webs flanged 10 above and below and connected by an arched cross-strut.

5. A car-transom or body-bolster, provided with a top bar, a bottom bar of arch form, having at its center the center bearing of the

transom and having upwardly-inclined sides 15 carrying the side bearings, and a filler between said bars, said filler consisting at its center of two independent vertical webs flanged above and below and connected by an arched cross-strut, and spacing-blocks between the 20 flanges of the vertical webs.

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

JOHN HICKEY.

Witnesses:

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N. S. WILBUR.