No. 692,566. Patented Feb. 4, 1902.

C. T. WESTLAKE.

CAR TRANSOM.

(Application filed June 20, 1901.)

(No Model.)

Fig. 1.

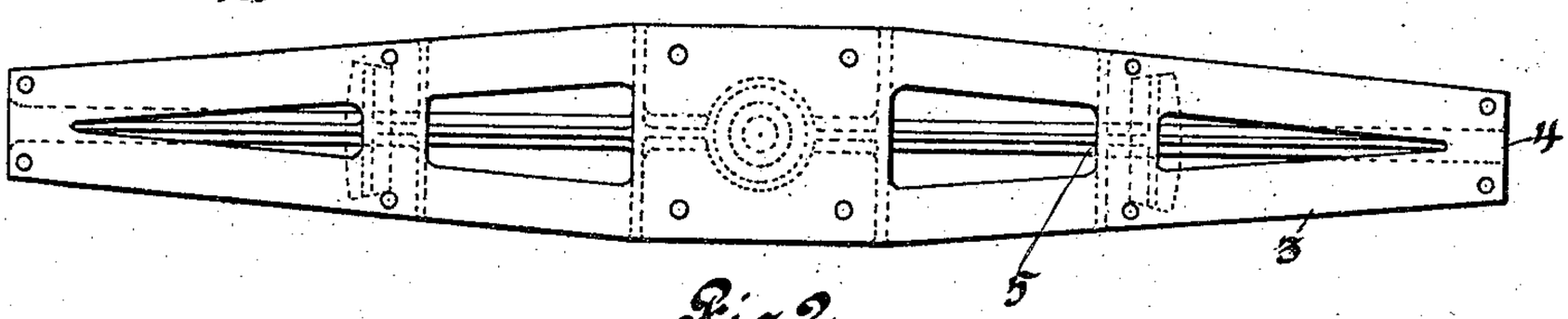


Fig. 2.

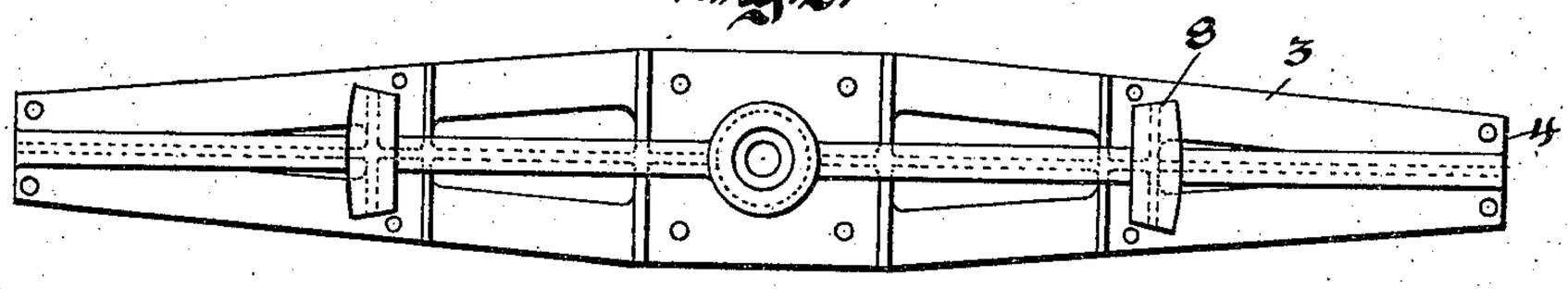


Fig. 3.

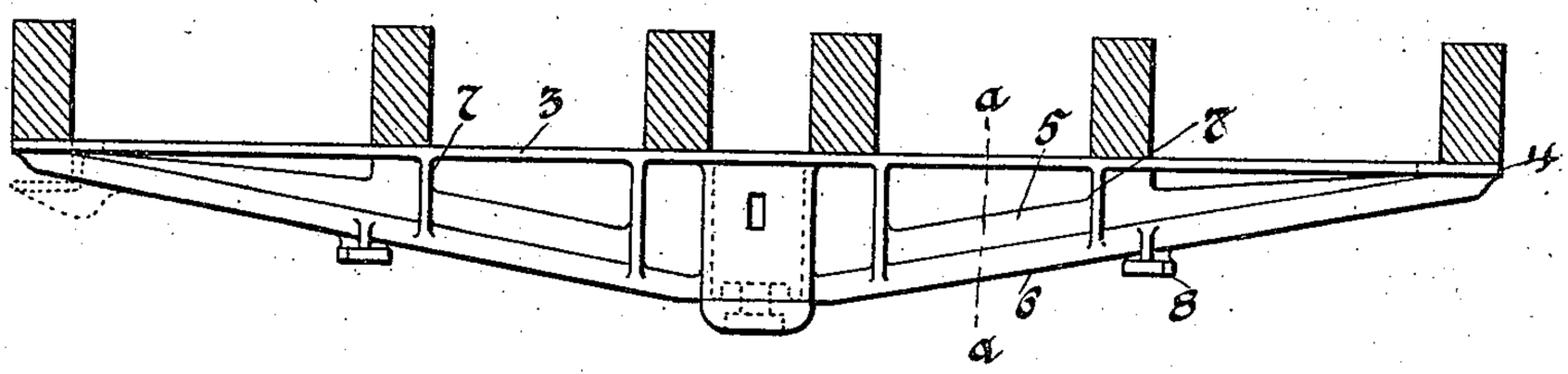


Fig. 4.

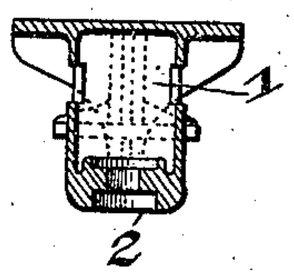


Fig. 5.

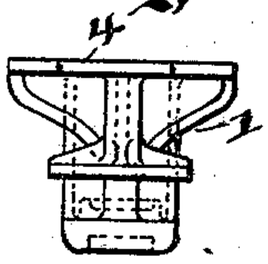
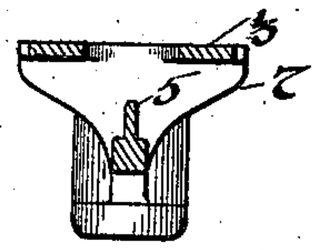


Fig. 6.



Witnesses
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UNITED STATES PATENT OFFICE.

CHARLES T. WESTLAKE, OF GRANITE, ILLINOIS.

CAR-TRANSOM.

SPECIFICATION forming part of Letters Patent No. 692,566, dated February 4, 1902.

Application filed June 20, 1901. Serial No. 65,245. (No model.)

To all whom it may concern:

Be it known that I, CHARLES T. WESTLAKE, of Granite, State of Illinois, have invented certain new and useful Improvements in Car-Transoms, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

This invention relates to car-transoms; and it consists of the novel construction, combination, and arrangement of parts hereinafter shown, described, and claimed.

The object of this invention is to provide an improved car-transom cast in a single piece and having the portions forming the top converging toward each end, where they unite, without any transverse web or bar, and the bottom portion extending outwardly and upwardly from the center piece and united with the top at the outer end of the transom. The advantage of this construction lies in the fact that there are no transverse bars or rods at the outer ends of the transom which can become broken under the strain and jar to which they are at times subjected.

In the drawings, Figure 1 is a top plan view showing my complete invention. Fig. 2 is a bottom plan view. Fig. 3 is side elevation. Fig. 4 is a cross-section taken through the center of the transom. Fig. 5 is an end view. Fig. 6 is a cross-section taken on the line *a a* of Fig. 3 looking toward the center.

In the construction of my improved transom I provide the center piece 1, preferably in the form of a hollow box and having the large opening 2 in the bottom for the reception of the corresponding truck, center plate, and king-bolt. Extending outwardly from the top of the center piece, on each side thereof, are the top portions 3, which converge toward their outer ends, where they are integrally united, as indicated by 4. This construction avoids the use of any transverse connection between the portions 3 and forms a stronger and more durable transom and one which is more capable of resisting the strain and jar to which it is at times subjected than is a transom of ordinary rectangular form having a web or other connection at its outer ends. The webs 5 connect the portions 3 between the outer ends and the center piece, and thereby afford greater strength for the support of the car-timbers. The bottom portions 6 extend outwardly and upwardly from the center piece and at their outer ends are formed integral with the portions 3 at the point indicated by 4. They are also connected to the webs 5 by means of the integral webs 7, below which are the side bearings 8. The openings formed between the portions 3 and between the bottom 6 and the top are for the purpose of making the transom as light as possible and to avoid the use of any unnecessary material.

A transom constructed as described is compact, strong, and durable. The portions 3 and the bottom 6 being united at their outer ends in a compact body are stronger than is a transom having a longer connection intervening between the side portions of the top.

In order to accommodate cars having deeper side sills, I may construct the transom with its ends formed as indicated by dotted lines in Fig. 3.

I claim—

1. A car-transom, consisting of the side portions forming the top plate and converging and formed integral with each other at their outer ends, and a bottom extending outwardly and upwardly and formed integral with the top at its outer ends, substantially as specified.

2. A transom for cars, consisting of a center piece, a top plate composed of side portions extending from the center piece and the said side portions converging toward their outer ends where they are formed integral with each other, a bottom extending outwardly and upwardly from the center piece and formed integral with the top at its outer ends and connected therewith intermediate of its outer ends and the center piece by strengthening-webs, substantially as specified.

3. The improved transom for cars, consisting of a center piece, a top plate composed of the members 3 integral with said center piece, the said members 3 converging toward their outer ends and being formed integral thereat, a bottom 6 extending outwardly and upwardly from the center piece and formed integral with the top at its outer ends, a web connecting the bottom and the top intermediate of the outer ends and the center piece and the whole having side bearings 8 and center bear-

ings below the said webs 7, substantially as specified.

4. A car-transom having a top member, two side pieces converging toward and merging together at their ends, and vertical stiffening-webs, the longitudinal one being reinforced at its lower edge, substantially as shown and described.

5. A car-transom having a top member composed of two side pieces converging toward and merging together near their ends, and vertical stiffening-ribs, said top member having a downward and outward offset at its ends to accommodate deeper side sills, substantially as shown and described.

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

CHARLES T. WESTLAKE.

Witnesses:
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JOHN C. HIGDON.