

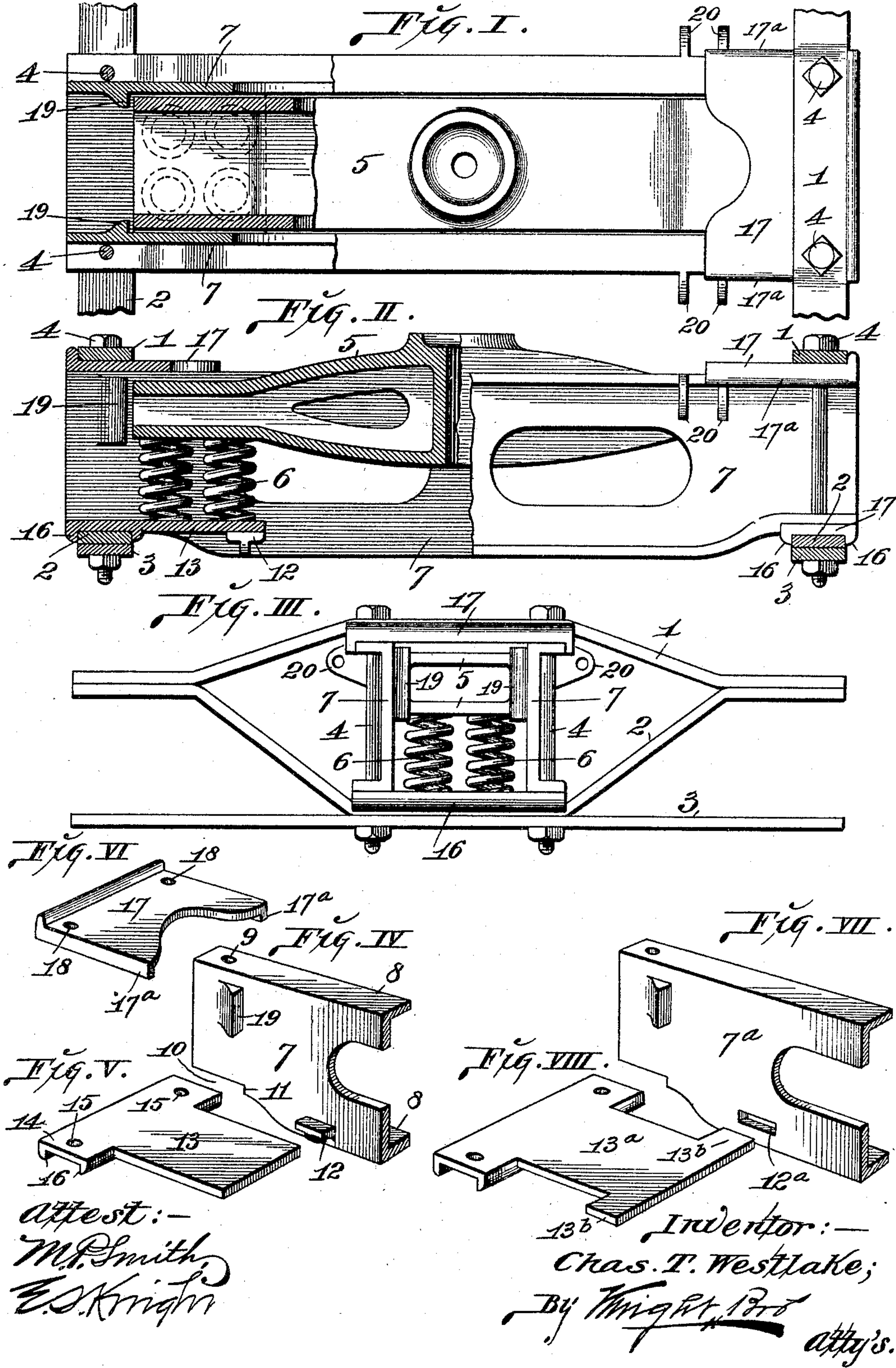
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PATENTED NOV. 29, 1904.

C. T. WESTLAKE.  
TRANSOM FOR CAR TRUCKS.

APPLICATION FILED JAN. 19, 1903. RENEWED MAY 12, 1904.

NO MODEL.





# UNITED STATES PATENT OFFICE.

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## TRANSOM FOR CAR-TRUCKS.

SPECIFICATION forming part of Letters Patent No. 776,281, dated November 29, 1904.

Application filed January 19, 1903. Renewed May 12, 1904. Serial No. 207,638. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES T. WESTLAKE, a citizen of the United States, residing at Granite, in the county of Madison and State of Illinois, have invented certain new and useful Improvements 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.

My invention relates to transoms for the trucks of railway-cars, and has for its object the production of a transom in which the side frames of the transom are firmly held united to each other at their ends both at top and bottom, so that the stress of the car and load carried will be equally divided between the side frames, which are sustained by the column-bolts that unite them to the arch-bars of the truck-frame.

A further object of my invention is to provide means to prevent the displacement of the bolster in the transom both in vertical and longitudinal directions, so that the bolster will be maintained seated upon its springs without liability of their displacement.

A further object of the invention is to provide spring-seats securely held in place by the column-bolts, so that they serve in addition to their function as seats as ties by which the side frames of the transom are securely united to each other.

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

Figure I is a view, partly in plan and partly in horizontal section, of my transom. Fig. II is a view, partly in side elevation and partly in vertical section, of my transom. Fig. III is an end view of the transom shown positioned between the arch-bars of a truck-frame. Fig. IV is a perspective inside view of one end of one of the transom side frames. Fig. V is a perspective view of one of the spring-seats. Fig. VI is a perspective view of one of the top ties that unite the side frames. Figs. VII and VIII are perspective views showing modifications of the side frames and spring-seats.

1 designates the upper arch-bar of a truck-

frame, 2 the lower arch-bar, and 3 the tie-bar. 4 designates column-bolts, which pass through the arch-bars 1 and 2 and tie-bar 3. 5 is a bolster, and 6 designates the bolster-springs. These parts may be of any desirable construction, as no invention *per se* is herein claimed for them.

7 designates the side frames of the transom, which are provided with outwardly-projecting flanges 8, that contain bolt-holes 9, through which the column-bolts 4 pass to serve as supports for the side frames and uphold them in upright position between the arch-bars of the truck-frame. At the lower edge of each side frame 7 at each end is a recess 10, that extends inwardly from the end of the frame and terminates at a shoulder 11.

12 designates lugs projecting inwardly from the inside faces of the side frames 7 at their lower edges. (See Figs. II and VI.)

13 designates spring-seats the inner ends of which are positioned between the inside faces of the side frames 7 and rest upon the lugs 12 for their support. The outer ends of the spring-seats are widened to form arms 14, which are arranged in the recesses 10 at the lower edges of the side frames to extend beneath the lower flanges 8 of said frames and are provided with bolt-holes 15, which receive the column-bolts 4. By this construction the spring-seats serve to form ties between the side frames 7, so that they are firmly bound together at their lower edges through the medium of the seats and the column-bolts, while the inner ends of the spring-seats being interposed between the inner faces of the side frames resist independent movement of the side frames at their lower edges. Each of the spring-seats 13 is provided at its outer end on the under side with ribs 16, between which the lower truck-frame arch-bars 2 are seated and held from lateral movement.

17 designates the top ties which are seated on the transom side frames 7 at their ends and are provided with bolt-holes 18, that receive the column-bolts 4. These top ties through their connections to the side frames by the column-bolts serve to firmly bind the side frames together, so that the entire set of col-



umn-bolts will resist strain as a unit as a result of the presence of said ties and the spring-seats 13, located beneath them and also connected to the side frames, as explained. The  
 5 ties 17 extend over the ends of the bolster 5, as seen in Fig. II, and by so doing serve as guards to prevent the vertical displacement of the bolster in the event of undue upward  
 10 movement during service when the car equipped with the transom is in motion. The bolster being confined by said ties from undue movement is always maintained on the bolster-springs, and the springs are therefore  
 15 prevented from displacement by slipping from the spring-seat, as they are liable to in constructions wherein the vertical movement of the bolster is unlimited.

19 designates limitation-stops projecting from the inside faces of the side frames 7 near  
 20 their ends and by which the longitudinal play of the bolster is limited within the transom to prevent longitudinal displacement.

20 designates brake-hanger lugs carried by the transom side frames 7 to receive the con-  
 25 nection of hangers, by which the brake-rods of the car are supported.

In Figs. VII and VIII, I have shown a modification of the spring-seat. 7<sup>a</sup> in this modification designates one of the side frames, which  
 30 is provided with a slot 12<sup>a</sup>, located in a position corresponding to the lugs 12 of the side frames 7. 13<sup>a</sup> is a spring-seat which is provided at its inner ends with outwardly-extending arms 13<sup>b</sup>, which are adapted to  
 35 pass through said slots 12<sup>a</sup> for the support of the spring-seat in lieu of its support by the lugs 12.

The tie-plates 17 are each furnished with downwardly-extending flanges 17<sup>a</sup> at their  
 40 side edges. These flanges project beyond the top edges of the side frames 7, so as to embrace their flanges 8, and thereby serve to hold the side frames from twisting action under strain with respect to each other and pre-

vent the transom from becoming distorted under strain. 45

I claim as my invention—

1. The combination with arch-bars and a truck-transom, of guards extending across the top of said transom partly beneath the top  
 50 arch-bars and projecting inwardly from said top arch-bars to confine the ends of a bolster of a length approximately the width of space between said top arch-bars, whereby said bolster may be readily positioned within said  
 55 transom previous to the insertion of said guards.

2. In a truck-transom, the combination of a pair of side members to inclose a bolster, and guards detachably mounted upon said side  
 60 members to limit the vertical movement of said bolster, substantially as set forth.

3. In a truck-transom, the combination of a pair of side members in which a bolster is inclosed, ties connecting the upper edges of  
 65 said side members and projecting over the ends of said bolster, and stops projecting from the inner faces of said side members to limit the longitudinal movement of said bolster, substantially as set forth. 70

4. In a truck-transom, the combination of a pair of side members, means for uniting the lower edges of said members, ties uniting the upper edges of said members, and flanges projecting downwardly from said ties to embrace  
 75 said side members, substantially as set forth.

5. In a truck-transom, the combination of side members, spring-seats located at the lower edges of said side members, ties surmounting said side members and forming independent  
 80 and detachable guards, and column-bolts passing through said side members, spring-seats and ties, substantially as set forth.

CHARLES T. WESTLAKE.

In presence of—

E. S. KNIGHT,  
 M. P. SMITH.