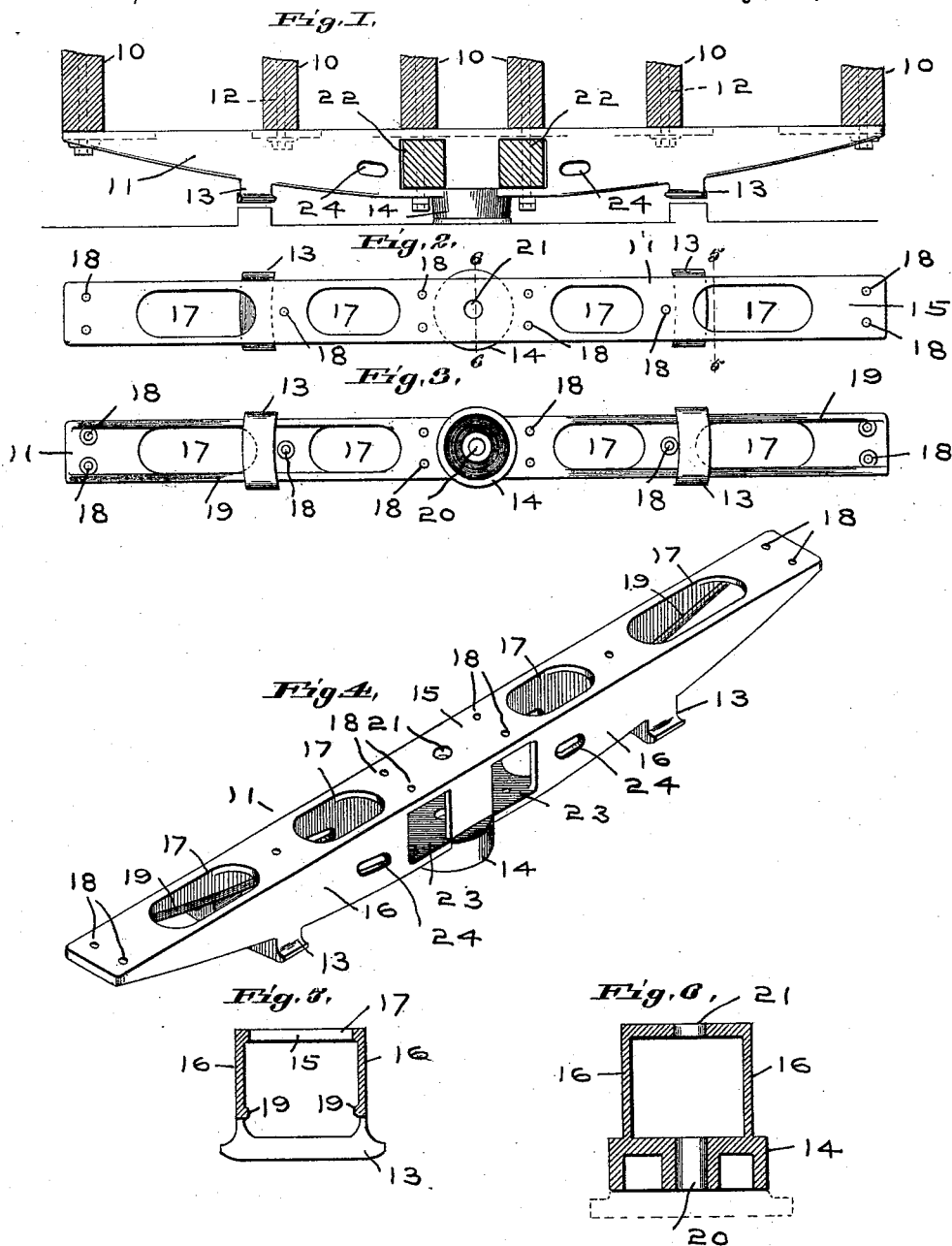


(No Model.)

T. C. SALVETER.
TRANSOM FOR CARS.

No. 523,378.

Patented July 24, 1894.



Witnesses:

R. H. Parks.
E. C. Vennell.

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UNITED STATES PATENT OFFICE.

THEODORE C. SALVETER, OF ST. CHARLES, MISSOURI.

TRANSOM FOR CARS.

SPECIFICATION forming part of Letters Patent No. 523,378, dated July 24, 1894.

Application filed February 9, 1894. Serial No. 499,632. (No model.)

To all whom it may concern:

Be it known that I, THEODORE C. SALVETER, a citizen of the United States, residing at St. Charles, Missouri, have invented certain new and useful Improvements in Transoms for Cars, of which the following is such a full, clear, and exact description as will enable any one skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification.

The object of my invention is to construct a transom for cars which shall be strong, durable and light.

15 The invention consists in a transom for cars having the two side bearings, center plate and top and bottom made or cast in a single piece.

20 The invention will be best understood by referring to the accompanying drawings, in which—

Figure 1 is a front elevation of a transom for cars, made in accordance with my invention. Fig. 2 is a top plan view thereof, with 25 the sills of the cars shown in Fig. 1 removed. Fig. 3 is a bottom plan view of the same. Fig. 4 is an isometric view of the transom. Figs. 5 and 6 are detail views on an enlarged scale on the lines 5, 5, and 6, 6, respectively, of Fig. 2.

30 The same marks of reference indicate the same parts throughout the several views.

10 are the sills of the car, and 11 the transom secured to the sills by bolts 12.

35 13, 13 are the side bearings of the transom; 14 the center plate; 15 the top, and 16 the sides and lower parts of the transom.

The top of the transom may be cut away at 17 to secure lightness if desirable. The top 15 of the transom cut away as described, 40 is cast or made integral with side pieces 16, which preferably have a ridge or lip 19 projecting inwardly to secure additional strength. The side bearings 13 are also cast integral with the sides 16 of the transom, and serve not 45 only as side bearings, but firmly tie the sides 16 of the transom together at the bottom. The transom is provided with suitable bolt holes 18 to receive the bolts 12 which secure the transom to the sills of the car. The cen-

ter plate 14 is likewise cast or made integral 50 with the side pieces 16, and has a perforation 20 therethrough to receive the king-bolt (not shown) which also passes through a perforation 21 in the top 15 of the transom.

22, 22 are the draft-sills which pass through 55 apertures 23 in the sides of the transom at each side of the center thereof.

24 are slots or cut-away places, in the sides 18 of the transom to permit bolts to pass 60 therethrough.

Having fully set forth my invention, what I desire to claim and secure by Letters Patent of the United States as my invention is—

1. A transom for cars consisting of a single continuous top plate having a side piece de- 65 pending from each edge and forming a channel iron, open at its bottom, except at the part adjoining the center-plate, such side pieces tapering from the center to the ends thereof, a center plate and side bearings 70 formed on such transom and connecting said side pieces together, substantially as shown and described.

2. A transom for cars consisting of a top plate having a side piece depending from 75 each edge and forming a channel iron, a center plate and side bearings formed on such transom and connecting such side pieces together, and apertures in the side pieces of the transom for the reception of the draft-sills, 80 substantially as shown and described.

3. A transom for cars consisting of a top plate having a side piece depending from each edge and forming a channel iron, a center 85 plate and side bearings formed on such transom and connecting such side pieces together, and openings formed in the top plate and side pieces making the transom less rigid, substantially as shown and described.

In testimony whereof I have hereunto set 90 my hand and affixed my seal, this 7th day of February, 1894, in the presence of the two subscribing witnesses.

THEODORE C. SALVETER. [L. S.]

Witnesses:

JOHN F. GREEN,
R. H. PARKS.