No. 824,124. PATENTED JUNE 26, 1906.

P. M. KILROY.

COMBINATION CAST STEEL TRANSOM, DRAFT SILL, AND DEAD WOOD.

APPLICATION FILED SEPT. 20, 1905.

FIG. 1.

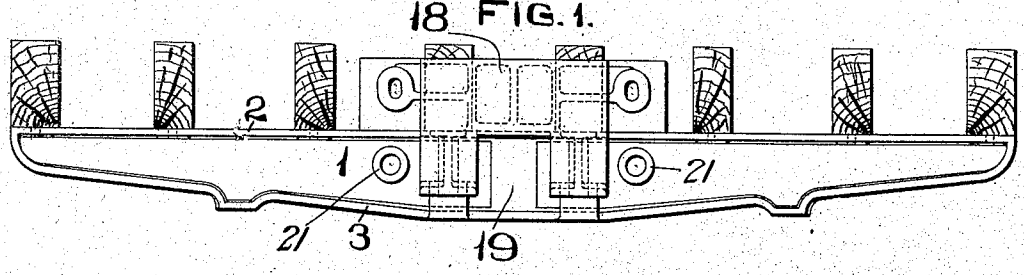


FIG. 2.

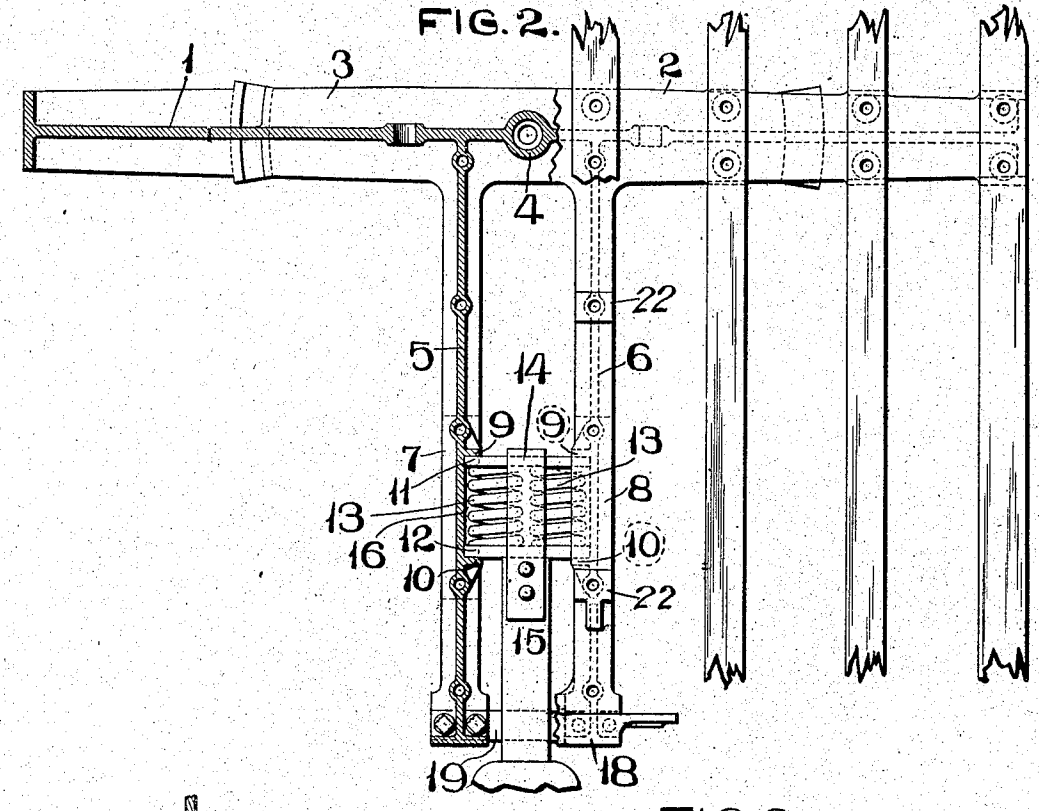
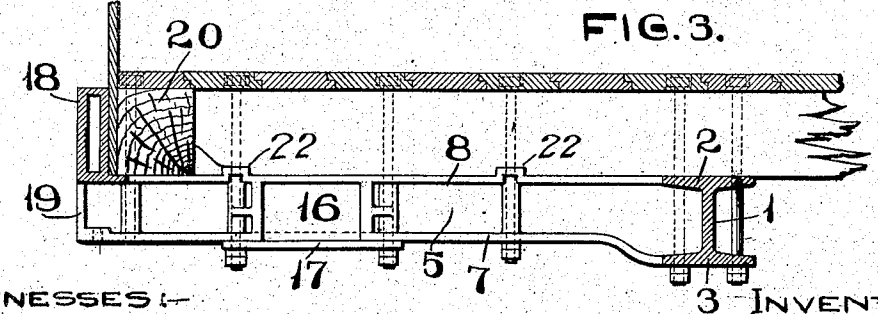


FIG. 3.



WITNESSES:—

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UNITED STATES PATENT OFFICE.

PATRICK M. KILROY, OF PINE BLUFF, ARKANSAS, ASSIGNOR OF ONE-THIRD TO THOMAS E. ADAMS AND ONE-THIRD TO JOHN E. BROWN, OF PINE BLUFF, ARKANSAS.

COMBINATION CAST-STEEL TRANSOM, DRAFT-SILL, AND DEAD-WOOD.

No. 824,124. Specification of Letters Patent. Patented June 26, 1906.

Application filed September 20, 1905. Serial No. 279,279.

To all whom it may concern:

Be it known that I, PATRICK M. KILROY, a citizen of the United States, residing at Pine Bluff, Arkansas, have invented a certain new and useful Improvement in a Combination Cast-Steel Transom, Draft-Sill, and Dead-Wood, of which the following is a full, clear, and exact description, such as will enable others 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, in which—

Figure 1 is a view in elevation of my invention. Fig. 2 is a view, partly in top plan and partly in section; and Fig. 3 is a longitudinal sectional view through the same.

This invention relates to a combination cast-steel transom, draft-sills, and dead-wood.

One of the objects of the invention is to cast the transom or body-bolster and the draft-sill in a single piece, as well as what might properly be termed the "dead-wood" casting, which casting takes the place of the ordinary dead-wood on the end of the car.

In the drawings the transom or body-bolster consists of a cast-metal structure having a central web 1, connecting the upper chord 2 and the lower chord 3, which comprise horizontal flanges. In the center of the transom is a tubular portion 4, surrounding the king-bolt opening, such as is common in all classes of bolsters. Projecting forwardly from the web 1 are two parallel draft-sills 5 and 6, having bottom flanges 7 and top flanges 8, so that the structure in cross-section is approximately **I**-shaped. Intermediate the ends of the draft-sills are inwardly-projecting lugs 9 and 10. These lugs might properly be termed "spring-confining" lugs, in that they form abutments against which the followers 11 and 12 may rest when the spring 13 is expanded. A yoke 14 passes around the followers and is secured to the draw-bar 15 of the coupler, and a plate 17 is connected to the bottom flanges of the draft-sills below the followers. The forward ends of the draft-sills are connected by the **U**-shaped block 18, leaving an opening 19, through which the draw-bar may project. The block extends upwardly to form a buffer, which is in front of the end sill 20 and is adapted to receive the shocks and relieve the strains on the end sill of the car. The entire structure may be cast of a single piece and may easily be applied to and detached from the car in any convenient manner.

21 designates perforations or openings in the web 1, which openings are provided to permit the passage of truss-rods through the web 1, so that said truss-rods may be secured to the dead-wood casting.

22 designates lugs which are provided on the upper edges of the draft-sills for engagement with the adjacent recesses in the center sill members.

Having thus described the invention, what is claimed as new, and desired to be secured by Letters Patent, is—

A single casting comprising a body-bolster of **I**-beam form having a king-bolt opening, parallel draft-sills integral with the body-bolster and on the respective sides of the opening, and dead-wood blocks carried by said draft-sills and extending above said sills, in combination with an end sill resting on the upper edges of the draft-sills in the rear of the dead-wood blocks; substantially as described.

In testimony whereof I hereunto affix my signature, in the presence of two witnesses, this 18th day of September, 1905.

P. M. KILROY.

Witnesses:

CORA M. BADGER,

GEORGE BAKEWELL.