

No. 788,687.

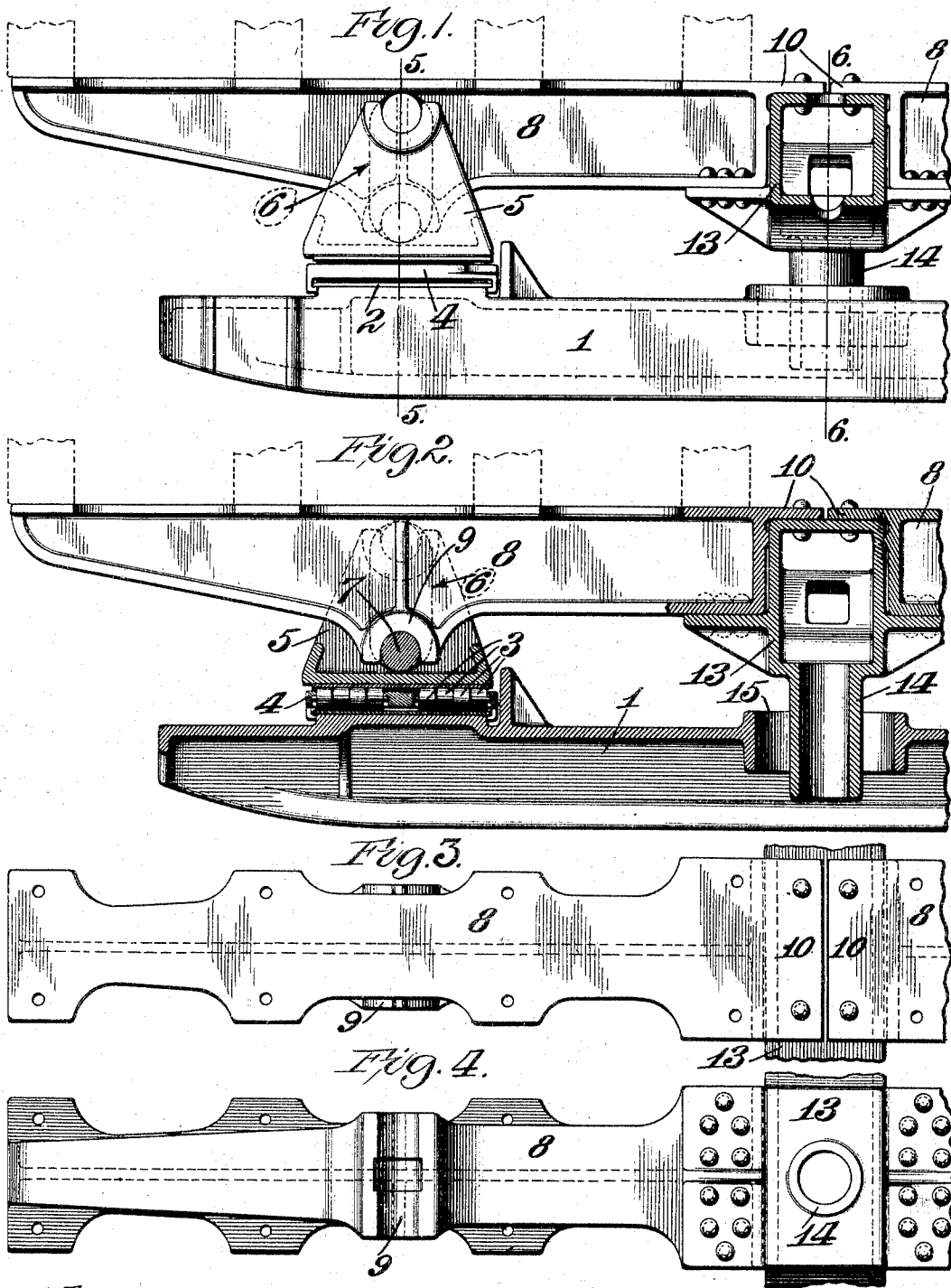
PATENTED MAY 2, 1905.

J. C. WANDS.

TRANSOM OR BODY BOLSTER FOR RAILWAY CARS.

APPLICATION FILED FEB. 27, 1905.

2 SHEETS—SHEET 1.



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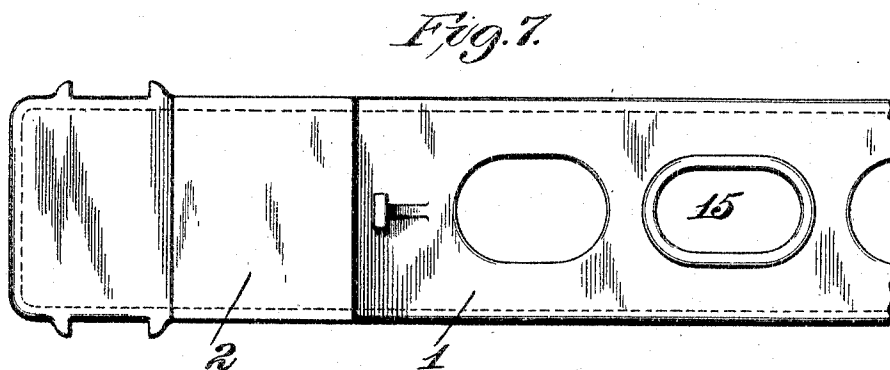
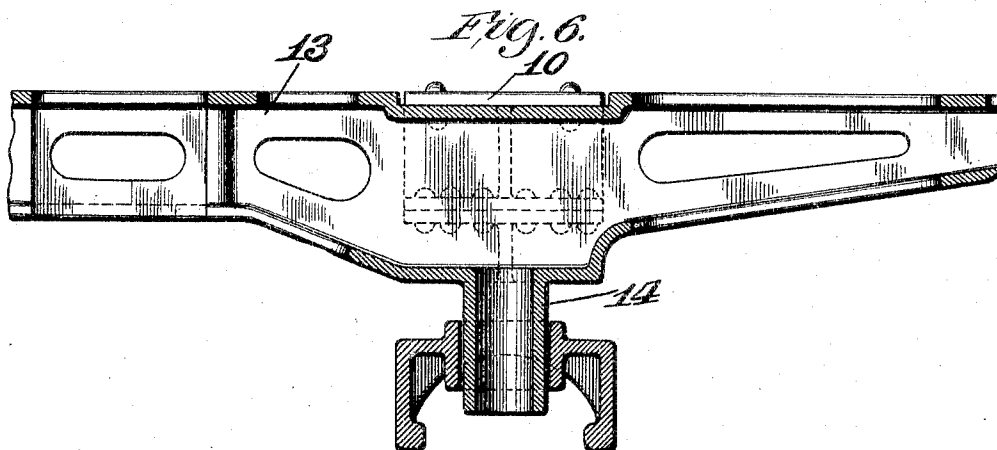
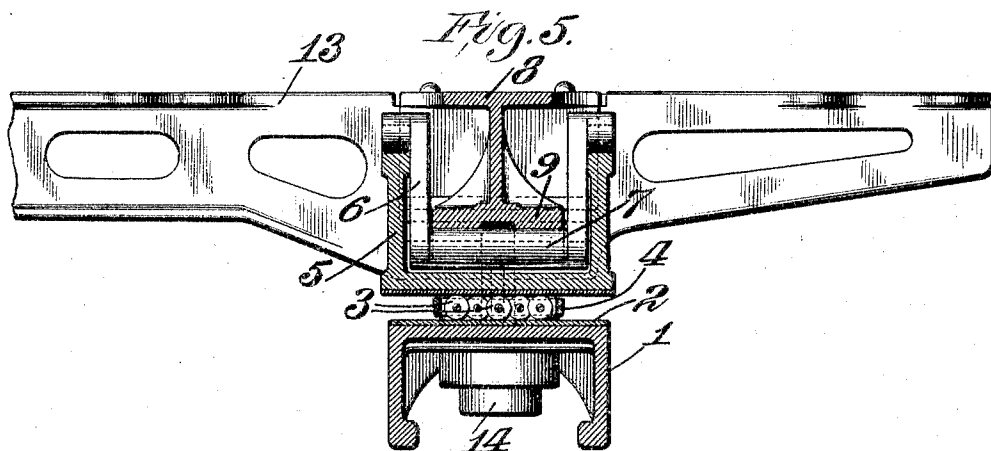
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2 SHEETS—SHEET 2.



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UNITED STATES PATENT OFFICE.

JOHN C. WANDS, OF ST. LOUIS, MISSOURI.

TRANSOM OR BODY-BOLSTER FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 788,687, dated May 2, 1905.

Application filed February 27, 1905. Serial No. 247,560.

To all whom it may concern:

Be it known that I, JOHN C. WANDS, a citizen of the United States, residing at St. Louis, Missouri, have invented a certain new and useful Improvement in Transoms or Body-Bolsters for Railway-Cars, 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 an elevational view of my improved body-transom. Fig. 2 is a sectional view through the same. Fig. 3 is a plan view of the same. Fig. 4 is a bottom plan view. Fig. 5 is a sectional view on the line 5 5 of Fig. 1. Fig. 6 is a sectional view on the line 6 6 of Fig. 1, and Fig. 7 is a plan view of the truck-bolster.

This invention relates to a new and useful improvement in body-transoms for railway-cars, the object being to so construct the transom that the car-body is swingingly supported above the truck-bolster on frictionless side bearings, whereby the truck may freely swing to take curves. Incidental to the above the transom or body-bolster is made up of parts or sections which are connected to a centrally-arranged longitudinally-disposed member carrying a swiveling post fitted in a laterally-elongated slot in the truck-bolster, whereby the car is free to swing or move laterally. This centrally-arranged longitudinally-disposed member is preferably extended outwardly to the end sill, so as to provide a mount for the draft-rigging, and in order to add rigidity to the car-body at its point of support the said member is extended inwardly some distance beyond the transom or body-bolster.

With these objects in view the invention consists in the construction, arrangement, and combination of the several parts, all as will be hereinafter described and afterward pointed out in the claims.

In the drawings, 1 indicates the truck-bolster, having track-plates 2 near each end thereof, upon which track-plates are mounted anti-

friction-rollers 3, nested in a suitable carrier-frame 4, whereby their relation to each other is preserved.

5 indicates a pedestal mounted on the anti-friction-rollers, said pedestal having bearings in its upper end, in which is mounted a swinging hanger 6, said hanger having a bearing 7 at its lower end.

8 indicates a section of the body-bolster, said section having a bearing portion 9 fitting upon the hanger-bearing 7. The inner end of this body-bolster section 8 is formed with an attaching-flange 10, which fits in a seat provided on the upper face of the middle casting. The member 8 of the body-bolster supports the usual center, side, and intermediate sills, as shown in Fig. 1.

13 indicates the middle casting before referred to, which at the point above the truck-bolster is provided with a depending swiveling post 14, received by a laterally-elongated slot 15 in the truck-bolster 1. This casting 13 consists, essentially, of a box-like casting having bracket extensions to which are riveted the lower flanges of the transom members 8. This middle casting extends forwardly to the end sills of the car and may be provided with depending cheek-plates for the reception of the draft-rigging. This middle casting also extends rearwardly or inwardly beyond the swiveling post for the purpose of adding rigidity to the structure.

I am aware that minor changes in the construction, arrangement, and combination of the several parts of my device can be made and substituted for those herein shown and described without in the least departing from the nature and principle of my invention.

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

1. The combination with a truck-bolster, of anti-friction devices mounted thereon, pedestals arranged upon said anti-friction devices, hangers carried by said pedestals, and a sectional body-bolster mounted upon said hangers; substantially as described.

2. The combination with a truck-bolster, of

antifriction devices mounted thereon and designed to travel across the face of the same, pedestals carried by said antifriction devices, laterally-movable hangers mounted in said pedestals, members of the body-bolster which are carried by said hangers, and a centrally-arranged casting to which the members of the body-bolster are secured; substantially as described.

10 3. The combination with laterally-movable hangers, of traveling supports therefor, body-bolster members mounted on said hangers, a centrally-arranged casting to which said members are secured, and a swiveling-post depending from said centrally-arranged member;
15 substantially as described.

20 4. The combination of laterally-movable hangers, traveling supports therefor, body-bolster members mounted on said hangers, and a centrally-arranged casting to which said members are secured, said casting being ex-

tended forwardly to provide a mount for the draft-rigging; substantially as described.

5. The combination with laterally-movable hangers, of traveling supports therefor, body-bolster members mounted on said hangers, a centrally-arranged casting to which said members are secured, said casting carrying a swiveling post and being extended forwardly to provide a mount for the draft-rigging, and a truck-bolster over which said hanger-supports travel, said truck-bolster having a laterally-elongated slot for the reception of said swiveling post; substantially as described.

In testimony whereof I hereunto affix my signature, in the presence of two witnesses, this 20th day of February, 1905.

JOHN C. WANDS.

Witnesses:

ED. H. MILLER,
J. R. McCLEERY.