

D. H. DOTTERER.

Railway Car.

No. 46,341.

Patented Feb 14, 1865.

Fig. 1.

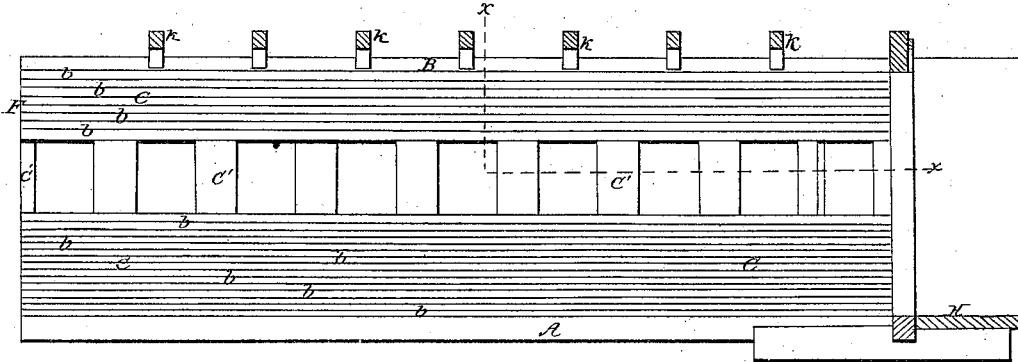


Fig. 2.

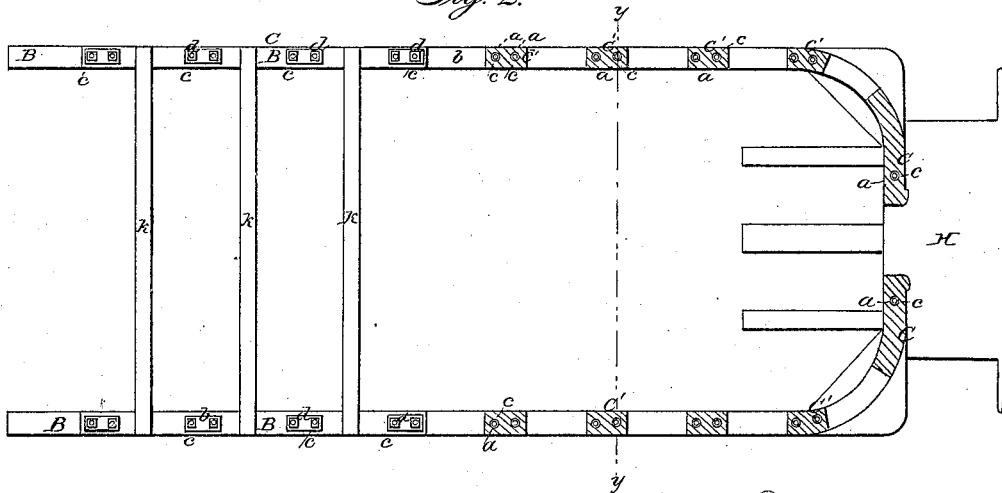


Fig. 3.

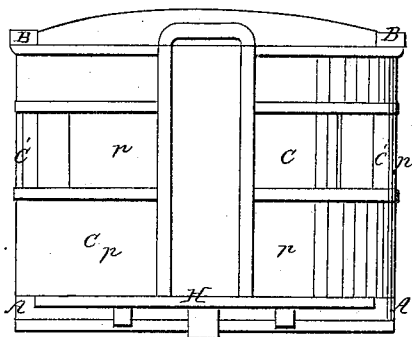
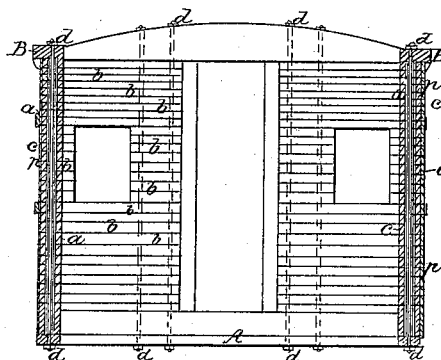


Fig. 4.



Witnesses:

W. D. Campbell
C. Schaefer

Inventor:

Davis H. Dotterer
by
Mason Russell Hemenway

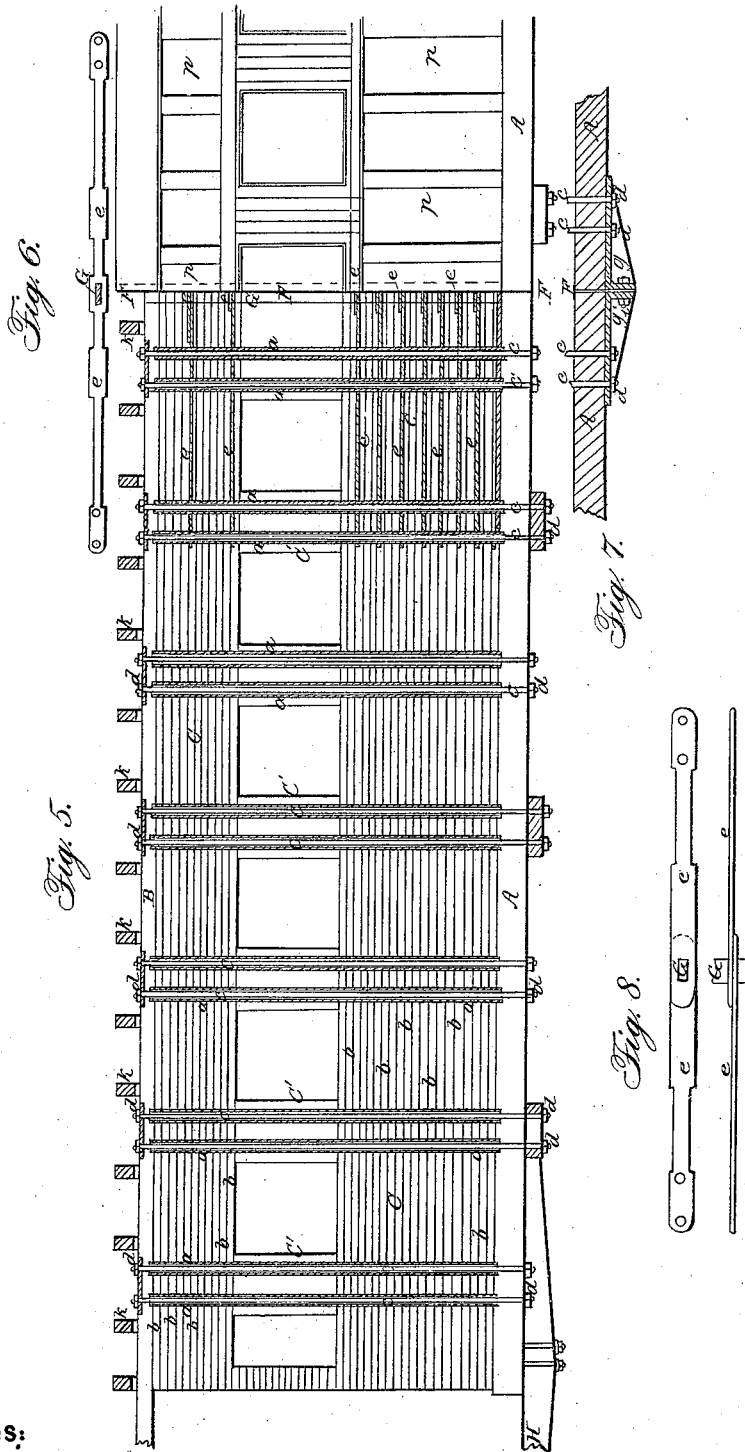
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2 Sheets—Sheet 2.

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R. T. Campbell
E. Schaefer

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Davis H. Dotterer
by his atty
Mason Hamill Schumaker

UNITED STATES PATENT OFFICE.

DAVIS H. DOTTERER, OF PHILADELPHIA, PENNSYLVANIA.

IMPROVEMENT IN CONSTRUCTION OF RAILWAY-CARS.

Specification forming part of Letters Patent No. **46,341**, dated February 14, 1865.

To all whom it may concern:

Be it known that I, DAVIS H. DOTTERER, of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented a new and Improved Transom; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a vertical longitudinal section through my transom. Fig. 2 is a top view of Fig. 1. Fig. 3 is the metallic center plate.

Similar letters of reference indicate corresponding parts in the several figures.

The nature of my invention consists in the employment of vertically-adjustable braces, in conjunction with diagonal trussed braces, for the purpose of sustaining the car-body and enabling me to counteract all sagging of the parts, as will be hereinafter described.

To enable others skilled in the art to understand my invention, I will describe its construction and operation.

In the accompanying drawings, A A represent the sills of a car-body, which are mortised or otherwise secured upon the extreme ends of the beam B. This beam extends transversely across the car-body, and has a center plate, C, secured to its bottom side in a very firm manner, bolts *a a* being used for this purpose. The central hole, *b*, through this center plate, together with the annular flanged portion *c*, are used, in conjunction with pins, for connecting the parts to a truck, so that there will be a central pivoted bearing for the car-body. Directly above the beam B is another beam, D, which is supported upon two trusses, E E, the upper ends of which are recessed into the beam or bolster B, so that they will abut against shoulders *e e*. The lower ends or opposite ends of the trusses abut against a solid block, *f*, of the center plate, C, which block is recessed

into the beam B, as shown clearly in Fig. 1. These lower ends of the trusses are recessed into the beam B, the recesses being formed large enough to freely admit the ends of the bolsters.

At or near both ends of the beams B D are vertical rods *g g*, which pass through both beams, and receive nuts on their ends by which to set the several parts B, E E, and B firmly together.

By this form of transom it will be seen that the weight upon it will be transferred through the diagonal braces or trusses E E to the center plate, C. The rods *g g* constitute suspenders for sustaining the beam B and preventing its ends from sagging, and these rods also serve as means for adjusting the transom and keeping it always in proper shape, for it will be seen that by screwing up the nuts on the bolts *g g* the ends of the beam D will be drawn down and the center of the beam B will at the same time be depressed, thereby raising the car-body. By reversing or turning upside down the trussed transom above described it will apply equally well to a truck.

I am aware that body-bolsters for railroad-cars have been constructed with trusses for transferring the load from the sides or ends of the bolsters to the center thereof, and also that bars or rods have been employed in conjunction therewith for the purpose of tying the trussed frame together; but I do not claim this arrangement as my invention.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

The combination of beams B and D, trussed braces E E, and vertically-adjustable suspension-rods *g g*, substantially as described.

D. H. DOTTERER.

Witnesses:

SAMUEL F. ALLEN,

AUGUSTINE E. COSTELLO.