

(No Model.)

B. BRIODY & G. W. McHALE.

PEDESTAL FOR RAILWAY CARS.

No. 312,079.

Patented Feb. 10, 1885.

Fig. 1.

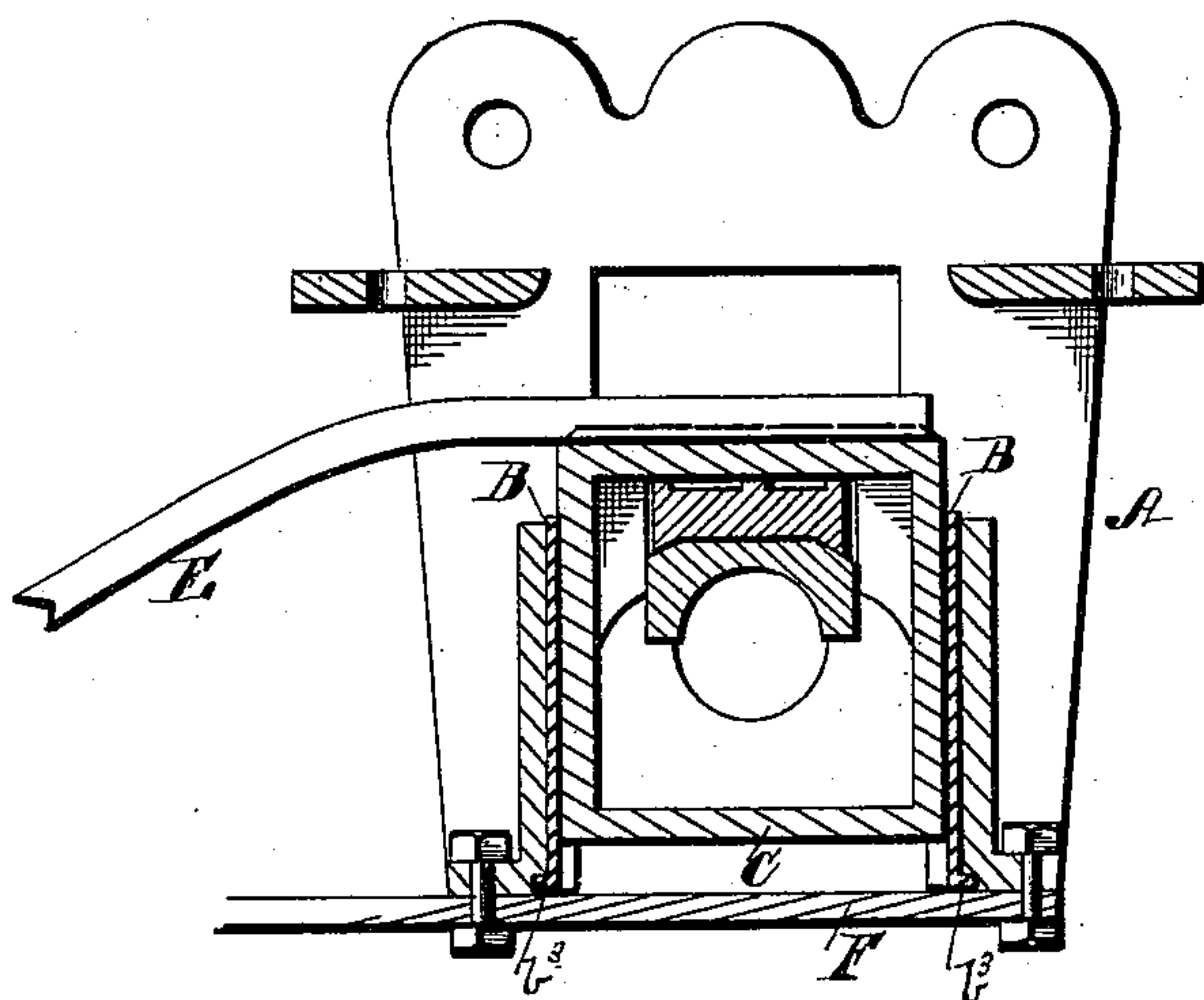


Fig. 2.

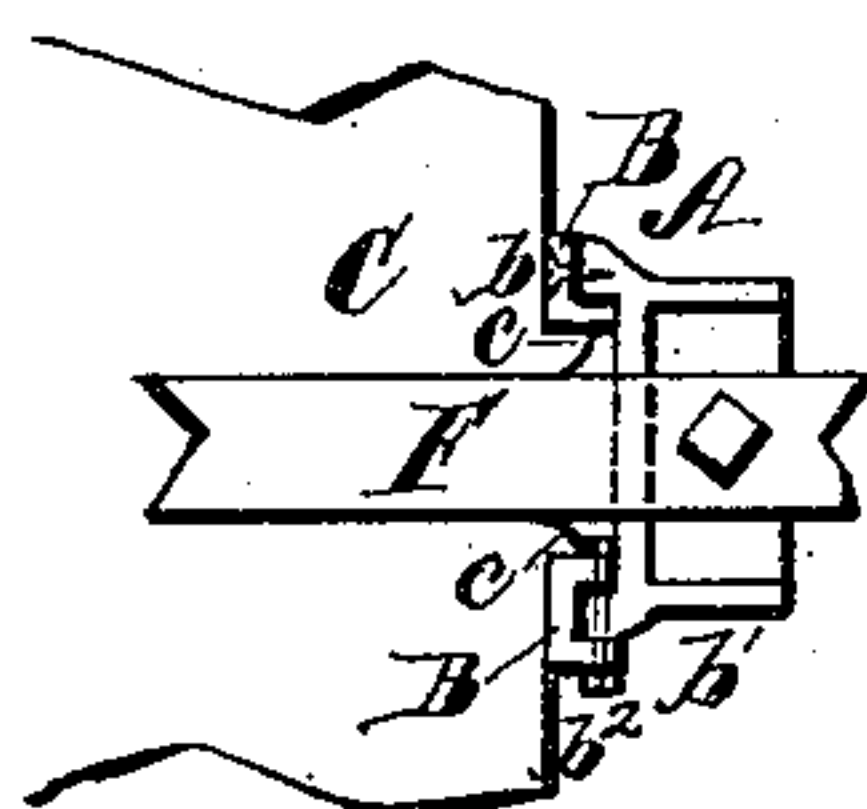
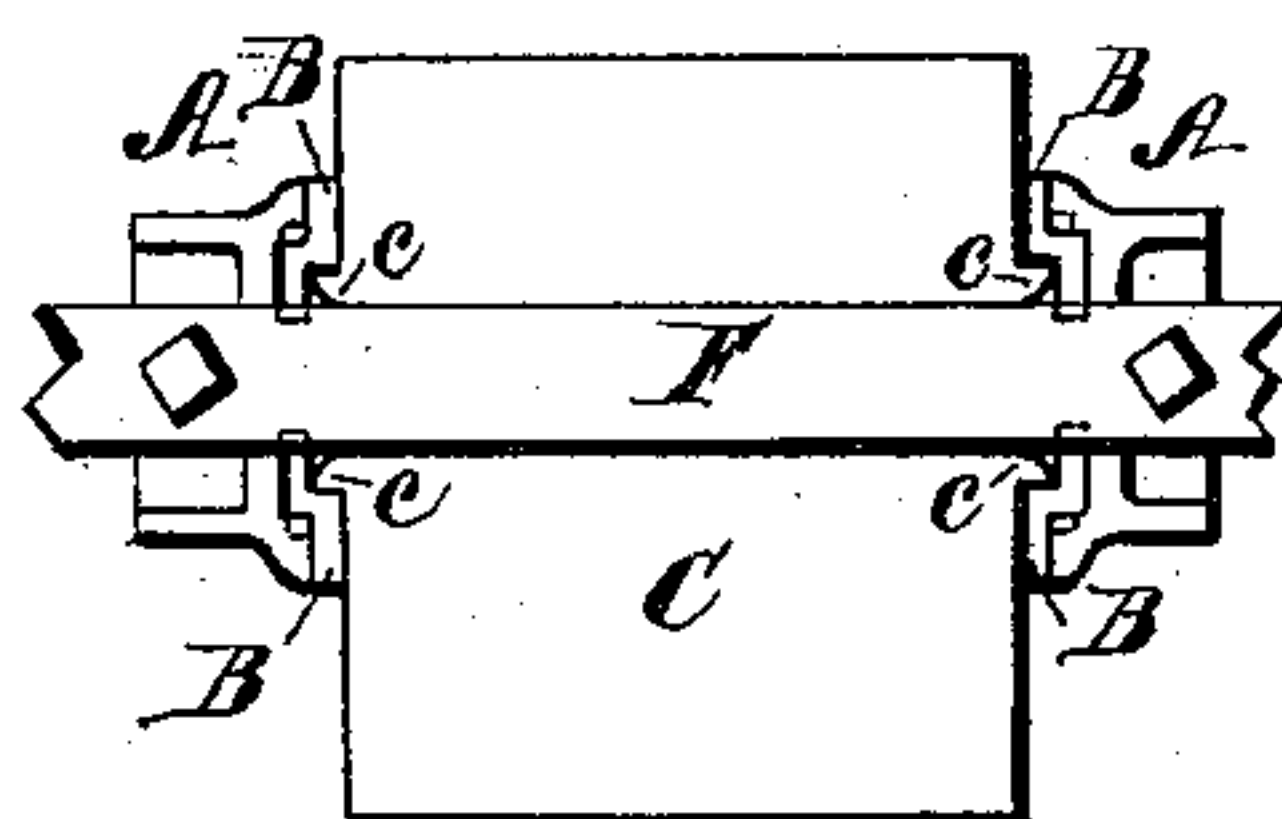


Fig. 3.

WITNESSES

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# UNITED STATES PATENT OFFICE.

BARNAD BRIODY AND GEORGE W. McHALE, OF DETROIT, MICHIGAN, AS-  
SIGNORS OF ONE-THIRD TO WILLIAM E. LENNANE, OF SAME PLACE.

## PEDESTAL FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 312,079, dated February 10, 1885.

Application filed October 22, 1884. (No model.)

*To all whom it may concern:*

Be it known that we, BARNAD BRIODY and GEORGE W. McHALE, of Detroit, county of Wayne, State of Michigan, have invented a new and useful Improvement in Pedestals for Railway-Cars; and we do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawings, which form a part of this specification.

Our invention consists of the combinations of devices and appliances hereinafter specified, and more particularly pointed out in the claims.

Our invention has for its object certain new and useful improvements in pedestals for railway-cars, such as are employed to support the axles of the trucks, and in which their boxes are located.

It is a well-known fact among railroad men that the working of the boxes in the pedestals causes the pedestals to wear unevenly, and to such an extent that in a few months, at most, for cars in ordinary use, the pedestals must be taken off and replaced by new ones, and the old ones, in consequence of the wear, have heretofore been broken up, necessitating a considerable waste and expense, the operation of replacing the pedestals taking a considerable amount of time. This wear comes upon the sides of the pedestals adjacent to the boxes. This may result from the ordinary jolting of the car, and the consequent swaying of the boxes in the pedestals, which occurs, also, especially in going around curves, and when the brakes are applied, forcing the boxes against one side of the pedestal, in consequence of which the oil-boxes also wear, so that they tip and wear the brasses upon the journals, necessitating the renewal of the brasses as well as the pedestals and oil-boxes.

It is the object of our invention to remedy these difficulties by the means hereinafter described and claimed.

In the drawings, Figure 1 is a vertical section of a pedestal with its oil-box, illustrating our invention, showing parts in elevation. Fig. 2 is an inverted plan view. Fig. 3 is a modification.

We carry out our invention as follows: A represents the pedestals, which may be constructed in the usual manner, except that they are grooved to receive our improved wearing-plates B. C is the ordinary oil-box; D, the ordinary brass of the journal-bearing. E is the usual equalizer. F is the stretcher or stringer which supports the oil-box in the pedestal. In the construction of new pedestals they are cast to receive the wearing-plates B upon the sides of the boxes. These wearing-plates are preferably four in number, as shown more fully in Fig. 2, there being two upon a side. These plates are preferably made angular, as shown, the lugs *c* of the oil-boxes presenting a wearing-face at right angles to the sides of said boxes. By constructing the wearing-plates angular they receive the wear of the lugs as well as of the sides of the boxes.

We do not of course confine ourselves to the formation of new pedestals with our improved wearing-plates, as old pedestals which have been worn and become unfit for use, as heretofore employed, may have their worn edges planed down and straightened to receive our improved wearing-plates, and when these plates have been thus applied the oil-box and brasses are straightened up and trued again, and in this manner the old pedestals become as good as new, effecting a large saving. These wearing-plates may be secured in place in any suitable manner, as we do not confine ourselves to any particular method. We find it most convenient to construct them so as to rest at their lower ends upon the stretcher F, when in place, which will hold them in position when they are to be applied or renewed. By disconnecting the stretcher-bar they may be removed or inserted readily and the stretcher be again secured in place in a very little time.

As shown in Fig. 3, the wearing-plates may be secured in place by a countersunk screw, as shown at *b*, on the inside adjacent to the box, or the wearing-plate may be provided with a flange, *b'*, so that it may be secured by a bolt, *b''*, upon the outside of the pedestal.

The wearing-plate, being constructed in any suitable shape, may have various methods of fastenings.



It will be more convenient for repair purposes to secure the wearing-plates in place by means of screws; but in new pedestals we prefer to secure them by means of the stretcher.

5 By the employment of our improved pedestals the brasses are prevented from wearing thinner upon one end than the other, the oil-box may be kept true, and a great saving effected, as the same pedestals may be employed  
10 for an indefinite length of time, the only thing required being to renew the wearing-plates occasionally, as circumstances may demand, which may be done economically and readily.

The wearing-plates may be prevented from  
15 working up in any desired way—as, for instance, the pedestal may be cut away on its lower end sufficiently to receive a lug,  $b^3$ , upon the plate.

What we claim is—

20 1. The combination, with the pedestal A and box C, formed with lugs  $c$ , of the removable wearing-plates B, fitting within recesses in said pedestal, and formed angular, as

shown, to receive the wear of said lugs as well as the sides of said box, substantially as 25 described.

2. The combination, with the pedestal A and box C, of the removable wearing plates B, formed at their lower ends with lugs  $b^3$ , fitting in recesses in the pedestal, substantially as 30 described.

3. The combination, with the recessed pedestal A and box C, formed with lugs  $c$ , of the removable wearing-plates B, fitting within the recessed pedestal, and formed angular, as 35 shown, to receive the wear of the sides of said box and of lugs, and provided at their lower ends with lugs  $b^3$ , to fit in recesses in the pedestal, substantially as described.

In testimony whereof we sign this specification in the presence of two witnesses. 40

BARNAD BRIODY.

GEORGE W. McHALE.

Witnesses:

N. S. WRIGHT,

M. B. O'DOGHERTY.