

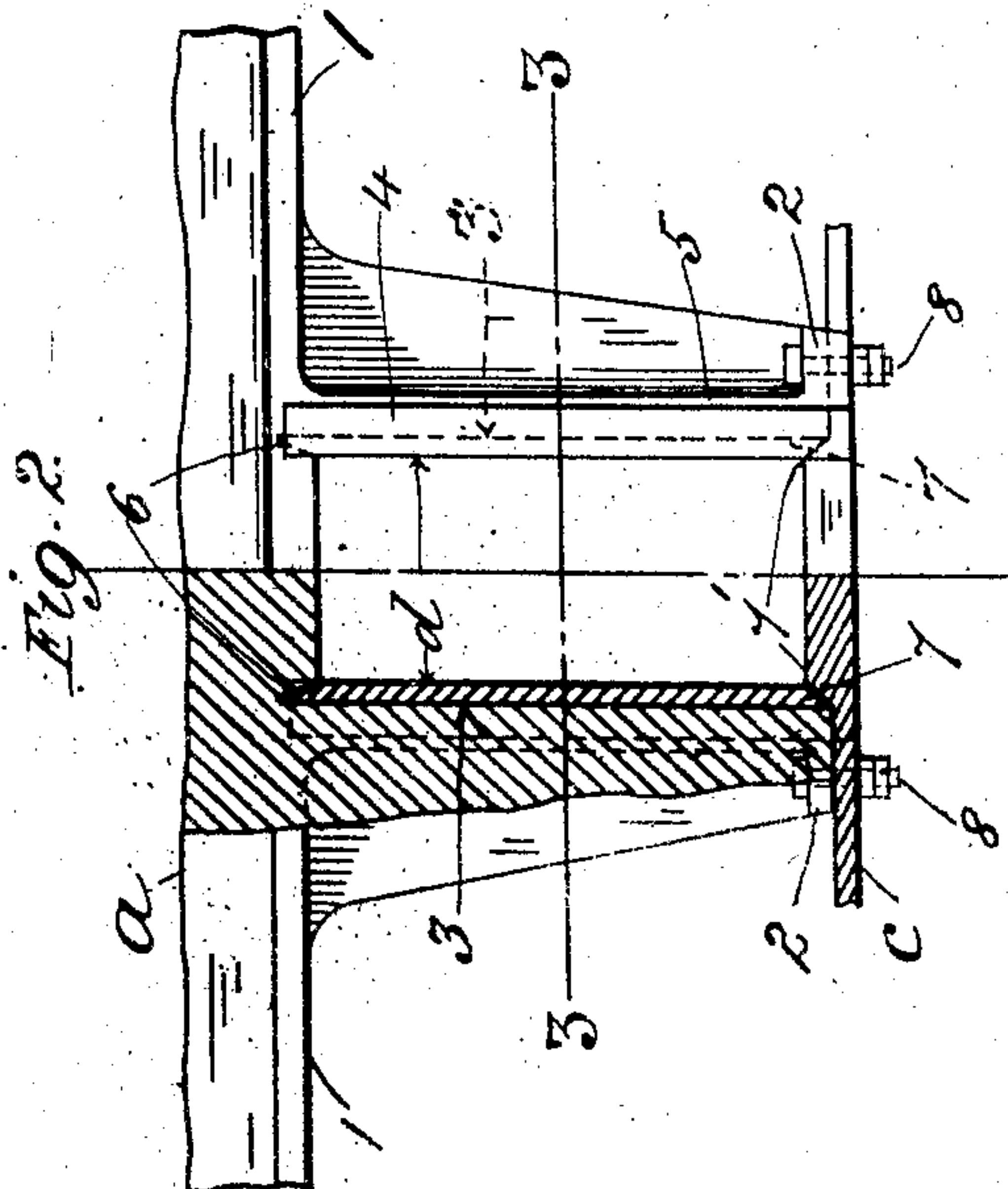
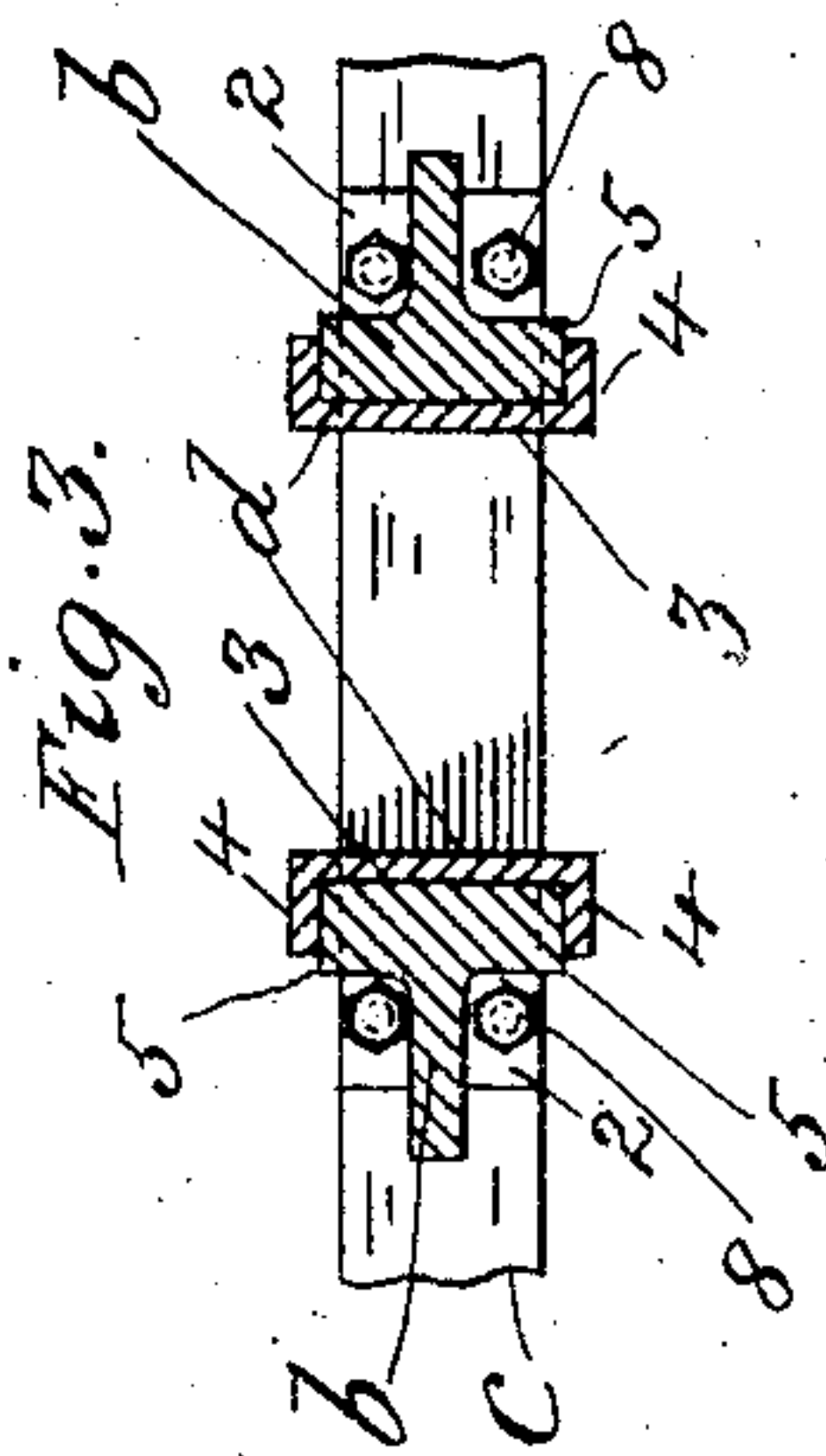
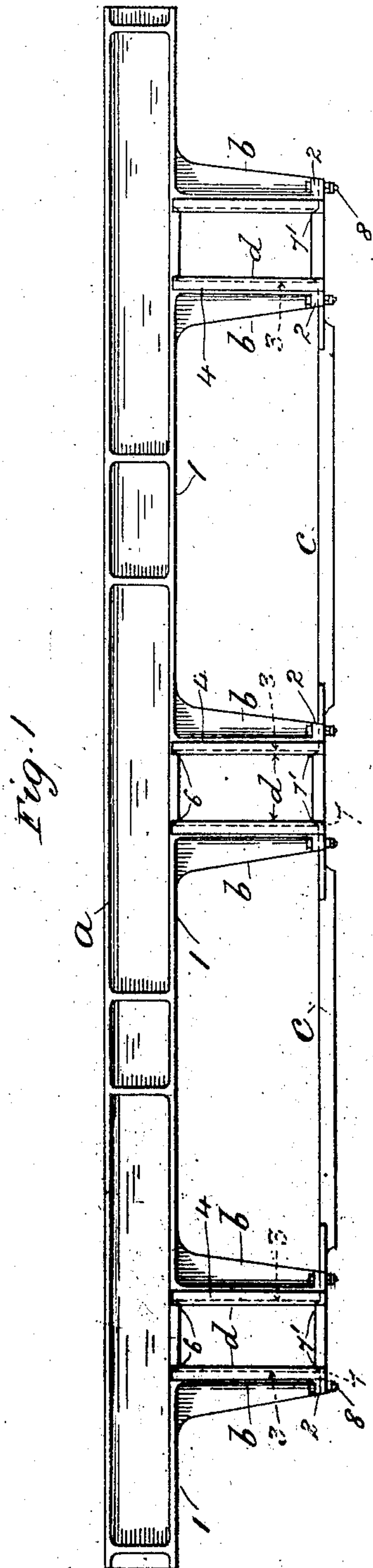
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H. M. PFLAGER & C. H. HOWARD.

PEDESTAL FOR CAR TRUCKS.

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UNITED STATES PATENT OFFICE.

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PEDESTAL FOR CAR-TRUCKS.

SPECIFICATION forming part of Letters Patent No. 780,617, dated January 24, 1905.

Application filed September 6, 1904. Serial No. 223,436.

To all whom it may concern:

Be it known that we, HARRY M. PFLAGER and CLARENCE H. HOWARD, citizens of the United States, residing at St. Louis, in the State of Missouri, have invented a new and useful Improvement in Pedestals for Car-Trucks, of which the following is a specification.

Our invention relates particularly to the pedestals of a car-truck in which the pedestal-horns are cast integral with the wheel-pieces, and has for its object to prevent the wear of the faces of the pedestal-horns and to provide wearing-plates therefor which can be readily and quickly fixed and removed without the use of bolts, screws, or rivets.

The invention consists in features of novelty, as hereinafter described and claimed, reference being had to the accompanying drawings, forming part of this specification, whereon—

Figure 1 is a side elevation of one of the wheel-pieces of a six-wheeled car-truck frame having the pedestals constructed according to our invention integral therewith; Fig. 2, a sectional side view, to enlarged scale, of one of the pedestals seen in Fig. 1, combined with the wheel-piece, broken away; and Fig. 3, a horizontal section thereof on line 3-3 in Fig. 2. Like letters and numerals of reference denote like parts in all the figures.

a represents one of the wheel-pieces of a six-wheeled car-truck frame. The wheel-piece *a* in the present case is preferably I-shaped in cross-section, composed of cast-steel integral throughout and having the pedestal-horns *b* integral therewith. The pedestal-horns *b*, which are preferably T-shaped in horizontal section and united at the top to the bottom flanges 1 of the wheel-piece *a*, are connected together at their lower flanged ends 2 by the pedestal tie-bar *c* in the usual manner. The opposite jaw-faces 3 of each pair of pedestal-horn *b* are provided, respectively, with a re-

movable face or wearing plate *d*, having, preferably, on its upright side edges flanges 4, which overlap the corresponding side edges 5 of the pedestal-horn *b*, the journal-box (not shown) of the car-truck being adapted to slide vertically between the opposite plates *d* in a similar manner to the faces of the ordinary pedestal-horns.

For securing the plates *d* to the faces 3 of the pedestal-horns *b* each plate *d* is beveled at its upper and lower ends 6 7, respectively, the upper beveled end 6 being let into a correspondingly-shaped recess formed in the under side 1 of the wheel-piece *a* (or top of the pedestal-jaw) and the lower beveled end 7 engaged by a correspondingly-shaped shoulder 7', formed on the upper side of the pedestal tie-bar *c* thereat between the plates *d*, so that when the pedestal tie-bar *c* is tightened home against the lower flanged ends 2 of the pedestal-horns *b* by the bolts 8 the plates *d* are thereby forced against the faces 3 and firmly held thereto without bolts, screws, or rivets.

By this invention the faces 3 of the pedestal-horns *b* are protected from wear, and when a plate *d* becomes worn from the vertical sliding play of the journal-box it can be quickly removed and renewed or lined up. Moreover, owing to the absence of counter-sunk bolt or rivet heads in the faces of the plates *d* the constant smoothness and truth of these faces is insured.

It is to be here noted that although the wearing-plates *d* are shown on the drawings as applied to the faces 3, which are entirely closed across the pedestal-horns *b* for the full depth thereof, they may be applied with a slightly-modified form to the ordinary pedestal-horns having openings therethrough for the pedestal tie-bars.

What we claim as our invention, and desire to secure by Letters Patent, is—

In a car-truck, the combination with a wheel-

piece, and the pedestal tie-bar, of two opposite pedestal-horns, a plate beveled at each end and adapted to bear against the jaw-face of each of the said horns, one of the said ends being let into a recess in the wheel-piece, and the other end engaged by a shoulder on the said bar, and means for fixing the said bar to

the pedestal-horns, substantially as described and for the purpose set forth.

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