

No. 805,940.

PATENTED NOV. 28, 1905.

R. C. WRIGHT & F. E. STEBBINS.  
CAR TRUCK FRAME AND PEDESTAL.

APPLICATION FILED AUG. 31, 1904.

4 SHEETS—SHEET 1.

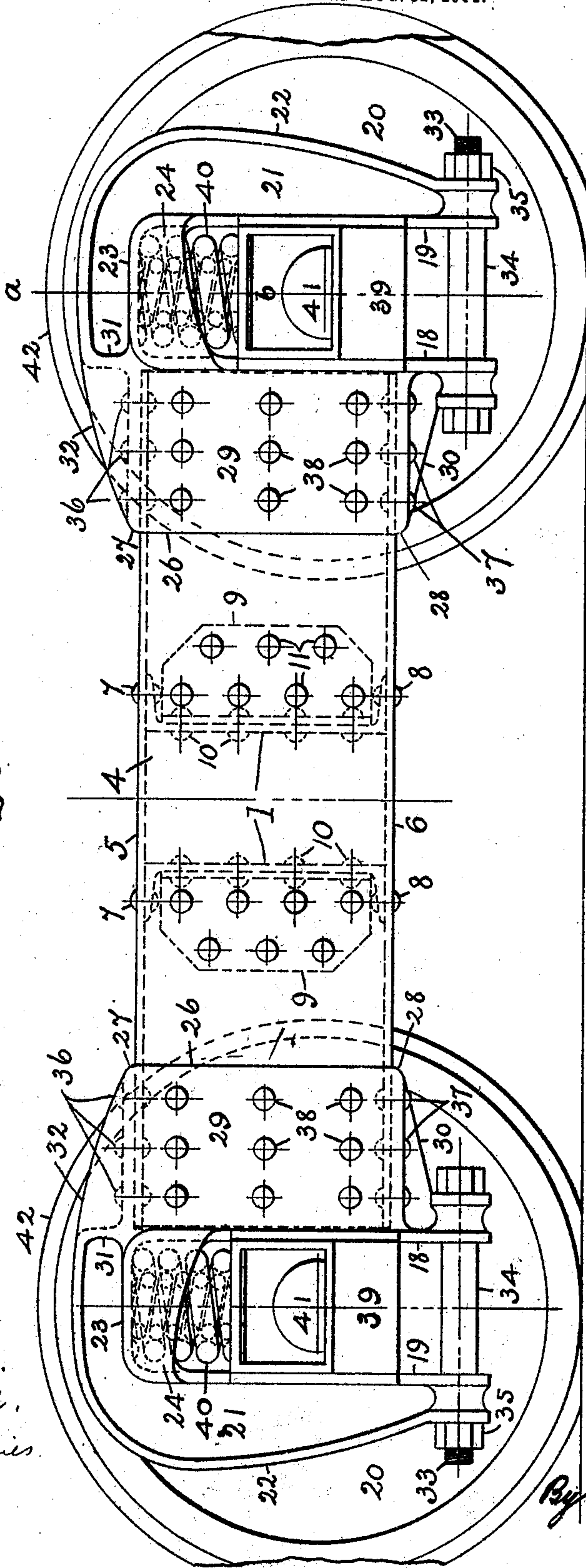
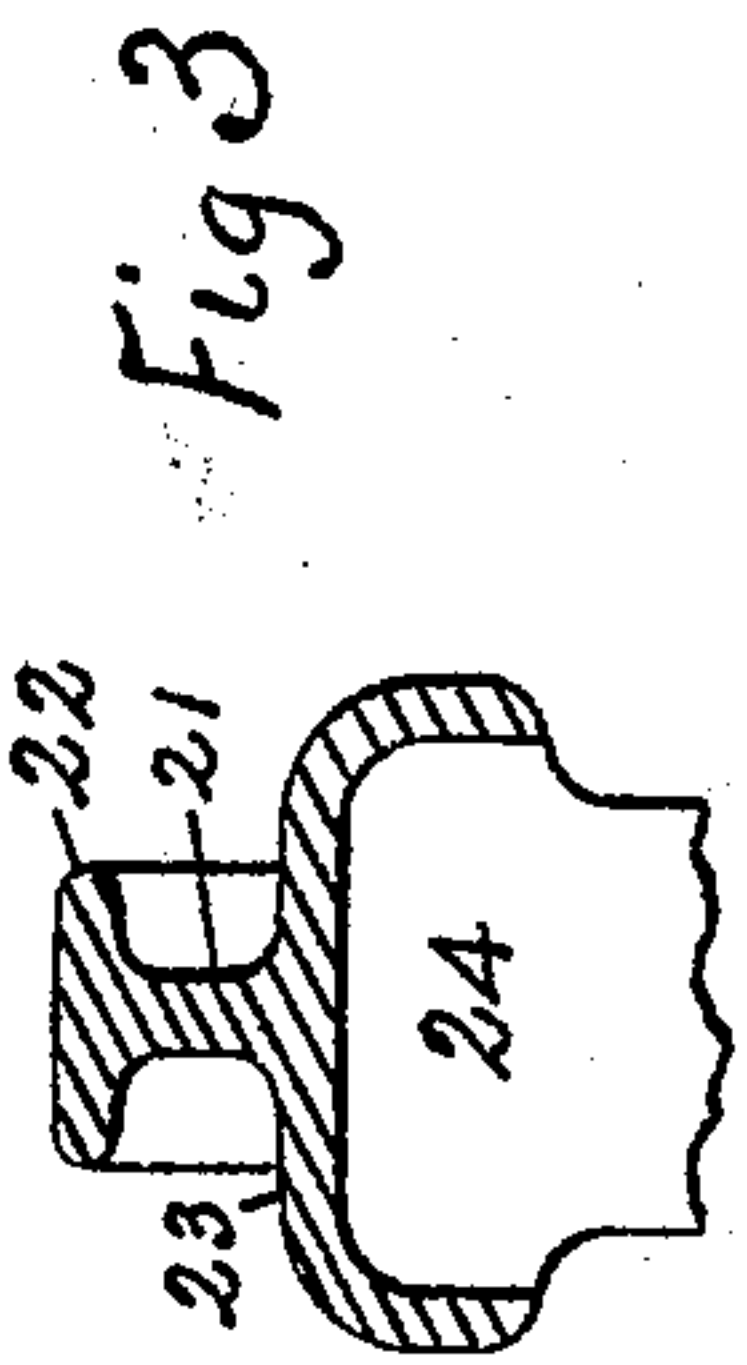


Fig. 1

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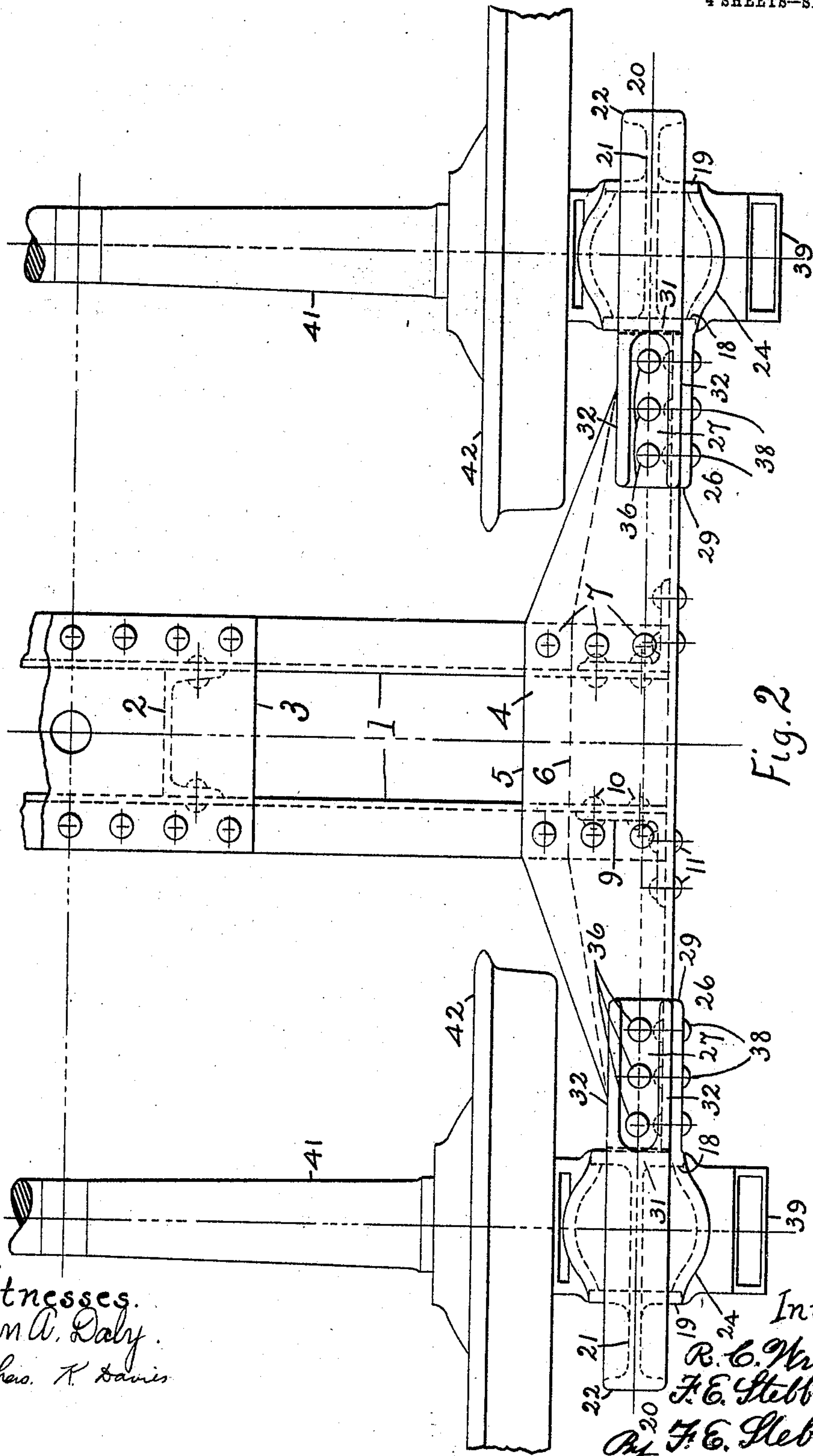
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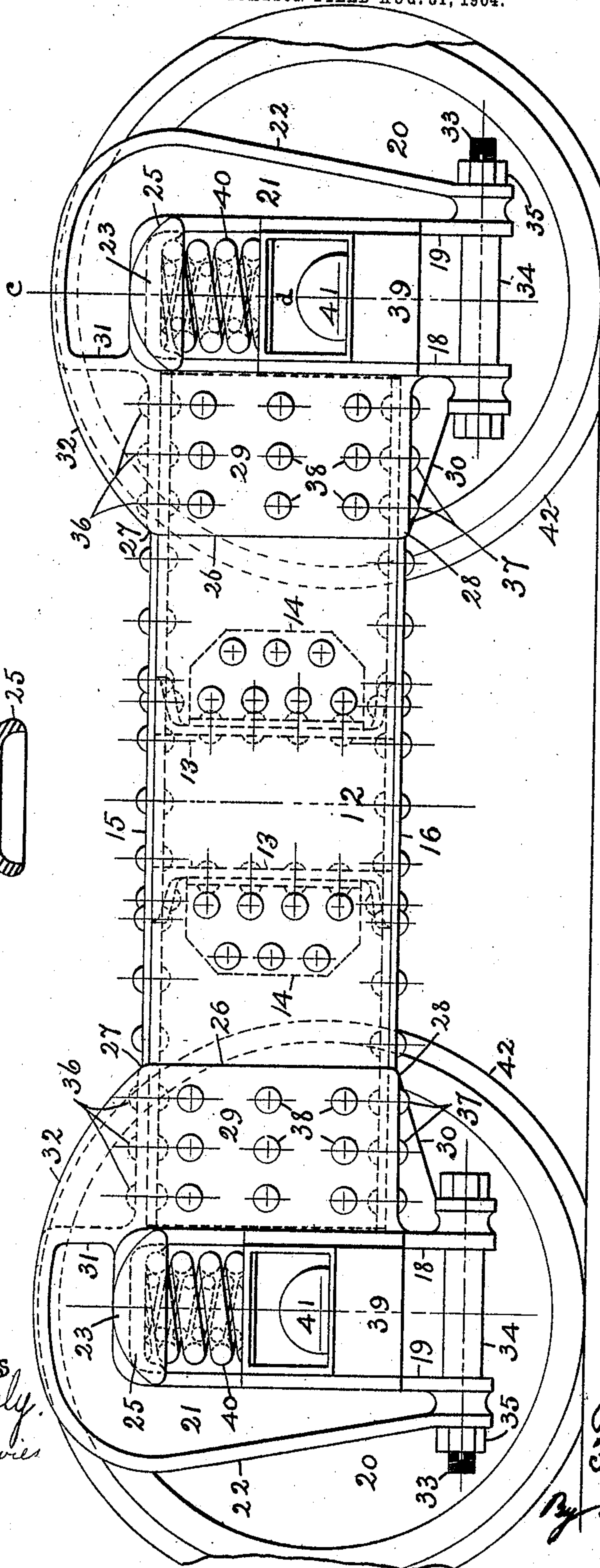
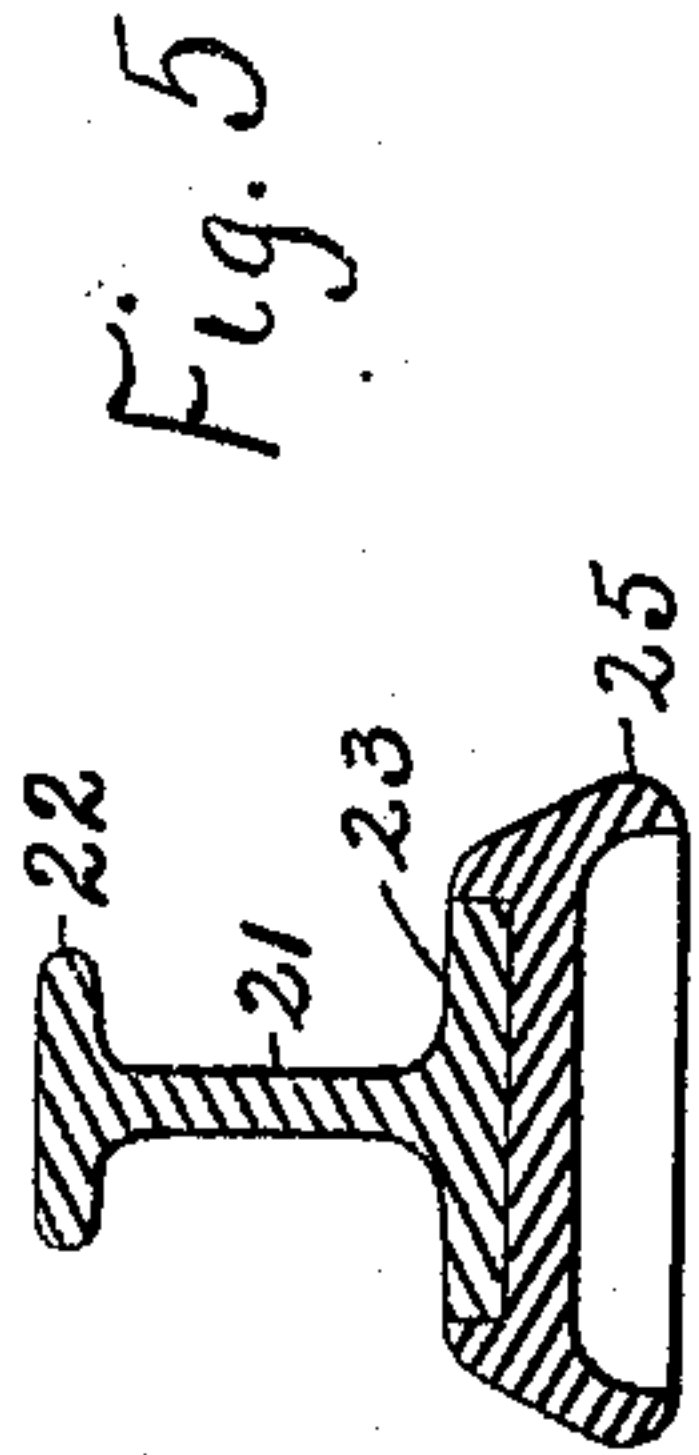
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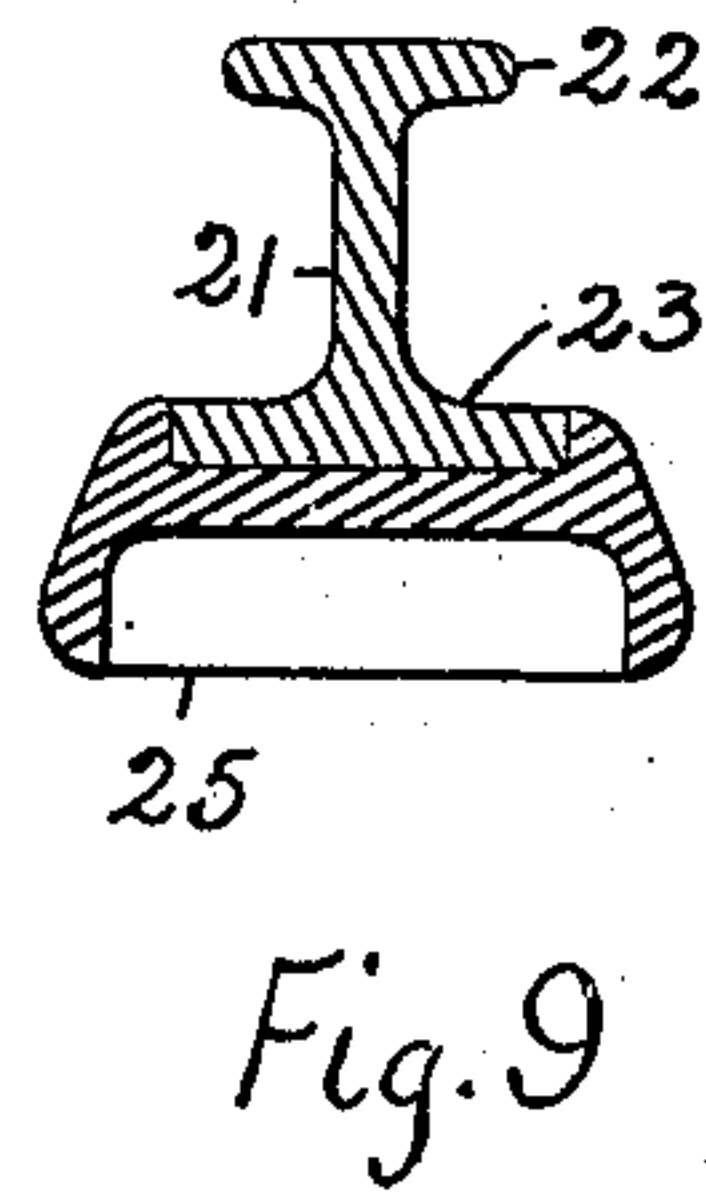
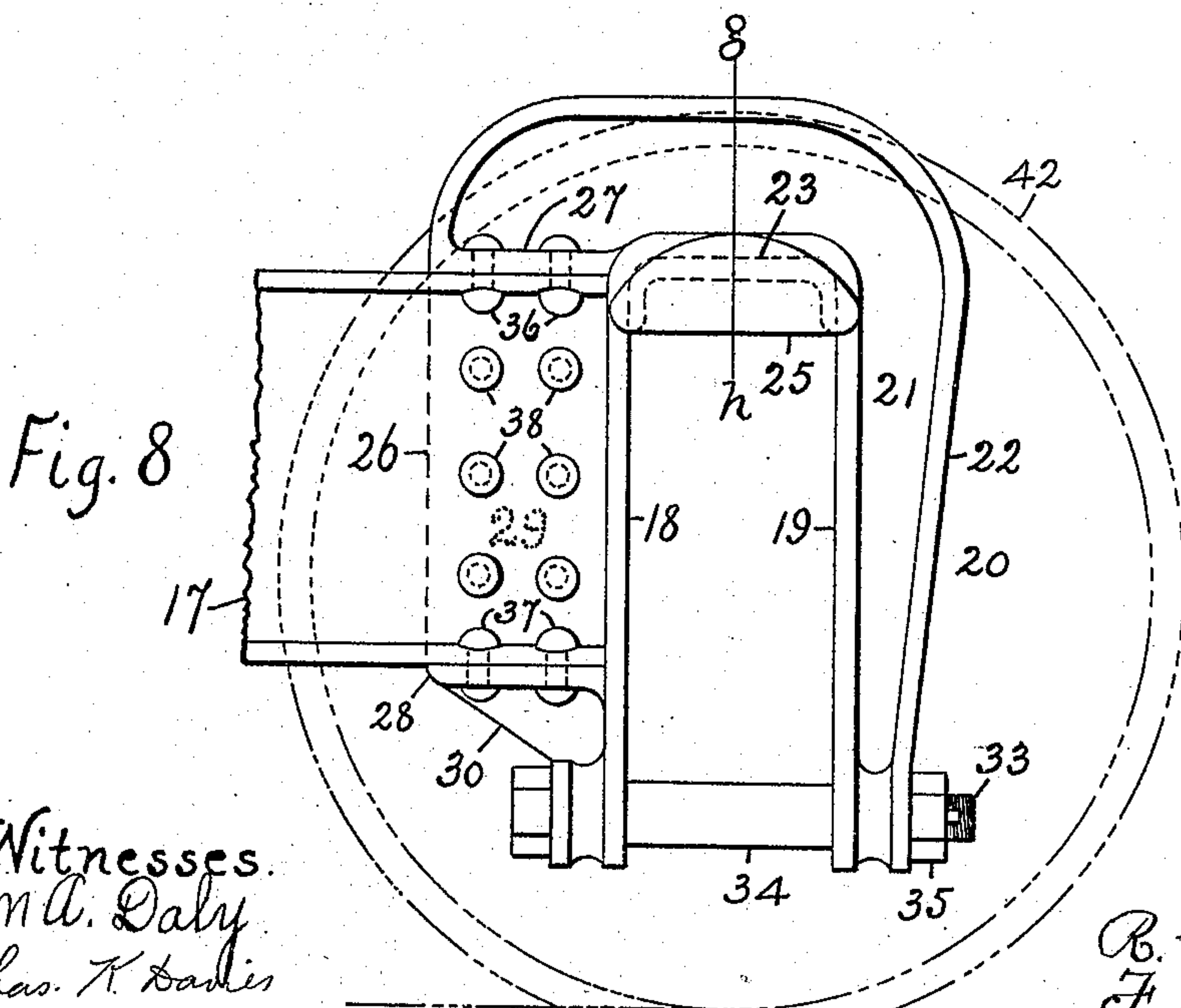
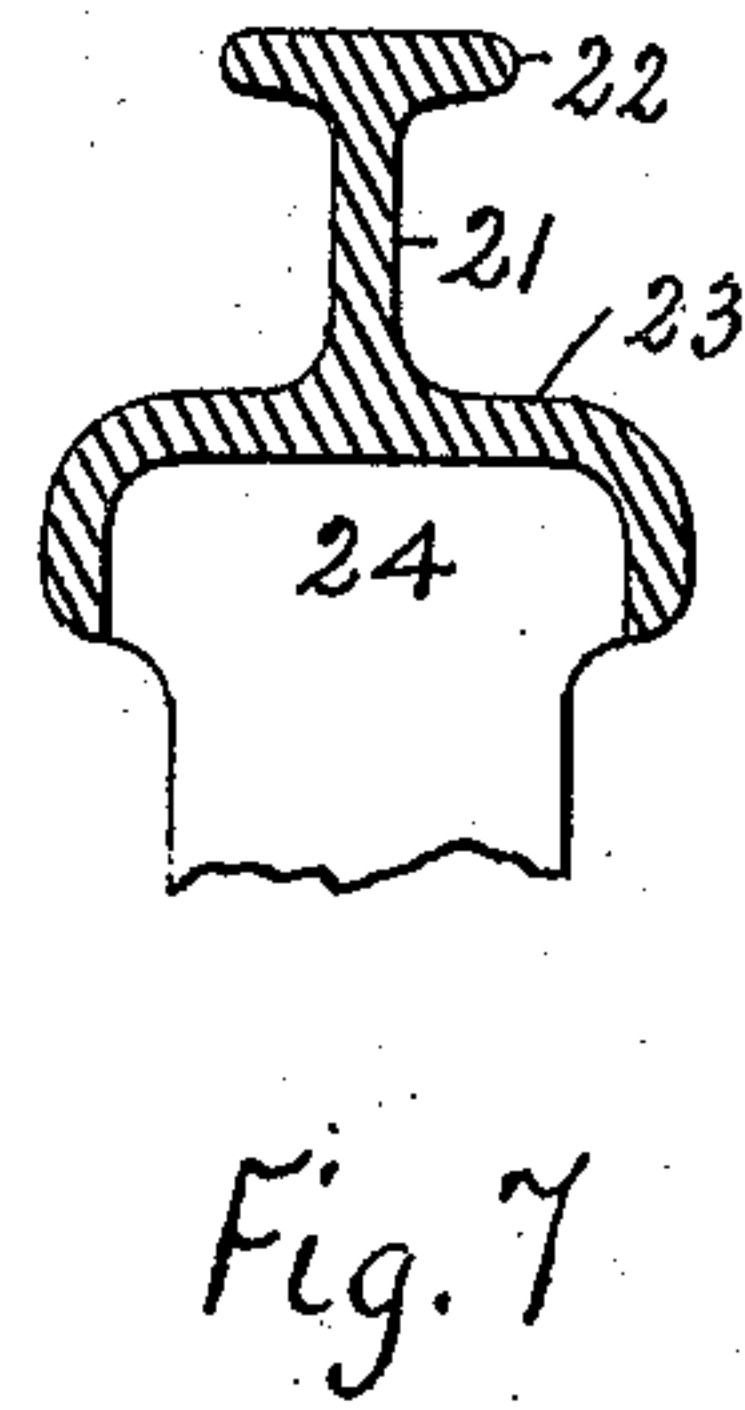
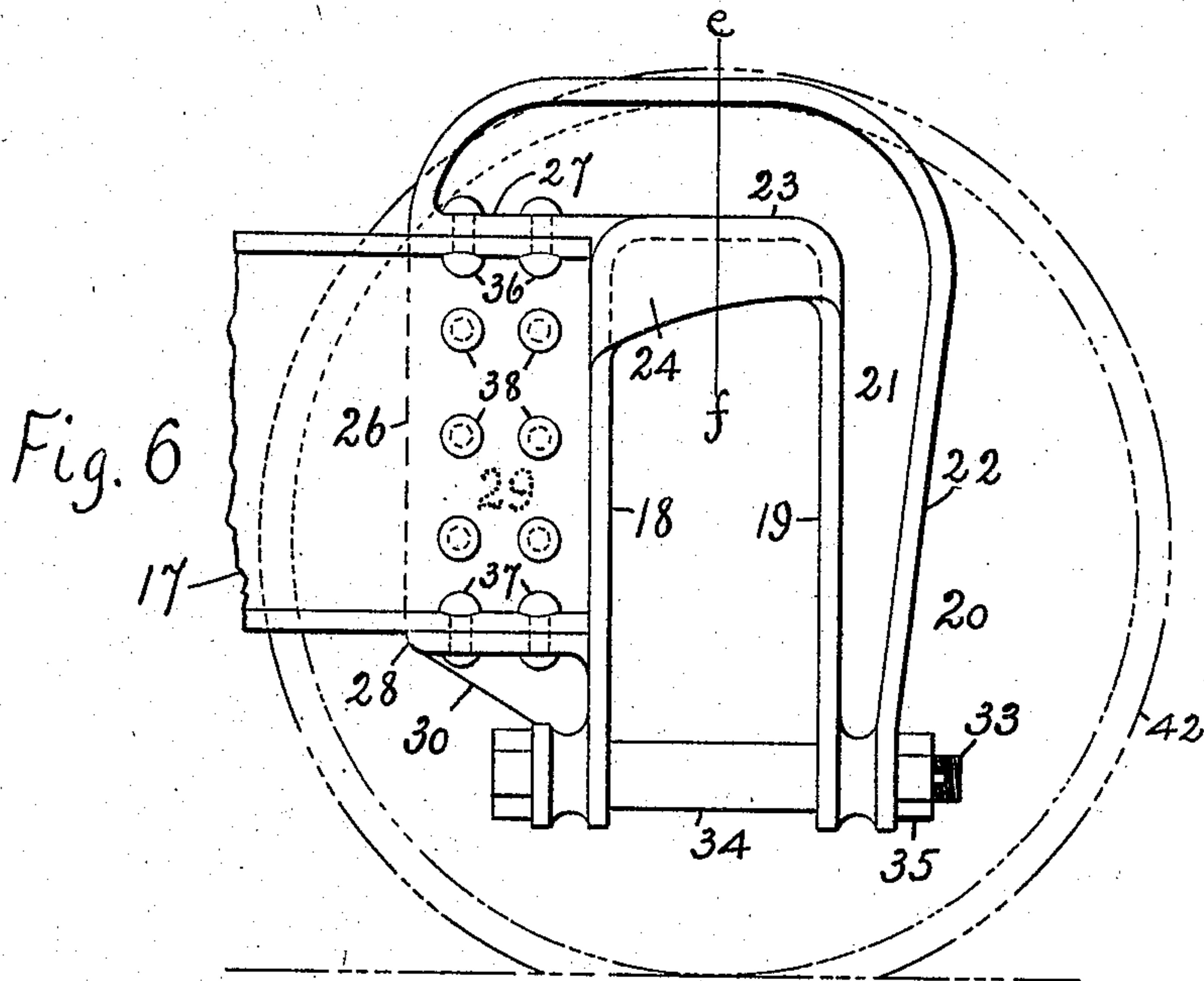
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4 SHEETS—SHEET 4.



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# UNITED STATES PATENT OFFICE.

RANSOM C. WRIGHT, OF PHILADELPHIA, PENNSYLVANIA, AND FRANK E. STEBBINS, OF WASHINGTON, DISTRICT OF COLUMBIA.

## CAR-TRUCK FRAME AND PEDESTAL.

No. 805,940.

Specification of Letters Patent.

Patented Nov. 28, 1905.

Application filed August 31, 1904. Serial No. 222,852.

*To all whom it may concern:*

Be it known that we, RANSOM C. WRIGHT, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, and FRANK E. STEBBINS, residing at Washington, District of Columbia, citizens of the United States, have invented certain new and useful Improvements in Car-Truck Frames and Pedestals, of which the following is a specification.

Our invention relates to car-trucks, and in particular to the main parts of the frame and to the pedestals, the object being the production of a truck-frame which can easily be manufactured without the use of special and costly tools and appliances, which can easily and cheaply be repaired, when necessary, in the ordinary car-shop, which shall be strongly constructed where the transom or transoms join the sides, so that the frame will keep "square," which shall have the pedestals of such shape and formation that the maximum of strength will be secured with the minimum weight of metal, and which withal shall constitute a superior means for performing the requisite functions of a truck-frame that is to support and carry heavily-loaded cars.

With the above main ends in view our invention consists in certain novelties of construction and combinations and arrangements of parts hereinafter described, and specified in the claims.

The accompanying drawings illustrate two examples of the main portions of the frame and four examples of pedestals constructed according to the best modes we have so far devised for the practical physical embodiment of the principle.

Figure 1 is a side view in elevation of a truck-frame with wheels, axles, journal-boxes, and springs, the side pieces being of beams fashioned from sheets or plates of metal cut to shape and with their edges turned to form flanges and to which the transom ends are secured. Fig. 2 is a half top plan view of Fig. 1. The other half being of identical construction is not shown. Fig. 3 is a section through one of the pedestal-heads on line *a b*. Fig. 4 is a side view in elevation of a truck similar to that shown in Figs. 1 and 2, the side pieces in this instance being rolled-steel channels with their flanges turned inwardly and the pedestals provided with removable spring-caps. Fig. 5 is a section through a

pedestal-head on line *c d*. Fig. 6 shows a pedestal with a spring-pocket, said pedestal being attached to a channel-beam with its flanges turned outwardly. Fig. 7 is a section on line *e f* of Fig. 6. Fig. 8 illustrates a pedestal similar to that shown in Fig. 6 with a removable spring-cap. Fig. 9 is a section on line *g h* of Fig. 8.

Referring to Figs. 1 and 2, the numeral 1 designates the transom-beams, which in this instance are rolled flanged channels with their flanges turned outwardly; 2, one of the transom tie-pieces riveted to the webs of the channels; 3, a tie-plate riveted to the flanges of the transoms; 4, one of the side pieces, made by cutting a plate of sheet-steel to shape and bending the edges on longitudinal lines to form flanges, the side when completed being a channel-beam, with the central portion of the flanges projecting farther or wider than the portions at the ends; 5, the top flange widened at the central portion to form a gusset-piece; 6, the bottom flange, also widened at its central portion to form a gusset-piece, as shown by dotted lines, Fig. 2; 7, rivets which pass through the top flange 5 and the top flanges of the transoms; 8, rivets which pass through the bottom flange 6 and the bottom flanges of the transoms, and 9 represents connection-angles which unite the web of a side piece and the webs of the transom ends by means of rivets 10 (dotted lines) and rivets 11, (full lines.)

Referring to Fig. 4, the numeral 12 designates the side piece, which is a rolled-steel channel with its flanges turned inwardly; 13, the channel-transom ends, (shown in dotted lines;) 14, the connection-angles, similar to those shown in Figs. 1 and 2, which unite the webs of the transom ends and the web of the side piece; 15, a top gusset-plate riveted to the top flanges of the transom ends and the side piece, and 16 a bottom gusset-plate riveted to the bottom flanges of the transom ends and a side piece. It will be observed that the transoms and sides in this last example differ from those shown in Figs. 1 and 2 mainly in the gusset-plates being made in pieces separate from the side piece, whereas in Fig. 1 the gusset-pieces are integral with the side piece or web.

Referring to Figs. 6 and 8, the ends of the side pieces or frames 17 are shown as channel-beams with their flanges turned outwardly.



The transoms are to be attached to these full side pieces in a manner similar to that shown and described in connection with Fig. 4, and therefore need not be set forth in detail.

5 Referring to all examples of pedestals, which are preferably made of cast or forged metal, it will be noted that all of them have certain features of construction in common—to wit, an inner bearing-flange 18, which fits a recess  
10 in the side of a journal-box and guides the same; an outer bearing-flange 19, also fitting a recess in the side of the journal-box for the same purpose; an outer leg 20, which is I-shaped in cross-section; a web 21, which forms  
15 a part of the outer leg and extends upwardly and over the top seat for the spring; a flange or enlargement 22, which forms a part of the outer leg and extends upwardly and over the seat for the spring; a flange 23, which unites  
20 the upper ends of bearing-flanges 18 and 19, which flange in Figs. 1, 2, 3, 6, and 7 is extended downwardly at the sides to form an integral spring-pocket 24, but which forms a bearing for a removable spring-cap 25 in Figs.  
25 4, 5, 8, and 9; a neck or extension 26 on one side only of the pedestal and at substantially right angles to the jaws, said neck having an upper perforated flange 27, a lower perforated flange 28, and a perforated web 29, which  
30 parts, in connection with the bearing-flange 18, form a recess to receive the end of a flanged side piece, and a web 30, which unites the flange 18 and the lower perforated flange 28, as clearly illustrated by the figures.

35 In Figs. 6 and 8 the outer strengthening-flange 22 of the pedestal extends beyond the spring-seat at the under surface of the pedestal-head and to the end of the neck or flange 27. In Figs. 1, 2, and 4 the flange 22 and  
40 web 21 end after passing the spring-seat, and a web 31 and flanges 32 are used in place of the same—that is, the web 21 divides into the two flanges 32—thus strengthening the section of metal where the greatest strains are transmitted and at the same time forming a recess for  
45 the entrance of a tool when applying the rivets which secure the top flanges of the pedestal-neck and side piece. The ends of the pedestal-jaws have holes within which are located  
50 bolts 33, passed through spacing-pieces 34 and held in place by nuts 35, all of which is clearly illustrated.

Each type of pedestal is secured to the end of a side piece or frame in the same manner.  
55 Each end of each side piece has its top and bottom flanges and web perforated to correspond with the perforations in the top and bottom flanges and web of a pedestal-neck. The pedestal is placed upon the vertical end of a  
60 side piece, and rivets 36 unite the top flanges of a side piece and a pedestal-neck, rivets 37 unite the lower flanges of the same parts, and rivets 38 are passed through the webs of the same elements. The end of a side piece fits the re-  
65 cess in the neck, and the flanges of the neck

overlap the flanges of the side piece. Journal-boxes 39, springs 40, axles 41, and wheels 42, are shown on the drawings so as to illustrate the relative locations of the parts of the frame in a complete truck.

70 From the foregoing description, taken in connection with the drawings, it will be seen that we have produced a truck-frame which fulfils all the conditions set forth as the purpose and object of our invention. The side  
75 piece shown in Figs. 1 and 2 can easily be fashioned, and the integral gusset-pieces provide for a secure and rigid union of the transoms to the sides. The pedestals are adapted for easy and quick attachment to the ends of  
80 the side pieces, and should a pedestal become broken or injured it may quickly be removed and another one substituted. The disposition of metal in a pedestal is such that the  
85 greatest strength is secured by the minimum quantity of metal. The flange 23, in connection with flanges 18 and 19, form an inverted-U-shaped bearing for the journal-box and top  
90 end of the spring, the outer leg is substantially I-shaped in cross-section, the head of the pedestal substantially I-shaped in cross-section, and an oblique cross-section through the head adjacent the neck, where the greatest  
95 strains are located in service, is angular in shape.

It is obvious that each example or type of the pedestal is adapted for application to side  
pieces with flanges facing inwardly or outwardly by the transposition of pedestals.

While we have illustrated and described  
100 only two complete examples of the main portions of the frame and four examples of the pedestal, we do not thereby intend to restrict the scope of the invention to the exact pictured examples, as modifications may be in-  
105 troduced and changes made without constituting substantial departures. For instance, a casting may be used to unite the transoms at their centers, I-shaped transoms replace the channels, the width of the beams and  
110 flanges be varied, the proportions of the parts of the pedestals altered, and like modifications adopted at the will of the manufacturer. All such variations we intend to embrace within  
115 the scope of our claims.

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

1. The combination in a car-truck frame, of a transom or transoms located between the  
120 pairs of wheels and adapted to support the end of a car-body; flanged side pieces with their flanges turned inwardly and secured adjacent their centers to the transom ends; and metallic pedestals attached upon the extreme  
125 ends of the side pieces so that the journal-boxes and springs will be located beyond the ends of said side pieces; each pedestal having a neck or extension on one side only with a perforated top flange, bottom flange and web  
130 and secured upon the end of a side piece by



rivets passed through the flanges and webs of both the pedestal-neck and side piece.

2. The combination in a car-truck frame, of a transom or transoms located between the  
5 pairs of wheels and adapted to support the end of a car-body; flanged side pieces with their flanges turned inwardly and secured adjacent their centers to the transom ends by gusset-plates and connection-angles; and metallic pedestals attached to the ends of the side  
10 pieces; each pedestal having a neck or extension on one side only, with a perforated top flange, bottom flange and web and secured upon the end of a side piece by rivets passed  
15 through the flanges and webs of both the pedestal-neck and side piece; the said side pieces extending only between the inner bearing-flanges of the pedestals whereby the sides and transom or transoms may be located below  
20 the tops of the pedestals.

3. The combination in a car-truck and with a frame comprising two flanged transoms; two side pieces each having a top flange, bottom flange and a web, said flanges extending  
25 inwardly, and the ends of the transoms being located and secured between the top and bottom flanges of the sides; and cast-metal pedestals upon the vertical ends of the side pieces, each pedestal having a neck on one side only  
30 with top and bottom flanges and a web riveted to the web and flanges of a side piece, a head, and an outer jaw substantially I-shaped in cross-section; of journal-boxes; and springs between the journal-boxes and heads of the  
35 pedestals.

4. A truck-frame comprising a transom or transoms; side pieces secured to the transom ends, each side piece having a top flange and a bottom flange extending inwardly toward  
40 the truck center, the bottom flange being wider at the center than at the ends, and metallic pedestals each having a flanged neck on one side only projecting at right angles to the jaws, and said pedestals attached by rivets  
45 upon the vertical ends of the side pieces; the entire vertical ends of the side pieces terminating adjacent the bearing-flanges of the inner pedestal-jaws, whereby the sides and transoms may be located relatively near the track  
50 and the pedestals about the entire vertical ends of the side pieces.

5. A truck-frame comprising a transom or transoms; side pieces secured to the transom ends, each side piece having a top flange and  
55 a bottom flange extending toward the truck center, the top flange being wider at the center than at the ends; and metallic pedestals each having a flanged and recessed neck projecting on one side only and at right angles to the jaws and said pedestals attached by rivets  
60 upon the vertical ends, of the side pieces so as to abut the entire vertical ends of the side pieces and project beyond the same.

6. A truck-frame comprising a transom or  
65 transoms; plate-steel side pieces each having

a top flange and a bottom flange bent or turned on lines to positions at right angles to the body of the plate, said sides being riveted by suitable connections to the transom ends; and  
70 metallic pedestals each having a flanged and recessed neck on one side only, and said pedestal-necks secured to the vertical ends of the said side pieces by rivets passed through the flanges of the necks and the flanges of the ends  
75 of the side pieces, the entire vertical ends of the side pieces abutting the metallic pedestals.

7. The combination in a car-truck frame, of a transom or transoms; side pieces; and metallic pedestals each having flanged jaws, a seat for a spring, and a neck on one side only with  
80 a top flange, bottom flange and web and said pedestals secured onto the vertical ends of the side pieces; each of said side pieces being of plate-steel and having a top flange and a bottom flange extending the length of the side  
85 piece, each flange being wider at the center than at the ends and each flange located at right angles to the web of the plate.

8. The combination in a car-truck frame, of flanged transoms located between the pairs of  
90 wheels and adapted to support a car-body; flanged side pieces with their flanges turned inwardly and secured to the transom ends by gusset-plates; and cast-metal pedestals, each having flanged jaws, a seat for a spring, a neck  
95 on one side only with top and bottom flanges and a web, and said pedestals attached to the vertical ends of the side pieces by rivets passed through the webs and flanges of the pedestal-necks and ends of the side pieces.  
100

9. The combination in a car-truck frame, of flanged transoms located between the pairs of  
105 wheels; flanged side pieces each made by turning the edges of a sheet-steel plate to positions perpendicular to the body thereof constituting the web; means for securing the side pieces to the transom ends; and cast-metal pedestals, each having a head with a seat for a spring,  
110 an inner flanged jaw, a neck at right angles to the said flanged jaw, said neck having top and bottom flanges and a web, and said pedestals attached upon the vertical ends of the side pieces by rivets passed through the webs and flanges of both the pedestal-necks and the  
115 ends of the side pieces.

10. The combination in a car-truck frame, of a transom or transoms located between the  
120 pairs of wheels; flanged side pieces made by turning the edges of a sheet-steel plate to positions perpendicular to the body thereof constituting the web; means for attaching the side pieces to the transom ends; and cast-metal pedestals having necks or extensions secured upon the ends of the side pieces by rivets; the  
125 entire vertical end of each side piece abutting the pedestal and being seated within a recess formed in the extension or neck of the pedestal.

11. The combination in a car-truck frame, of flanged transoms; sides formed from steel  
130 plates by bending the edges of each plate to



positions at right angles to the body of the same; means uniting the transom ends and side pieces; and cast-metal pedestals each with an extension having flanges and a web riveted to the flanges and web at an end of a side piece; said pedestals being located upon and abutting the extreme vertical ends of the side pieces and projecting therefrom,

12. A side frame for a car-truck comprising a channel-beam made by bending the edges of a sheet-steel plate to positions perpendicular to the body portion thereof which constitutes the web so as to form flanges, and metallic pedestals each having a neck or extension at right angles to the jaws with a web and flanges and a head with a bearing for a spring, and said pedestals secured upon the vertical ends of the channel-beam by rivets passed through the webs and flanges of both the pedestal-necks and the ends of the channel-beam, the entire vertical ends of the channel-beam abutting the pedestals.

13. A side frame for a car-truck comprising a channel-beam made by bending the edges of a sheet-steel plate to positions perpendicular to the body portion thereof which constitutes the web so as to form flanges, both of which are wider at the centers than at the ends, and metallic pedestals each having a neck or extension at right angles to the jaws with a web and flanges and a head with a bearing for a spring, and said pedestals secured upon the vertical ends of the channel-beam by rivets passed through the webs and flanges of both the pedestal-necks and the ends of the channel-beam, the entire vertical ends of the channel-beam abutting the pedestals.

14. A side frame for a car-truck comprising a channel-beam made by bending the edges of a sheet-steel plate to positions perpendicular to the body portion thereof which constitutes the web so as to form flanges, one of which is wider at its central portion than at its ends, and metallic pedestals each having a neck or extension at right angles to the jaws or legs with a web and flanges and a head with a bearing for a spring, and said pedestals secured upon the vertical ends of the channel-beam by rivets passed through the webs and flanges of both the pedestal-necks and the ends of the channel-beam, the entire vertical ends of the channel-beam abutting the pedestals.

15. A composite car-truck side piece or frame comprising a flanged metallic beam and two cast-metal pedestals with means for uniting the legs thereof at the bottom, each pedestal having U-shaped bearings for a journal-box and the end of a spring, a web 21 and an enlargement or flange at the outer edge of the web both of which extend upwardly and over the bearing or seat for the spring, and a neck or extension on one side only at right angles to the bearings for the journal-box, said neck being provided with top and bottom flanges and a web; and said pedestal secured upon the

extreme ends of the beam by rivets passed through the webs and flanges of both the beam and the pedestal-necks.

16. A composite car-truck side piece or frame comprising a flanged metallic beam and two cast-metal pedestals with means for uniting the legs thereof at the bottom, each pedestal having U-shaped bearings for a journal-box and the end of a spring, a web 21 and an enlargement or flange at the outer edge of the web both of which extend upwardly and over the bearing or seat for the spring, and a neck or extension on one side only at right angles to the bearings for the journal-box, said neck being provided with top and bottom flanges, a web and a seat for the end of the flanged beam; and said pedestals secured upon the extreme ends of the beam by rivets passed through the webs and flanges of both the beam and the pedestal-necks.

17. A composite car-truck side piece or frame comprising a flanged metallic beam and two cast-metal pedestals each pedestal having an inner bearing-flange 18, outer bearing-flange 19, a pocket for the end of a spring, a web 21 and an enlargement or flange at the outer edge of the web both of which extend upwardly and over the bearing and pocket for the spring, and a neck or extension on one side only at right angles to the bearings for the journal-box, said neck being provided with top and bottom flanges and a web; and said pedestals secured upon the extreme ends of the beam by rivets passed through the webs and flanges of both the beam and the pedestal-necks.

18. A composite car-truck side piece or frame including a channel-shaped metallic beam and two metallic pedestals with means for uniting the jaws or legs thereof at the bottom; each pedestal having a neck on one side only, N-shaped bearings for a journal-box and the end of a spring, a web and a flange or enlargement at the outer edge thereof forming part of the outer leg of the pedestal, said web and flange or enlargement extending upwardly and over the seat or bearing for the spring to the neck, which neck is provided with a top flange, a bottom flange and a web forming a single seat for the end of the channel-beam; and said pedestals secured upon the extreme ends of the channel-beam by rivets passed through the necks and the ends of the channel-beam.

19. A cast metallic pedestal having a N-shaped bearing for a journal-box and spring comprised of the parts 18, 19, and 23; a web 21 and an enlargement at the outer edge of the web 21 constituting with the flange 19 the outer leg of the pedestal, said web and enlargement extending upwardly and over the flange 23; a neck or extension at right angles to the flange 18 and having a top flange, bottom flange and a web; a web 31; two flanges 32 joining web 31 and the top flange of the



neck; and a flange 30 uniting the flange 18 and the lower flange of the neck; the said flanges 18, 19 being provided with means to receive a tie piece or bolt.

20. A cast or forged metallic pedestal having a  $\Omega$ -shaped bearing for a journal-box and spring comprised of the parts 18, 19 and 23; a web 21 constituting with the flange 19 an outer leg of the pedestal, said web extending upwardly and over the flange 23; an extension at right angles to the flange 18 and having a top flange, bottom flange and web; a web 31; and a flange or flanges 32 joining the web 31 and the upper flange of the neck or extension; the said flanges 18, 19 being provided with means to receive a tie piece or bolt.

21. A cast or forged metallic pedestal having a  $\Omega$ -shaped bearing for a journal-box and spring comprised of the parts 18 19 and 23; a web 21 constituting with the flange 19 an outer leg of the pedestal, said web extending upwardly and over the flange 23; a neck at right angles to the flange 18 and having a top flange bottom flange and web; and flanges 32 joining the web 21 and the upper flange of the neck; the said flanges 18, 19, being provided with means to receive a tie piece or bolt, and the edges of flange 23 being extended downwardly to form a spring-pocket.

22. A cast or forged metallic pedestal having a  $\Omega$ -shaped bearing for a journal-box and spring comprised of the parts 18, 19 and 23; a web 21 constituting with the flange 19 an outer leg of the pedestal, said web extending upwardly and over the flange 23; a neck at right angles to the flange 18 and having a top flange and web; and flanges 32 joining the web 21 and the upper flange of the neck; the said flanges 18, 19 being provided with means to receive a tie piece or bolt.

23. A cast or forged metallic pedestal having a  $\Omega$ -shaped bearing for a journal-box and spring; a web forming with flange 19 an outer leg of the pedestal, said web extending upwardly and over the seat for the spring; a neck having a web and top flange; and two flanges 32, 32, joining the web 21 and the top flange of the neck; the pedestal-legs being provided with means to receive a tie piece or bolt.

24. A cast-metal pedestal for a car-truck having jaws or legs, a bearing for a spring, and a neck or extension at right angles to the jaws or legs, said neck being provided with top and bottom flanges, a web and two flanges with an open space between extending from the head of the pedestal along the top of the neck.

25. A cast-metal pedestal, constructed substantially as set forth, and provided with a neck and two flanges, as 32 32, extending from the head of the pedestal along the neck with a space between said flanges.

26. The combination with the vertical end of a car-truck side piece having a web and flanges, of a cast or forged metallic pedestal

having a  $\Omega$ -shaped bearing for a journal-box and spring, a web 21 and an enlargement at the outer edge thereof both extending upwardly and over the seat for the spring, and a neck provided with top and bottom flanges, a web and a recess or seat to receive the end of the side piece; said neck being secured to the end of the side piece by rivets passed through the webs and flanges of the neck and side piece.

27. A cast or forged metallic pedestal having a  $\Omega$ -shaped bearing for a journal-box and spring; a web 21 and an enlargement at the outer edge thereof both extending upwardly and over the seat for the spring; a pocket for a spring; and a neck provided with top and bottom flanges and a web forming a recess to receive the end of a flanged beam.

28. The combination with the vertical end of a car-truck side piece having a web and flanges, of a cast or forged metallic pedestal having a  $\Omega$ -shaped bearing for a journal-box and spring, a web 21 and an enlargement at the outer edge thereof both extending upwardly and over the seat for the spring, and a neck provided with a top flange, a web and a recess or seat to receive the end of the side piece; the neck being secured to the end of the side piece by rivets passed through the webs and flanges of both the neck and side piece.

29. A cast or forged metallic pedestal having a  $\Omega$ -shaped bearing for the journal-box and spring; a web 21 and an enlargement at the outer edge thereof both extending upwardly and over the seat for the spring; a spring-pocket; and a neck with a top flange, bottom flange and web forming a recess; the legs of the pedestal being adapted to receive a tie piece or bolt.

30. A cast or forged metallic pedestal having a  $\Omega$ -shaped bearing for a journal-box and spring; a web 21 and an enlargement at the outer edge thereof both extending upwardly and over the seat for the spring; a spring-pocket; and a neck with a top flange and web located at right angles to the bearing-flange 18 and forming a recess or seat for the end of a flanged side piece.

31. A cast or forged metallic pedestal having a  $\Omega$ -shaped flanged bearing for a journal-box and a spring; a neck upon one side only projecting from the inner jaw and located opposite the space for the spring and journal-box for securing the pedestal to a side piece of a truck-frame; and a web 21 and flange extending upwardly and over the seat for the spring and to the neck; the legs of the pedestal being adapted to receive a tie piece or bolt.

32. A cast or forged metallic pedestal having a  $\Omega$ -shaped bearing for a journal-box and a spring; a neck upon one side only projecting from the inner jaw and located opposite the space for the spring and journal-box for securing the pedestal to a side piece of a



frame; a web 21 and flange extending upwardly and over the seat for the spring and to the neck; and a flange 30; the pedestal-legs having means to receive and retain a tie piece or bolt.

33. A cast-metal pedestal having a  $\cap$ -shaped bearing for a journal-box and a spring; a web 21 and flange 22 extended upwardly and over the seat for the spring; and a neck on one side only joining the web 21 flange 22 and flange 18; the head and outer jaw of the pedestal both being substantially I-shaped in cross-section.

34. A cast-metal or forged metallic pedestal having a  $\cap$ -shaped bearing for a journal-box and spring comprising the flanged portions 18, 19, 23; a web projecting from and at right angles to the flange 18; flanges located at right angles to the web; and a web 21 and enlargement 22 extended upwardly and over the seat for the spring; the pedestal-legs being adapted to receive a tie piece or bolt.

35. A cast or forged metallic pedestal having a  $\cap$ -shaped bearing for a journal-box and spring comprising the flanged portions 18, 19, 23; a web 29; two flanges 27, 28 located at right angles to both the flange 18 and the web 29; and a web 21 and enlargement 22 extended upwardly and over the seat for the spring; the pedestal-legs being adapted to receive a tie piece or bolt, and the flange 23 having its edges extended to form a pocket.

36. The combination in a car-truck and with the wheels, axles, journal-boxes, and springs above the boxes, of a transom or transoms located between the pairs of wheels and adapted to support the end of a car-body; flanged side pieces secured adjacent their centers to the transom ends; and cast or forged metal pedestals attached upon the extreme ends of the side pieces and projecting therefrom, each pedestal having a  $\cap$ -shaped bearing for the spring and journal-box and an extension or neck on one side only by which the pedestal is riveted to the end of a side piece; both the outer jaw and head of the pedestal being substantially I-shaped in cross-section.

37. The combination in a car-truck and with the wheels, axles, journal-boxes and springs above the boxes, of a transom or transoms located between the pairs of wheels and adapted to support the end of a car-body; channel side pieces secured between their ends to the transom or transoms; and cast or forged metal pedestals attached to the extreme ends of the channel side pieces and projecting therefrom, each pedestal having a recess with bearings therein for the journal-box and a spring, and an extension or neck on one side only by which the pedestal is riveted to the end of a side piece; the outer edge of the outer jaw or leg and the head of the pedestal being strengthened by an enlargement or flange extending up the outer jaw and over the seat for the spring.

38. A metallic pedestal comprising flanged jaws or legs to engage the sides of a journal-box, said jaws being open at the bottom and provided with openings for a tie-piece; a seat or bearing at the under surface of the head for the upper end of a spring; a flanged neck or extension with a single recess for the end of a flanged beam, said neck projecting horizontally from one of the jaws, the other and outer jaw constituting the other side of the pedestal, said outer jaw or leg having a web and a flange or enlargement at the outer edge of the web; and a strengthening flange or rib extending from the top end of the outer jaw over the seat for the spring and to the neck.

39. A metallic pedestal comprising flanged jaws or legs to engage the sides of a journal-box, said jaws being open at the bottom and provided with openings for a tie-piece; a seat or bearing at the under surface of the head with extended edges forming a pocket for the upper end of a spring; a flanged neck or extension projecting horizontally from one of the jaws with a single recess for the end of a flanged beam, the other and outer jaw constituting the other side of the pedestal, said outer jaw or leg having a web and a flange or enlargement at the outer edge of the web; and a strengthening flange or rib extending from the top end of the outer jaw over the seat for the spring and to the neck.

40. A cast-metal pedestal having jaws open at the bottom with a space between the same for a journal-box and a spring, a neck flanged, recessed and perforated adapting the same for attachment, said neck projecting horizontally from one of the jaws, the opposite jaw or leg being provided with a web and a flange both of which extend upwardly and over the space for the spring and to and along the neck.

41. A metallic pedestal having a neck or extension on one side only,  $\cap$ -shaped bearings for a journal-box and the end of a spring, a web and a flange or enlargement at the outer edge thereof forming part of the outer leg of the pedestal, said web and flange or enlargement extending upwardly and over the seat or bearing for the spring and to the neck, which neck is provided with a top flange, a bottom flange and a web forming a recess or seat to receive the end of a flanged beam.

42. A metallic pedestal having a neck or extension on one side only, inner and outer bearing-flanges 18 and 19, a pocket for the top end of a spring, a web and a flange or enlargement at the other edge thereof forming part of the outer leg of the pedestal, said web and flange or enlargement extending upwardly and over the seat or bearing for the spring and to the neck, which neck is provided with a top flange, a bottom flange and a web forming a recess or seat to receive the end of a flanged beam.

43. A composite car-truck side piece including a flanged metallic beam and two metallic



pedestals with means for uniting the legs thereof at the bottom; each pedestal having a neck on one side only,  $\Omega$ -shaped bearings for a journal-box and the end of a spring, a web and flange or enlargement at the outer edge thereof forming part of the outer leg of the pedestal, said web and flange or enlargement extending upwardly and over the seat or bearing for the spring and to the neck, which neck is provided with a vertical web and a flange at right angles thereto forming a seat for the end of the flanged beam; and said pedestals secured upon the extreme ends of the flanged beam by rivets passed through the pedestal-necks and the ends of the flanged beam.

44. A cast-metal pedestal having jaws with bearing-flanges for a journal-box, a flanged and recessed neck projecting from and at right angles to the inner bearing-flange, a head with a bearing 23 for a spring, a vertical web above the bearing 23, said web being enlarged or flanged at its top edge and both said web and the enlargement or flange ex-

tending from the bearing 23 along the top edge of the pedestal-neck.

45. A cast-metal pedestal having jaws with bearing-flanges for a journal-box, a flanged and recessed neck projecting from and at right angles to the inner bearing-flange, a head with a bearing 23 having its edges extended downwardly to form a pocket for a spring, a vertical web above the bearing 23, said web being enlarged or flanged at its top edge and both said web and the enlargement or flange extending from the bearing 23 along the top edge of the pedestal-neck.

In testimony whereof we affix our signatures in presence of two witnesses.

RANSOM C. WRIGHT.

FRANK E. STEBBINS.

Witnesses as to Ransom C. Wright:

LEWIS H. KEDNER,  
CHARLES STEEN.

Witnesses as to Frank E. Stebbins:

WM. H. DE LACY,  
JAS. E. HUTCHINSON.