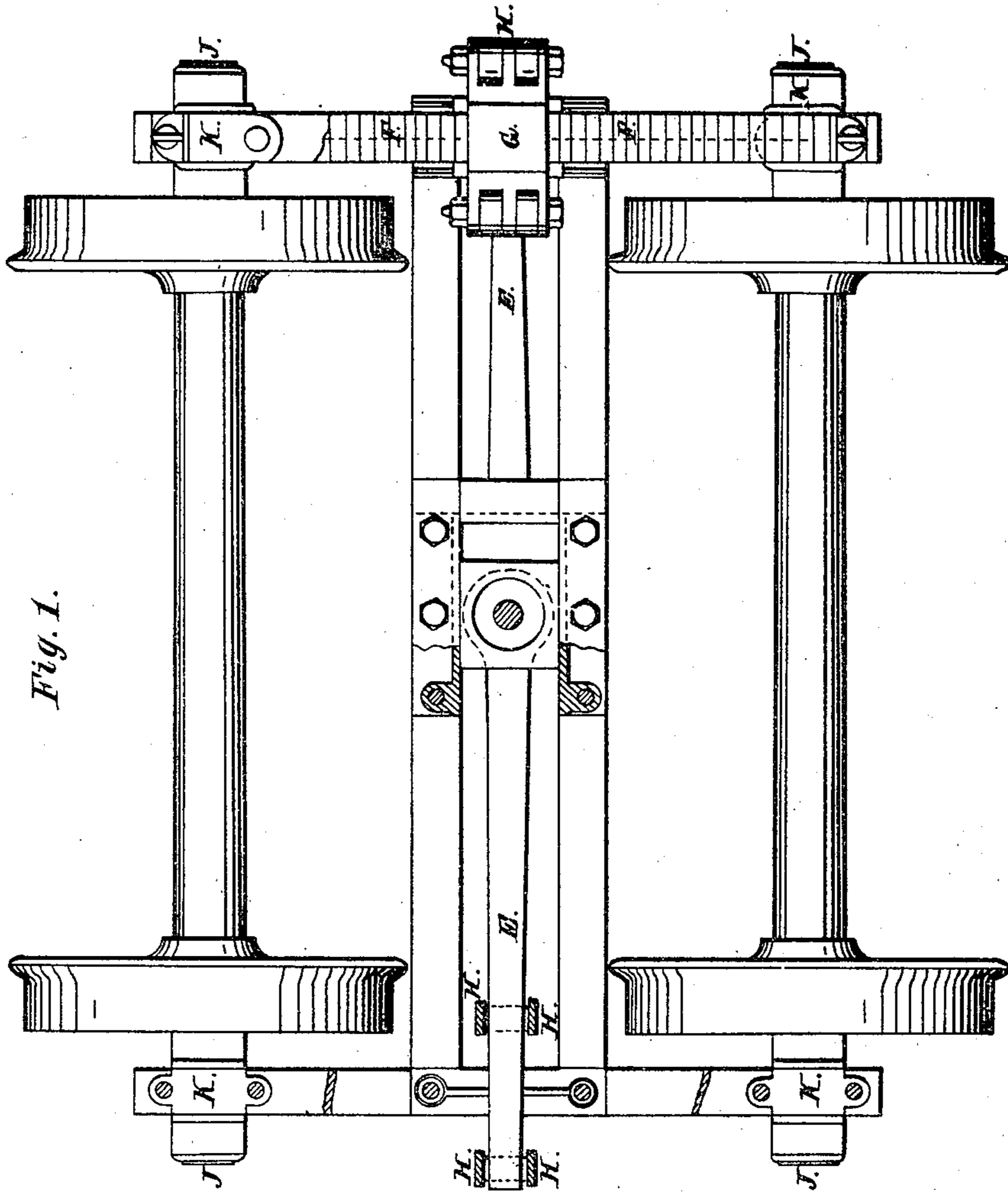


C. F. JAURIET.  
CAR TRUCK.

No. 50,594.

Patented Oct. 24, 1865.



Witnesses:  
R. T. Campbell  
Edw. Schaefer

Inventor:  
Charles F. Tamm  
by his Atty:  
Morton K. Lincoln

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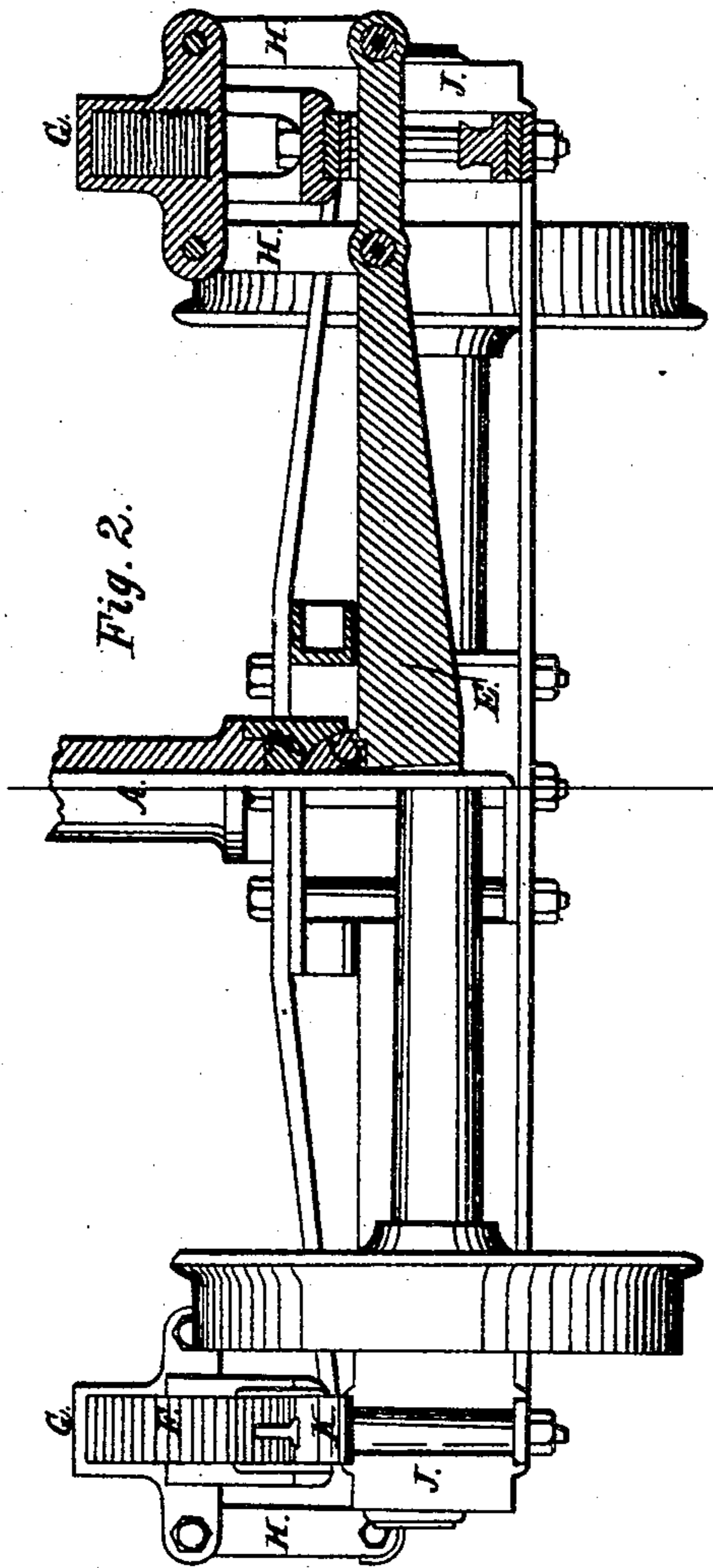


Fig. 2.

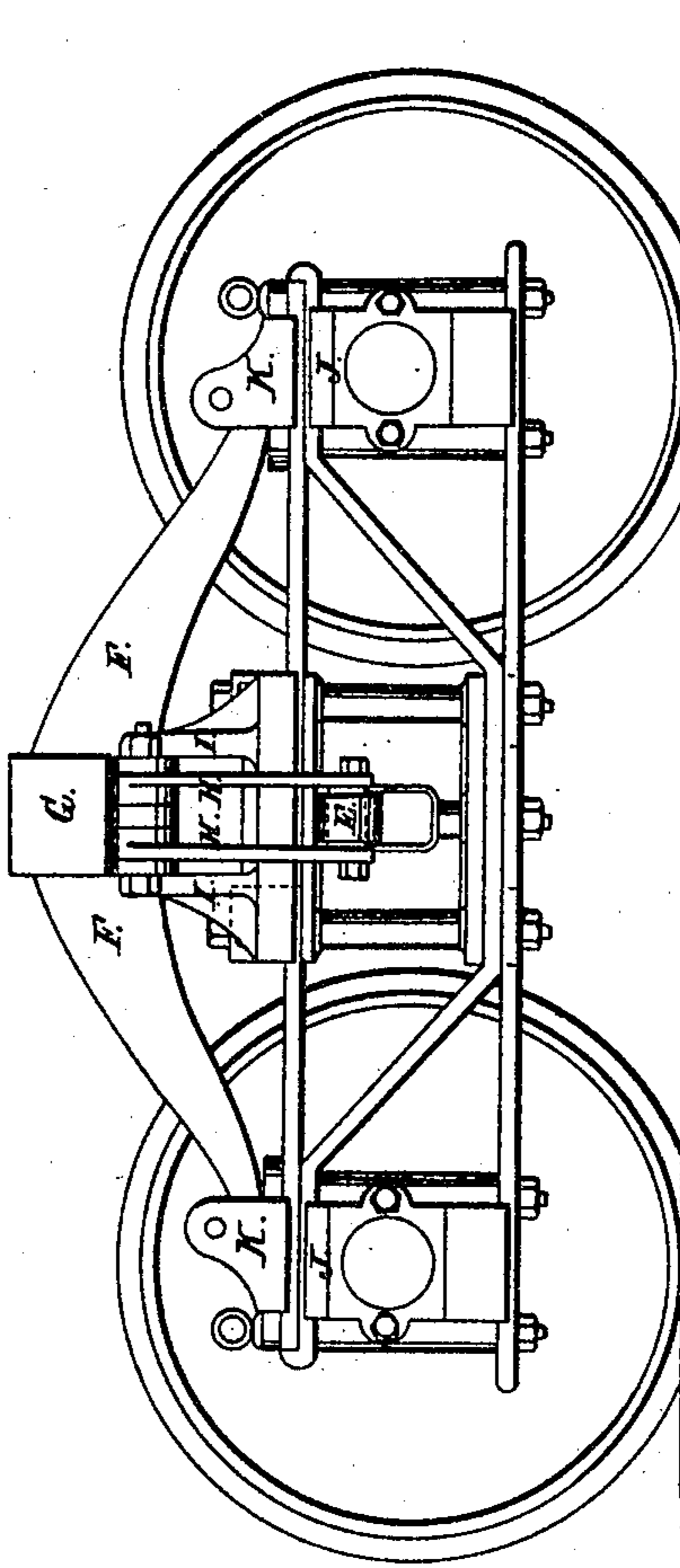


Fig. 3.

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# UNITED STATES PATENT OFFICE.

CHARLES F. JAURIET, OF AURORA, ILLINOIS.

## IMPROVEMENT IN CAR-TRUCKS.

Specification forming part of Letters Patent No. 50,594, dated October 24, 1865.

*To all whom it may concern:*

Be it known that I, CHARLES F. JAURIET, of Aurora, Kane county, State of Illinois, have invented a new and Improved Swing-Beam Truck; 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 sectional plan view of the improved truck. Fig. 2 is a sectional end view of the same. Fig. 3 is a side elevation of the truck.

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

This invention relates particularly to the trucks of locomotives and tenders, and is intended for preventing concussions, and consequently injury to the engine and rails.

The nature of my invention consists in mounting the engine or tender upon a transverse beam or equalizer, which is suspended, by means of stirrups beneath springs that have bearings directly over and upon the journal-boxes of the axles, in such manner that the entire weight of the engine or tender, as the case may be, shall be supported upon said journal-boxes, and the engine allowed freedom to oscillate in a lateral direction with respect to the track, according to the impetus which it may receive, 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 I have represented an engine-truck having outside bearings; but I contemplate applying the invention which I am about to describe to any kind of truck, and to employ either outside or inside bearings without changing the principle of the invention.

A represents the vertical center pivot of the truck, the lower end of which passes freely through a rocking block, B, and also through the horizontal transverse equalizing-beam E, as shown in the half-sectional view, Fig. 2. The hole through the beam E for receiving the center pivot, A, is made slightly flaring, for the purpose of allowing the block B and its center pivot a slight rocking movement upon the semi-spherical bearing-block C.

The beam E is arranged at an intermediate point between the axles of the wheels, and it is suspended from semi-elliptic springs F F by means of pivoted hangers H H, the upper ends of which are pivoted to ears which are formed on bands G G, that are shrunk upon the springs F F, as shown in Figs. 1 and 2.

The extremities of the springs F F are held in place and guided by means of the pockets K K, which are securely bolted over the journal-boxes J, so that all the weight which comes upon the beam E will be transferred uniformly upon said boxes J through the medium of the springs F F, and consequently will be supported by the axles of the truck-wheels.

Directly beneath the bands G G of the springs F F, and supported upon the upper tie-rods of the truck-frame, are guides for keeping the springs from receiving any undue lateral strain. These guides I I receive the springs F F, and also the spring-bands G G, between their projecting arms, so as not only to prevent lateral play of the springs, but also to check any longitudinal movements of these springs which would have a tendency to displace them.

It will be seen from the drawings that I employ two pair of hangers at each end of the swing-beam E, arranged on both sides of the springs F F, so that I not only obtain great strength thereby, but I perfectly balance the beam on the springs by causing the strain to fall uniformly upon each side thereof.

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

1. Suspending the swing-beam E from springs F F by means of hangers H H, in combination with the straps G G and spring-guides I I, all operating substantially as described, for the purpose of admitting lateral movement and transferring the weight upon the swing-beam to the axles, as set forth.

2. Sustaining the swing-beam E by means of a pair of suspenders, H, on each side of each spring, substantially as described.

CHAS. F. JAURIET.

Witnesses:

E. T. PRINDLE,  
M. FELSENHOLD.