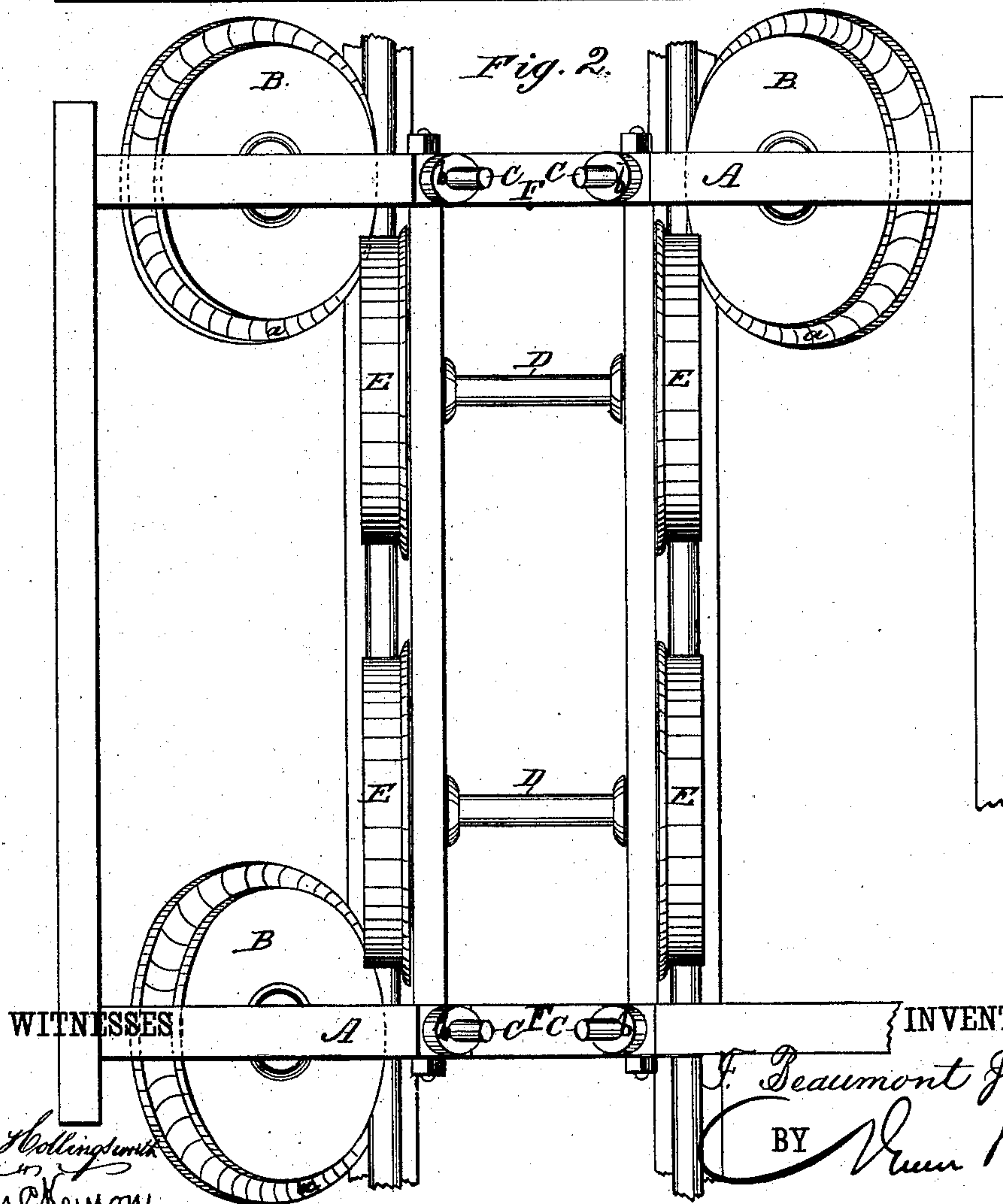
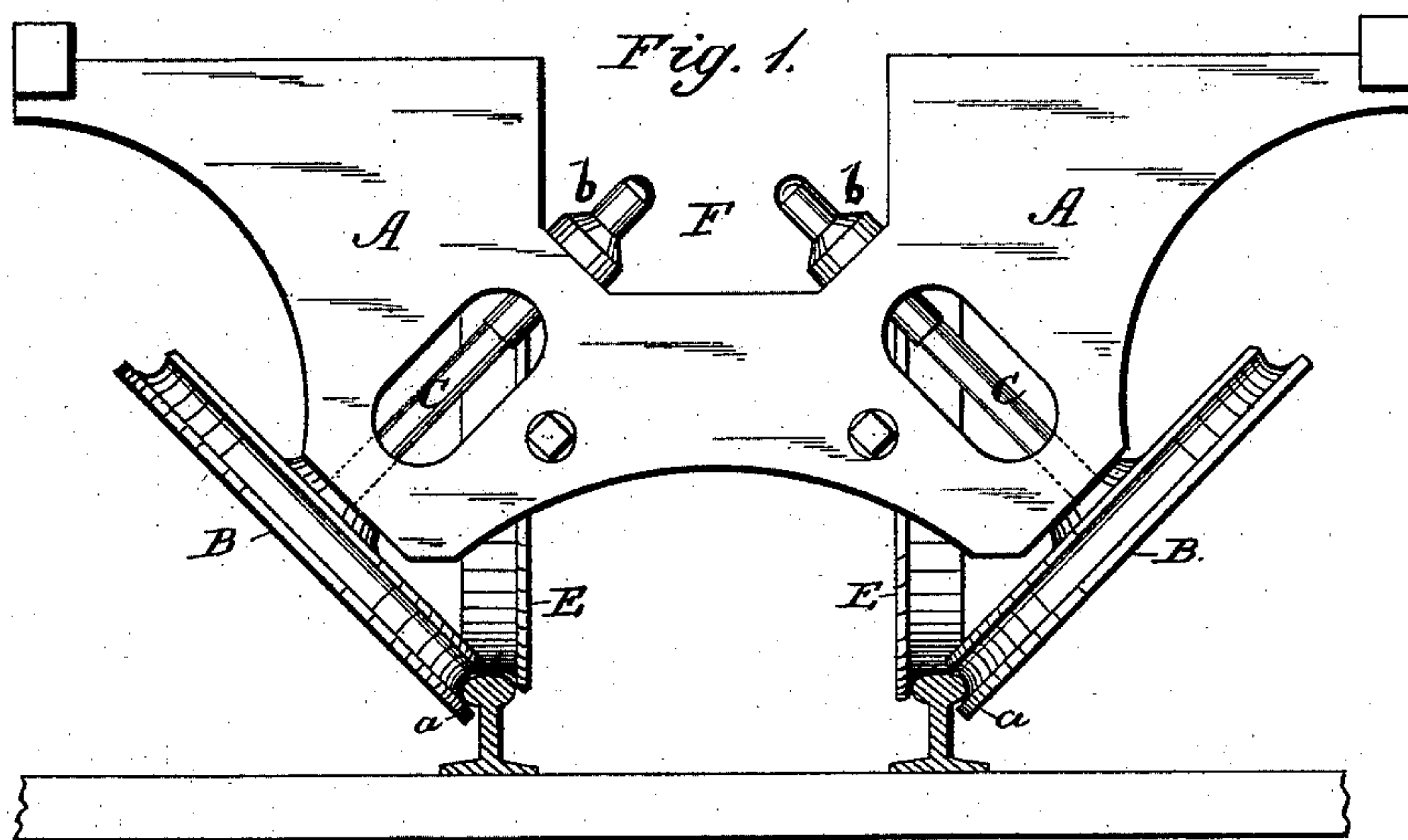


(No Model.)

F. BEAUMONT, Jr.  
Car Truck.

No. 238,079.

Patented Feb. 22, 1881.



WITNESSES:

*W. W. Hollingsworth  
for Clerk*

INVENTOR:

*F. Beaumont Jr.*  
BY *Wm F L*  
ATTORNEYS.

# UNITED STATES PATENT OFFICE.

FRANKLIN BEAUMONT, JR., OF SAN ANTONIO, TEXAS, ASSIGNOR OF ONE-FOURTH TO JOHN AUGUSTUS FRASER, OF SAME PLACE.

## CAR-TRUCK.

SPECIFICATION forming part of Letters Patent No. 238,079, dated February 22, 1881.

Application filed July 9, 1880. (No model.)

*To all whom it may concern:*

Be it known that I, FRANKLIN BEAUMONT, Jr., of San Antonio, in the county of Bexar and State of Texas, have invented a new and useful Improvement in Narrow-Gage Car-Trucks; and I do hereby declare that the following is a full, clear, and exact description of the same.

The trucks of narrow-gage railway-cars have been provided with lateral flanged guide-wheels placed inclined at an angle of forty-five degrees, or thereabout, to the ordinary vertical truck-wheels, and arranged to run on the sides of the heads of the rails, but provided with short axles having their bearings in yielding sockets.

My improvement consists in providing the lateral guide-wheels with long axles, which are inclined at an angle of about forty-five degrees to the axles of the ordinary truck-wheels, and in providing the bolsters of the truck with a central opening, and otherwise constructing the same with a view to attachment of such inclined axles, as hereinafter described.

In accompanying drawings, forming part of the specification, Figure 1 is an end view, and Fig. 2 a plan view, of a car-truck which is constructed and also provided with lateral guide-wheels according to my invention.

A A indicate the wooden bolsters or end frame-pieces of the car-truck, in which the long axles of the lateral guide-wheels B B have their bearings. Such wheels run on the track-rails, and have flanges *a*, that project under the head of the rails. Their axles C C are inclined upward at about an angle of forty-five degrees to the axle of the ordinary transport-

ing-wheels E E, so that they are at a right angle to each other. The bolsters C C are cut away and also bored diagonally at each lower corner, to adapt them for attachment of the axles, and to form bearings for the same. An opening or notch, F, is formed in the upper middle portion of the bolsters to accommodate the washers and fastenings *b* applied to the upper ends of the inclined axles C C, and to allow convenient access to the same for the purposes of detachment and for lubricating the upper bearings. Such construction of the bolsters is inexpensive, yet forms a firm bearing for the inclined axles C C, and allows their attachment and removal with convenience and dispatch.

The guide-wheels enable a broad-gage truck to be safely used on a narrow-gage track.

I am aware guide-wheels have been journaled on the outer ends of bars that are pivoted near the center of truck-bolsters so as to extend laterally and downward toward the track-rails. Such combination and arrangement of parts I do not claim.

What I claim is—

The combination of the wooden truck bolsters or frames A A, having the central opening, F, and bored diagonally, as described, and the rotating axles C C of the guide-wheels, which extend upward and inward each at an angle of forty-five degrees, and are provided with fastenings located in said opening, as shown and described, for the purpose specified.

FRANKLIN BEAUMONT, JR.

Witnesses:

CHAS. P. SMITH,  
THEO. ROZIENE.