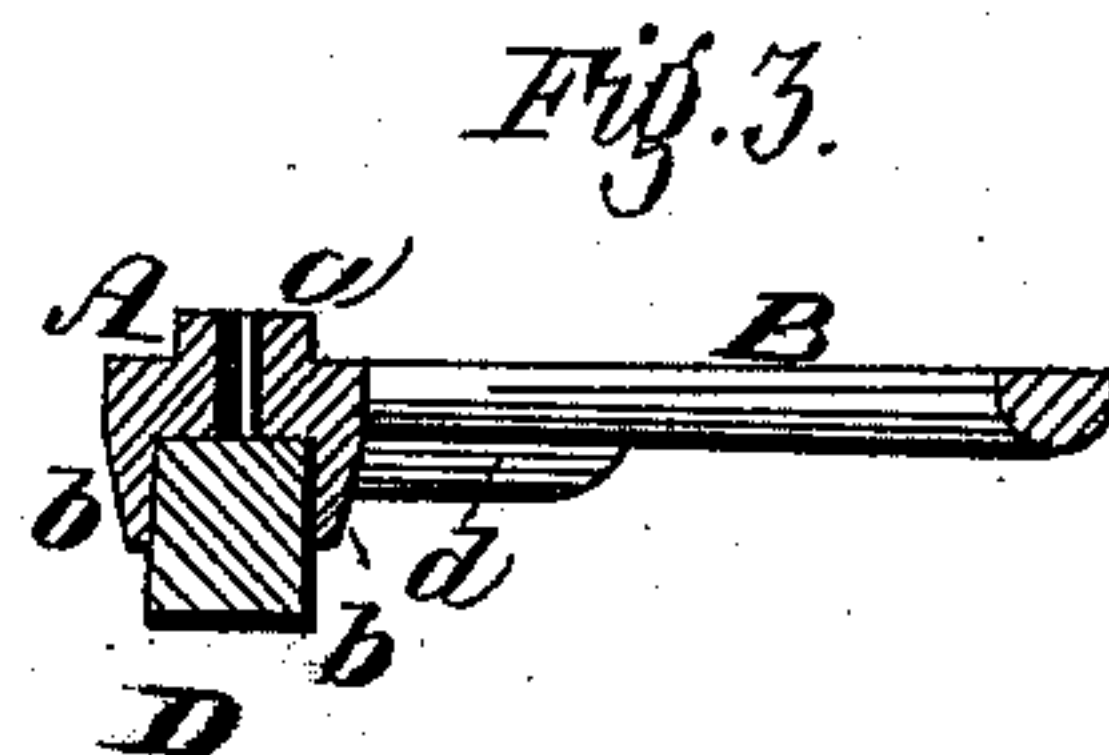
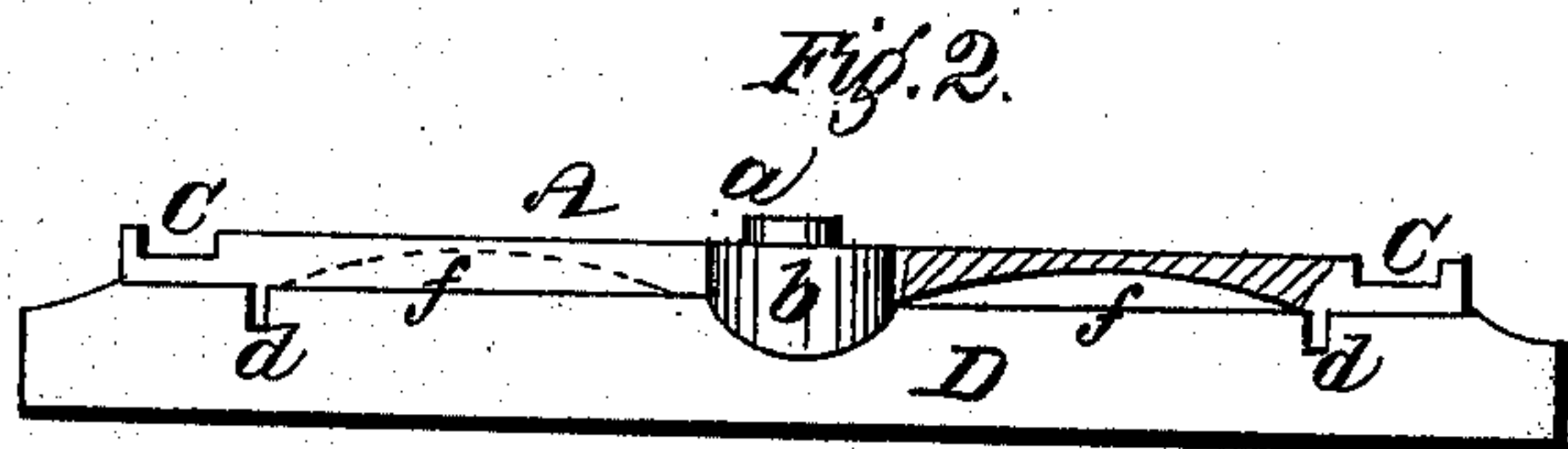
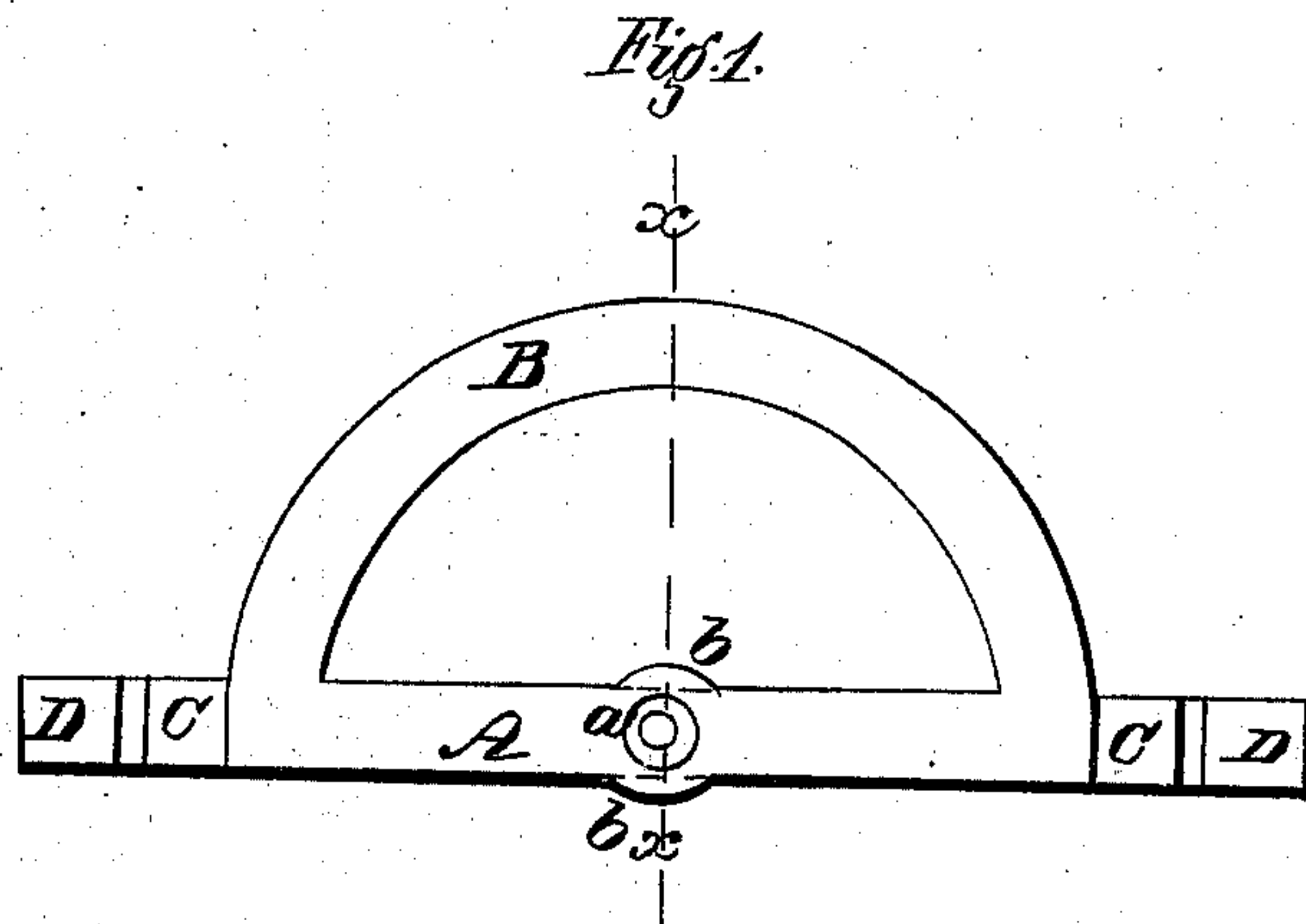


H. POTH.
Fifth Wheel.

No. 87,429.

Patented March 2, 1869.



Witnesses:
C. Baettig
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[Signature]
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United States Patent Office.

HENRY POTH, OF PITTSBURG, ASSIGNOR TO HIMSELF AND G. A. KLAGES, OF BIRMINGHAM, PENNSYLVANIA.

Letters Patent No. 87,429, dated March 2, 1869.

IMPROVED FIFTH-WHEEL FOR CARRIAGES.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, HENRY POTH, of Pittsburg, in the county of Allegheny, and State of Pennsylvania, have invented a new and improved Fifth-Wheel for Vehicles; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a plan view of my invention.

Figure 2 is a front view of the same, showing a part of the bar broken away.

Figure 3 is a cross-section of the same, through the line *x x*, fig. 1.

Similar letters of reference indicate corresponding parts.

The object of this invention is to provide a more simple and durable fifth-wheel for vehicles, than has heretofore been in use.

It is designed more particularly for buggies or spring-wagons, and is applicable to such vehicles, when constructed either with a single or double reach.

It consists in several improved features, which are hereinafter set forth.

The general form of the fifth-wheel is the same as heretofore employed, that is to say, the semicircular part B, and the straight part A, are retained, but the feature of improvement consists in casting the said parts in one and the same continuous piece, and in casting, on the under side of the bar A and the part B, two strengthening-feathers, or projections *d*, which are for the double purpose of strengthening the part B, at its junction with the part A, (where experience has shown that fifth-wheels are most liable to break,) and to confer stability to the attachment of the fifth-wheel to the axle D, by letting the feathers into the axle, as shown. These feathers commence at the front side of the bar A, and extend back on to the part B, a sufficient distance to secure a proper degree of strength to the junction.

The next feature of improvement consists of the cup or annular projection *a*, surrounding the king-bolt hole and lips or projections *b b*, extending downward from the bar A, and embracing the front and rear sides of the axle, as shown. The cup *a* affords the well-known mode of attaching the head-block to the fifth-wheel, known as the "cup-joint," and which, with the addition of the lips *b*, relieves the king-bolt of strain, enabling a smaller one to be used, and thereby avoiding the necessity of boring away so great a quantity of the axle at a point where it is most liable to break.

The third feature of improvement consists in coring out or recessing the main body of the bar A, at each side of the king-bolt, as shown at *f*, fig. 2, whereby a less quantity of metal is used, as the bar is made to sustain the proper relation, as regards dimension and bearing-surface, to the other parts, while it suffers no injurious diminution of strength.

O O are recessed extensions of the bar A, beyond the junction of the part B, for the purpose of affording seats for the clips, which hold the fifth-wheel down to the axle D.

It will be seen from the foregoing, that my improved fifth-wheel is attached without the use of bolts, or without weakening the same with holes for screws and other like devices.

Having thus described my invention,

I claim as new, and desire to secure by Letters Patent—

A fifth-wheel for vehicles, comprising the several features of improvement referred to above by the letters *a*, *b b*, *d d*, *e e*, *f f*, substantially as and for the purpose herein shown and described, as a new article of manufacture.

HENRY POTH.

Witnesses:

AND. HUMBERT,
HENRY LANZ.