

J. HENRY.

Fifth Wheel for Vehicles.

No. 101,013.

Patented March 22, 1870.

Fig. 1.

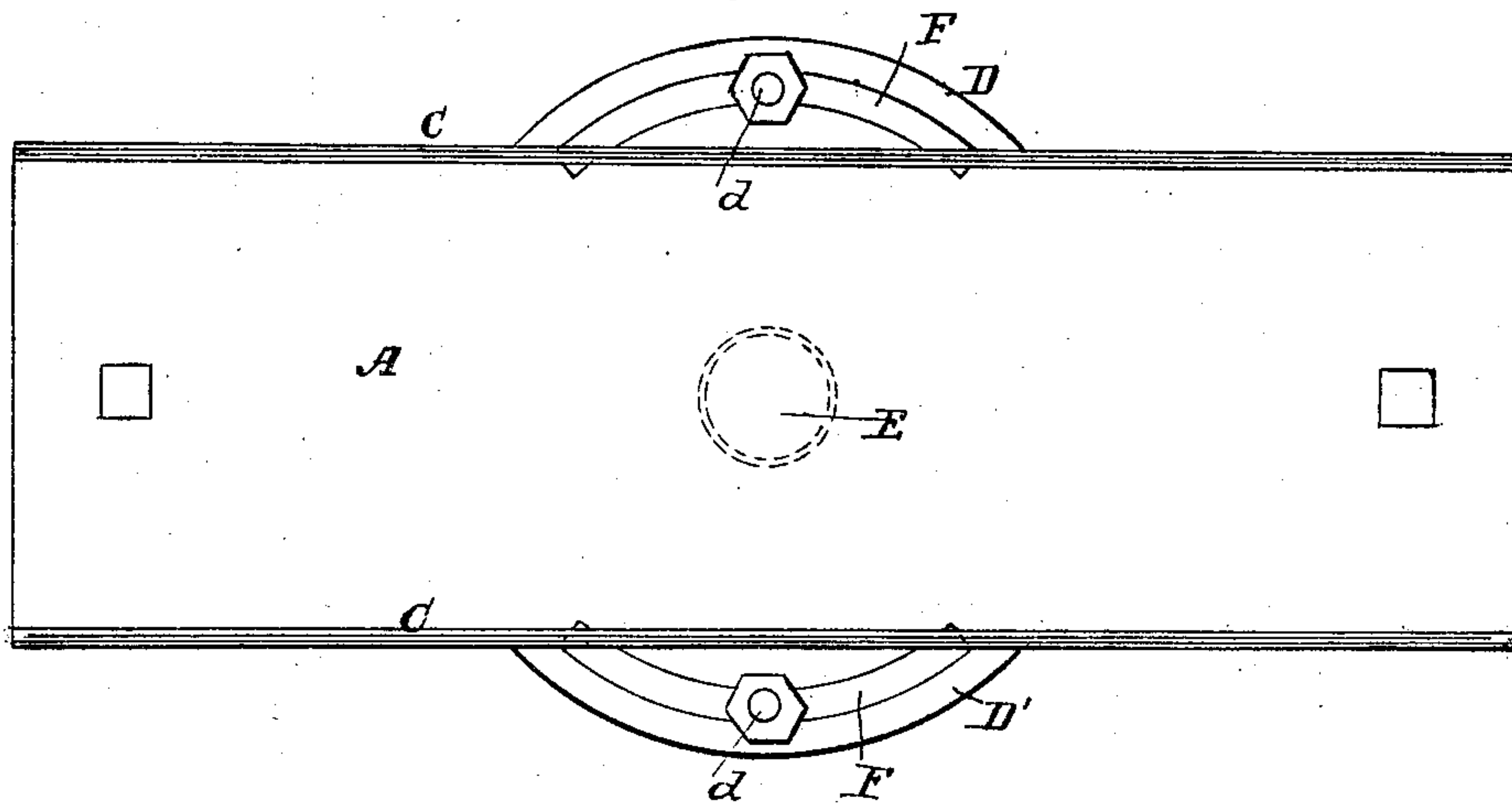
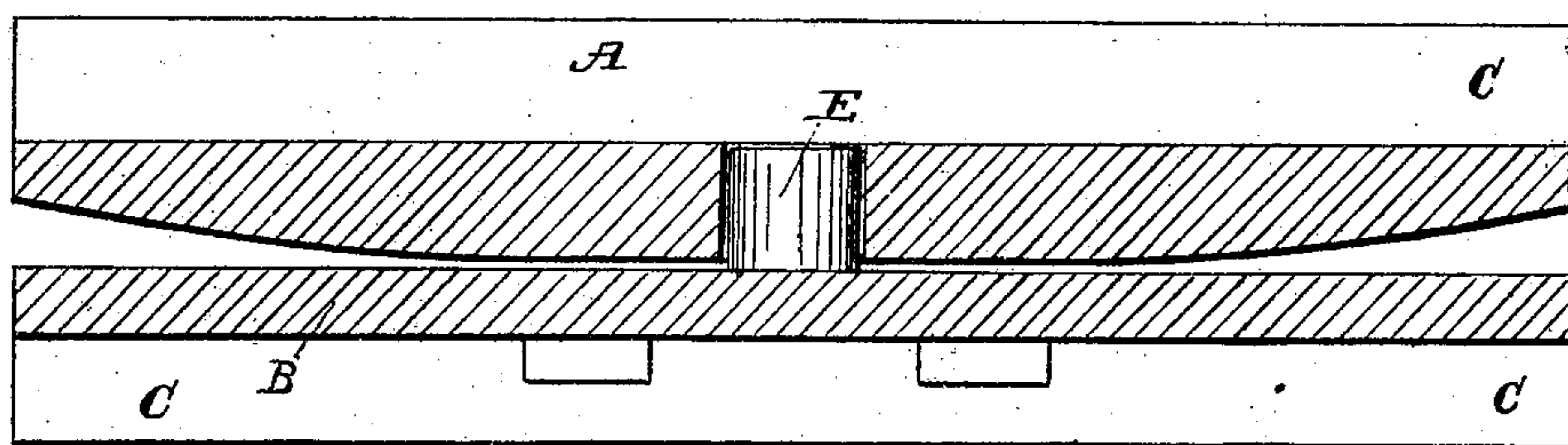


Fig. 2.



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# United States Patent Office.

JOHN HENRY, OF SUISUN, CALIFORNIA.

Letters Patent No. 101,013, dated March 22, 1870; antedated March 1, 1870.

## IMPROVEMENT IN BOLSTER AND AXLE-BED PLATE FOR VEHICLES.

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, JOHN HENRY, of the city of Suisun, county of Solano, State of California, have invented an Improved Bolster and Axle-Bed Plate for Wagons; and I do hereby declare the following description and accompanying drawings are sufficient to enable any person skilled in the art or science to which it most nearly appertains to make and use my said invention or improvement without further invention or experiment.

My invention relates to an improved device to be applied between the front axle-bed and bolster of a wagon, and which will serve as a turn-table for the front wheels to turn upon as on a pivot, when it is desired to turn the wagon or change its direction.

When this device is applied to the front axle and bolster of a wagon the usual sand-board is dispensed with.

This device consists of two plates with projecting flanges on the sides, each having at its middle a circular flange, which, when the plates are turned in opposite directions, rotate upon each other.

In order to more fully illustrate and explain my invention, reference is had to the accompanying drawings forming a part of this specification, in which—

A represents the bolster and B the axle-bed plate.

These plates are made of metal, and extend only a portion of the distance from the center each way toward the ends of the bolster and axle-bed.

These two plates rest one upon the other between the bolster and axle-bed, and have the vertical longitudinal flanges C C extending along their sides, thus forming a box or channel into which the bolster or axle-bed is fitted.

Each of the plates A and B has formed on its opposite sides, at the middle, circular flanges D D, the opposite flanges being made from the same center, so that, when the two plates are placed together, the flanges will rest one upon the other, as shown.

The two plates are made convex on the sides which lie in contact, so that the bolsters may oscillate when necessary.

The axle-bed plate B has a short vertical standard, E, rising from the center, from which the circular

flanges D' D' are made, which passes through a circular hole in the bolster-plate above it, about which the bolster turns, thus entirely doing away with the king-bolt usually employed to secure the bolster in place.

The flanges D' D' of the axle-bed plate B have a circular slot, F, passing around inside its rim, through which bolts *d d* pass.

These bolts first pass through the circular flanges D of the bolster-plate, and have nuts on their lower ends, which prevent their being withdrawn or lost, and thus, when the two plates are turned in opposite directions, the bolts serve as guides, moving in the circular slots.

The bolster is placed in the box formed by the flanges at the sides of the plate A, and bolts or screws are passed through the plates at each end into the bolster, thus securing it firmly in place.

The plate B is secured to the axle-bed in the same manner.

By the use of this device the usual sand-board and king-bolts are entirely done away with.

The bolster can at any time be removed from the axle, by simply removing the bolts which pass through the circular flanges, and be replaced with equal facility, while there are no parts which are liable to become lost.

The weight of metal and cost of constructing are not increased.

The device may be applied to any kind of wagons or wheeled vehicles.

Having thus described my invention,

What I claim, and desire to secure by Letters Patent, is—

In combination with the plates A and B, provided with the flanges D and D', and partially connected by the standard E, the slot F in the flange D', together with the bolts *d d* passing through it and through the flange D, whereby the king-bolt commonly employed is dispensed with, substantially as described.

JOHN HENRY. [L. s.]

Witnesses:

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