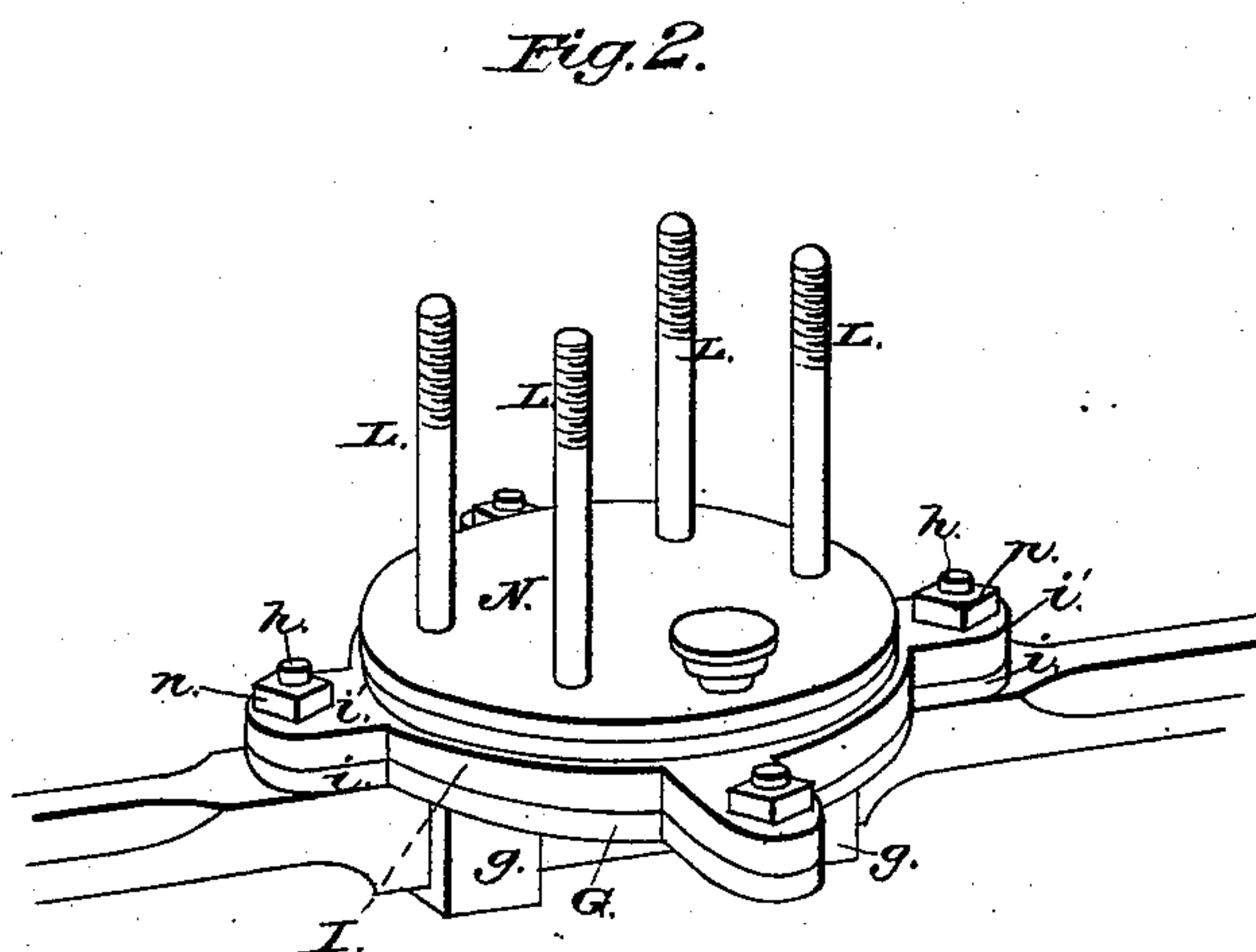
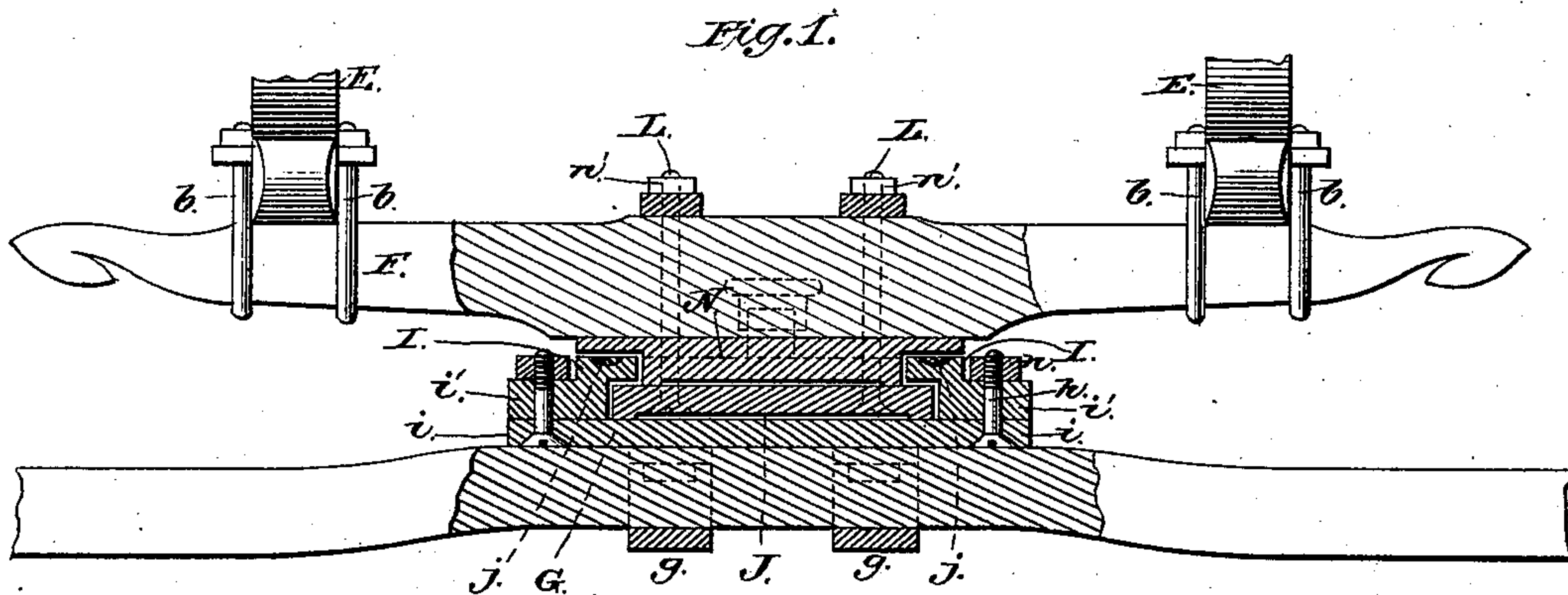


S. S. CLAAR.
Fifth-Wheel for Vehicles.

No. 210,009.

Patented Nov. 19, 1878.



WITNESSES

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SAMUEL S. CLAAR, OF BEDFORD, PENNSYLVANIA.

IMPROVEMENT IN FIFTH-WHEELS FOR VEHICLES.

Specification forming part of Letters Patent No. **210,009**, dated November 19, 1878; application filed October 12, 1878.

To all whom it may concern:

Be it known that I, SAMUEL S. CLAAR, of Bedford, in the county of Bedford and State of Pennsylvania, have invented a new and valuable Improvement in Axle-Couplings for Vehicles; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 is a sectional view of the axle-coupling. Fig. 2 is a perspective view of the coupling.

This invention has relation to an improvement in vehicles.

The object of the invention is mainly to improve the fifth-wheel or coupling in such manner as to be able to dispense with a king-bolt.

The nature of the invention consists in the combination, with a bed-plate upon the axle, of a turn-disk, a ring secured to the bed and overhanging the disk, and a cap-plate secured to said disk, covering in the same, and provided with means of attachment to the head-block, as will be hereinafter more fully explained.

In the annexed drawings, the letter G indicates the bed-plate of my improved fifth-wheel attachment, the same being a metallic disk of suitable diameter rigidly secured to the fore axle by means of clips *g*, and, if I so elect, slightly concaved upon its upper face. This disk has upon its edge a number of perforated lugs, *i*, through which project from below the headed bolts *h*, the object of which will be hereinafter shown. J indicates a second disk, resting upon the bed-plate G, being concentric therewith and of less diameter than the same. This disk is held in position by an overhanging ring, I, having upon its edges the lugs *i'*, corresponding to the lugs *i* of the bed. The bolts *h* pass through the lugs *i'*, and the said ring is clamped to the bed-plate over the

disk J by means of nuts *n*, applied upon the screws *h*.

L L represent bolts projecting through the disk J from below, and having their heads countersunk into the same. These bolts are of sufficient length to reach up above the head-block, and are arranged one at each angle of a rectangle, as shown in Fig. 2. They project upward through a metallic plate, N, rabbeted upon its under side, to be received in the ring I and to cover an annular trough, *j*, formed in the upper side of the said ring. This trough is designed to receive a lubricating-oil or other substance of like nature, which passes into it through an opening in plate N, closed by a suitable cap. The lubricant runs over the ring between the bed-plate and disk.

In attaching this device to the vehicle the head-block is received between the bolts L, and clip-plates passed over their ends, nuts *n'* being then applied in the usual way.

Sometimes, instead of concaving the middle part of the bed-plate, I may hollow out the under side of the disk J, as shown in Fig. 1, the object of either construction being to provide an oil-chamber and decrease friction.

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

The combination, with the bed-plate G, secured to the axle, and provided with eyes *i* upon its edge, of the disk J, bearing on said plate, and provided with the screw-bolts L, the overhanging ring I, having lugs *i'*, the clamp-bolts *h*, the rabbeted cap-plate N, passed over the bolts L, the head-block F, and a clip device securing the bolts L to the block, substantially as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

SAMUEL SCOTT CLAAR.

Witnesses:

FRANK FLETCHER,
WALTER F. MOORE.