

G. K. WILHELM.  
Fifth-Wheel for Vehicles.

No. 219,888.

Patented Sept. 23, 1879.

FIG. 1.

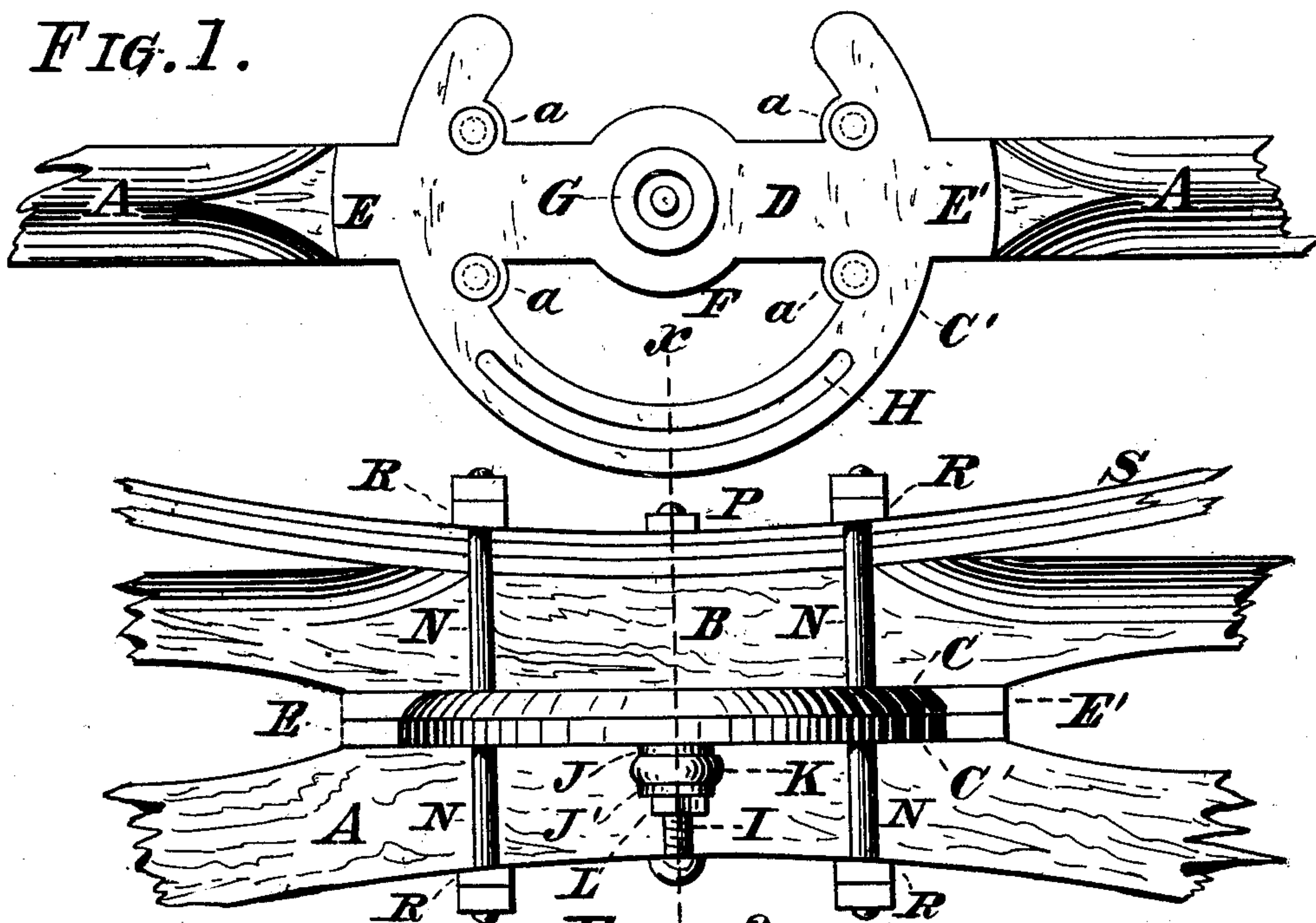
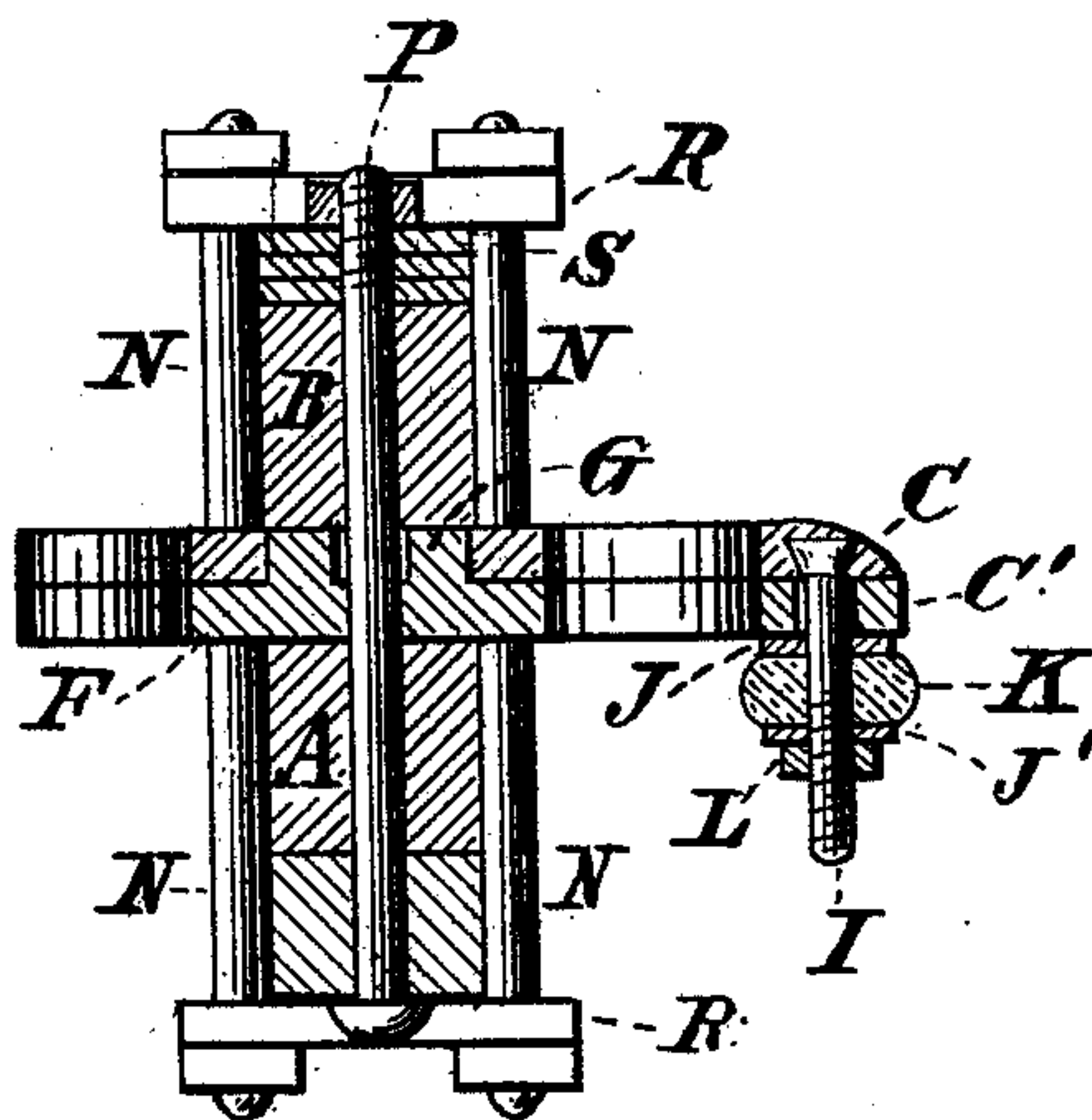


FIG. 2.

x

FIG. 3.



Witnesses:

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# UNITED STATES PATENT OFFICE

GEORGE K. WILHELM, OF BUFFALO, NEW YORK, ASSIGNOR OF ONE-HALF  
HIS RIGHT TO WILLIAM BAYNES, OF SAME PLACE.

## IMPROVEMENT IN FIFTH-WHEELS FOR VEHICLES.

Specification forming part of Letters Patent No. **219,888**, dated September 23, 1879; application filed  
August 13, 1879.

*To all whom it may concern:*

Be it known that I, GEORGE K. WILHELM, of Buffalo, in the county of Erie and State of New York, have invented certain new and useful Improvements in Fifth-Wheels for Vehicles; and I do hereby declare that the following description of my said invention, taken in connection with the accompanying sheet of drawings, forms a full, clear, and exact specification, which will enable others skilled in the art to which it appertains to make and use the same.

This invention has general reference to fifth-wheels for vehicles; and it consists in the peculiar combination of parts and details of construction, as hereinafter first fully set forth and described, and then pointed out in the claim.

In the drawings, to which reference has already been had, Figure 1 is a plan of one part (the lower one) of my fifth-wheel. Fig. 2 is a front elevation. Fig. 3 is a transverse sectional elevation in line *xx* of Fig. 2.

Like parts are designated by similar letters of reference in all the figures.

A is the usual axle-tree, and B the head-block, of a vehicle. C C' are the fifth-wheel plates. These plates are of the contour of a segment of a circle, and have the center radial bearing, D, and on their peripheries the side extensions, E E'. Centrally these plates have the circles F, and one of them within said center a hollow cylindrical projection, G, while the other has a corresponding aperture for the passage of the said cylindrical projection G.

The forward part of the segment C' is slotted at H, and the plate C provided with a fixed stud, I, passing through said slot-hole H, and provided with a washer, J, an elastic cushion, K, another washer, J', and a tightening-nut, L.

At the junction of the inner circles of the segmental plates C C' with the radial parts D are perforated lugs *a*, provided with counter-sunk headed bolts N, passing up and down, one set serving as clip-bolts for the axle, and the other as saddle clip-bolts.

Both the plates C C' are produced entire in the process of casting, in any suitable metal,

steel of a rather mild quality being preferred, and they can therefore be readily manufactured and sold in the market at a very low figure.

Owing to the side extensions, E E', on the segmental parts C C', I am enabled to reduce the said segmental parts in diameter without materially, if any, affecting the bearing quality of my fifth-wheel, which in light vehicles is a great desideratum, because it makes the wheel look very light and proportionate to the general design of said vehicles.

In practical use the circular projection G of one plate, fitting the circular central aperture in the opposite plate, receives the strain, and thereby relieves the center-bolt P, which, in this case, acts simply as a connecting-bolt; but even this bolt may be dispensed with, if desired, because the bolt I, with its flexible cushion, will keep the parts in proper contact.

It will be observed that by the peculiar construction of this fifth-wheel I dispense with the usual saddle and axle clips, inasmuch as the clip-bolts N, serving to secure the plates C C' to the axle-tree and head-block, respectively, answer, in conjunction with the clip-plates R, as such clips.

Another advantage derived from said construction is, that the axle-tree and head-block are not pierced for the passage of fastening-bolts for the fifth-wheel, thus leaving my axle-tree and head-block much stronger than those otherwise constructed.

A further advantage is, that owing to the bolt I, with its cushioned fastening, the plates C C' are drawn snugly together without interfering with their freedom of movement, and thereby prevented from rattling.

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

As an improved article of manufacture, a fifth-wheel for vehicles, having the parts C C' provided centrally with the circular parts F, radial parts D, connecting the segmental rims, side projections, E E', and the perforated lugs *a*, said plate C' having the slotted aperture H, and plate C the downwardly-pro-

jecting stud I, with the washers J J', elastic cushion K, and nut L, one of said plates being provided centrally with the cylindrical circular projection G, engaging a corresponding central aperture in the opposite plate, as and for the object specified.

In testimony that I claim the foregoing as

my invention I have hereto set my hand and affixed my seal in the presence of two subscribing witnesses.

G. K. WILHELM. [L. S.]

Attest:

MICHAEL J. STARK,  
EMMA A. S. DOPP.