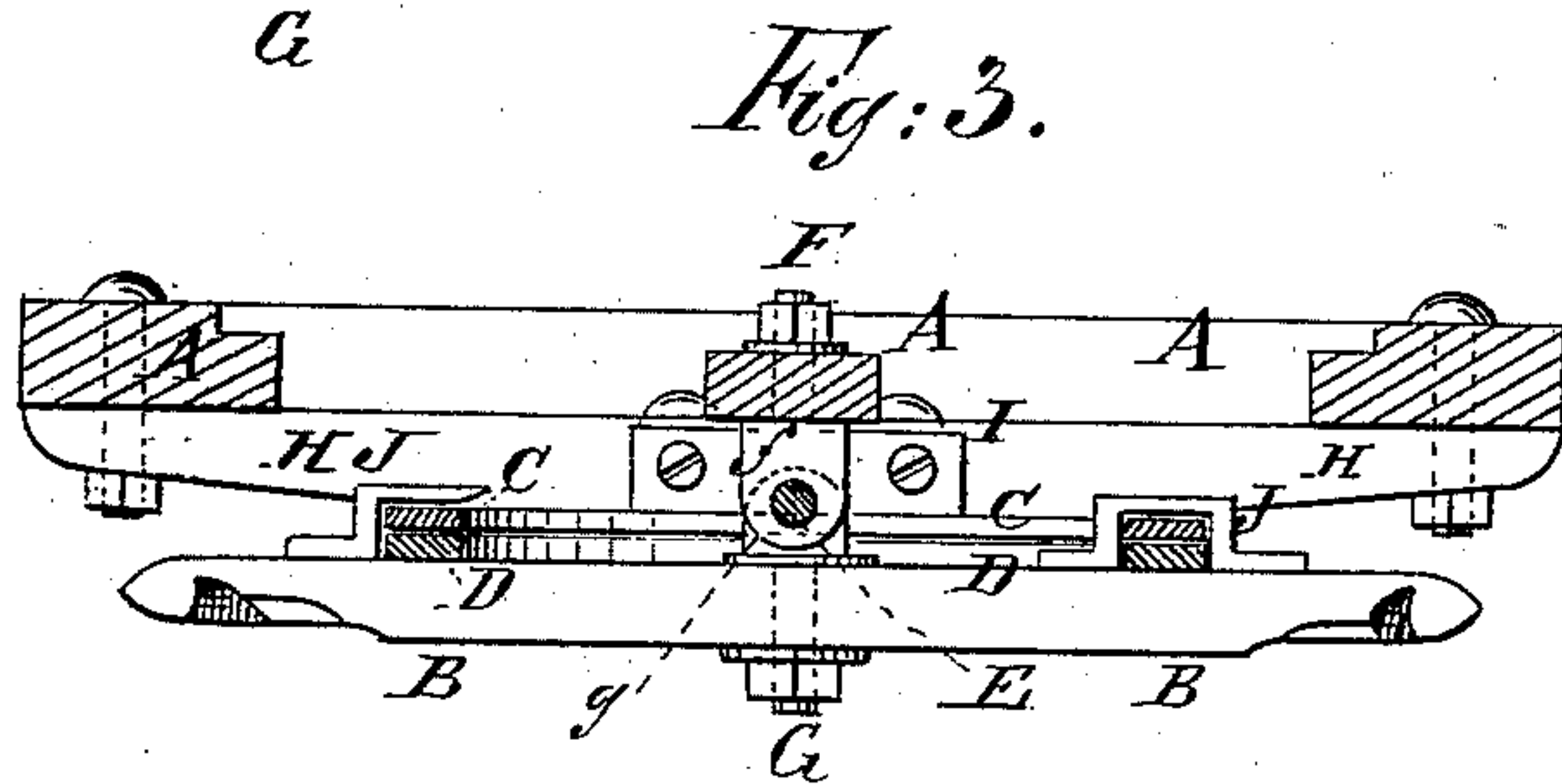
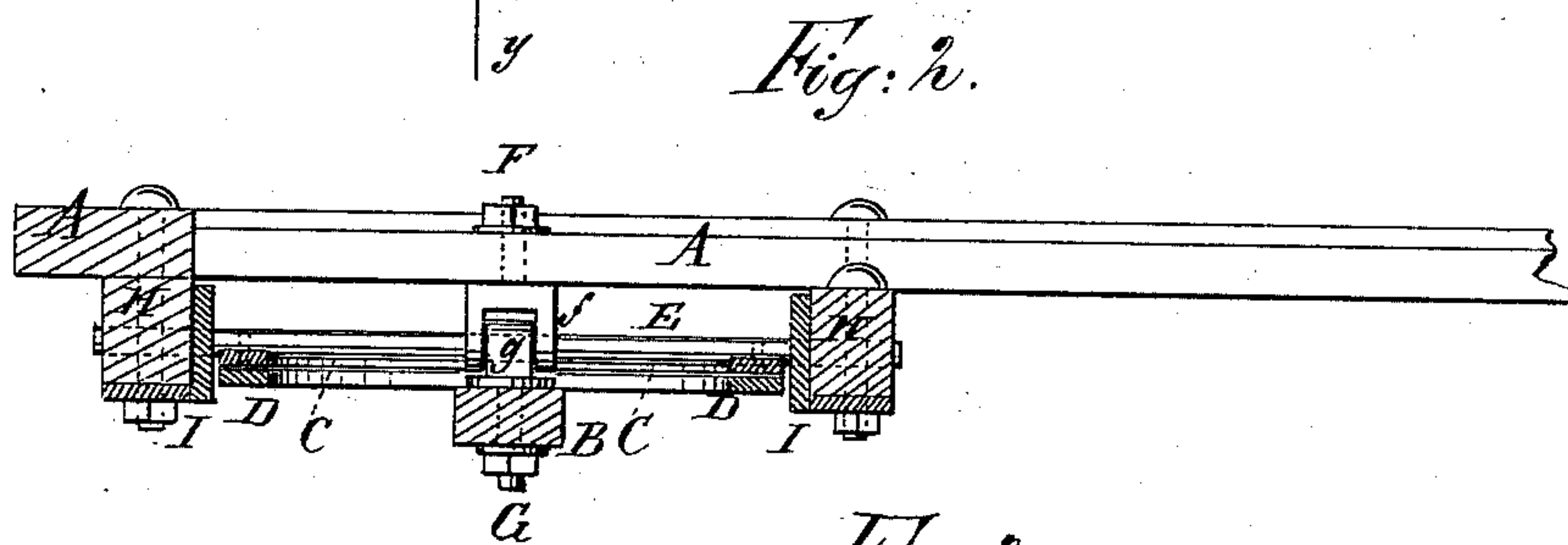
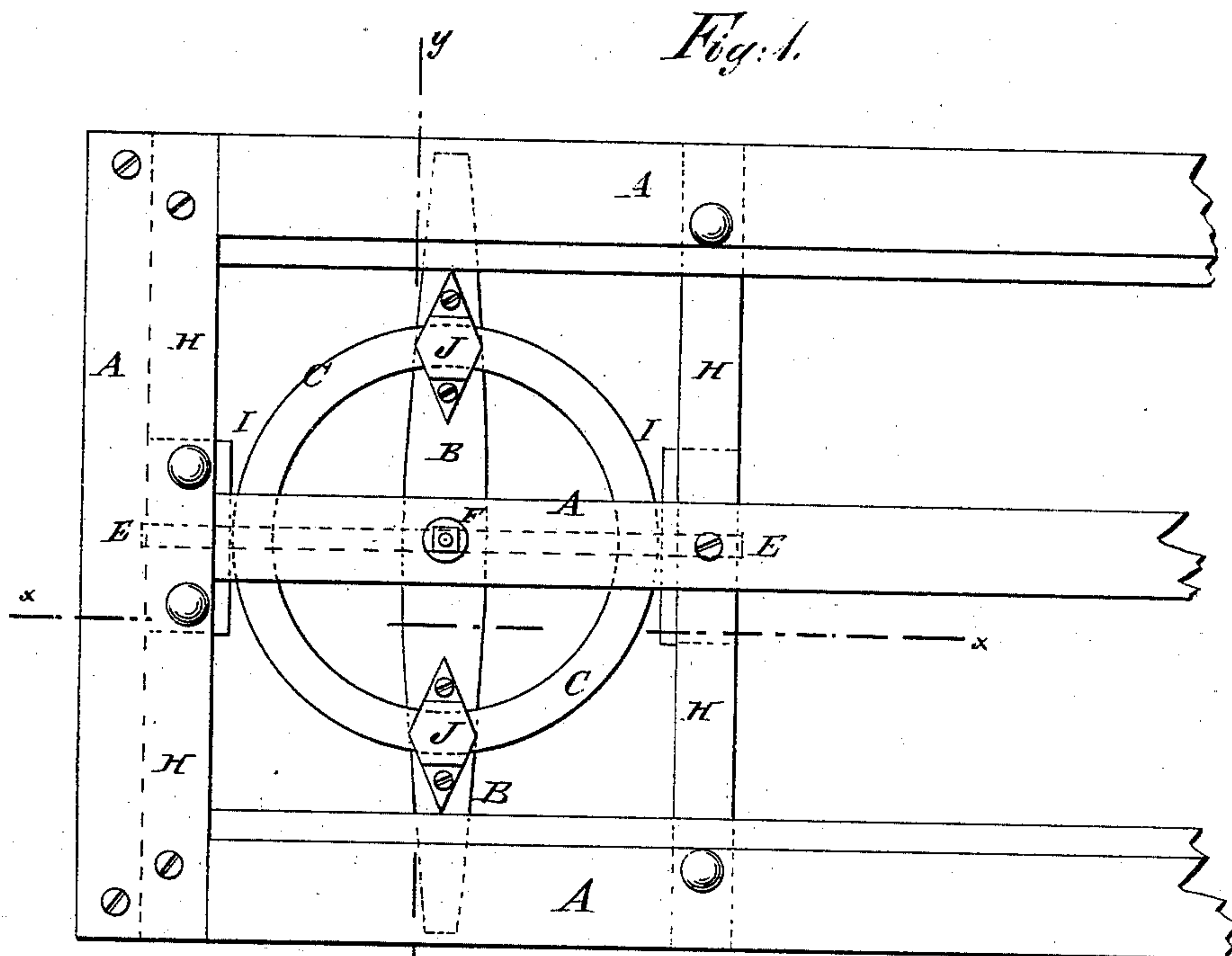


J. WAMPACH.
Fifth-Wheel.

No. 223,782.

Patented Jan. 20, 1880.



WITNESSES:

Chas. Nida
C. Sedgwick

INVENTOR:

J. Wampach
BY *Munn & Co.*
ATTORNEYS.

UNITED STATES PATENT OFFICE.

JOHN WAMPACH, OF SHAKOPEE, MINNESOTA.

FIFTH-WHEEL.

SPECIFICATION forming part of Letters Patent No. 223,782, dated January 20, 1880.

Application filed November 28, 1879.

To all whom it may concern:

Be it known that I, JOHN WAMPACH, of Shakopee, in the county of Scott and State of Minnesota, have invented a new and useful Improvement in Fifth-Wheel Vehicles, of which the following is a specification.

Figure 1 is a plan view of my improvement. Fig. 2 is a sectional side elevation, taken through the line *xx*, Fig. 1. Fig. 3 is a sectional end elevation, taken through the line *yy*, Fig. 1.

Similar letters of reference indicate corresponding parts.

The object of this invention is to furnish vehicles so constructed that their wheels may pass over uneven surfaces without wrenching or twisting the gearing.

A represents the bottom frame of a wagon-body, B the head-block, and C D the two parts of the fifth-wheel. The upper part, C, of the fifth-wheel is welded, bolted, or riveted to a rod, E, placed longitudinally with the length of the wagon, and the ends of which work in bearings in cross-bars H, attached to the frame A. The lower part, D, of the fifth-wheel is attached to the head-block B.

The king-bolt is made in two parts, F G. The upper part, F, of the king-bolt is attached to a bar of the frame A, and has a loop, *f*, formed upon its lower end to receive the eye *g*, formed upon the upper end of the lower part, G, which is attached to the head-block B. The eye and loop of the two parts F G of the king-bolt have holes formed through them to receive the rod E, by which they are hinged together, so that the fifth-wheel may rock upon the rod E.

By this construction, should one of the

wheels pass over an obstruction or into a depression, the rocking of the fifth-wheel will prevent the gearing and body from being wrenched or twisted. By this construction, also, the fifth-wheel C D will be between the two cross-bars H, so that a forward or back pressure upon the fifth-wheel will be supported by the said cross-bars. The parts of the cross-bars H that come in contact with the fifth-wheel C D have metal plates I attached to them, to prevent wear, and serve as bearings for the rod E. The parts C D of the fifth-wheel are held together and against the head-block B, so as to be rocked by and with the said head-block by keepers J, through which the said parts pass, and which are attached to the said head-block.

With this construction, should the king-bolt break the cross-bars H will receive the drawing and holding-back strain, and the keepers J will keep the fifth-wheel and the head-block in connection, so that the wagon can still be used with safety.

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

The combination, with a fifth-wheel having rod E, of the king-bolt, made in two parts, F G, pivoted together, the part F attached to a bar of the frame A, and the part G attached to a head-block, B, each of said parts having a hole to receive the rod E, as shown and described.

JOHN WAMPACH.

Witnesses:

NICOLAS HENCKES,
PIETER HENCKES.