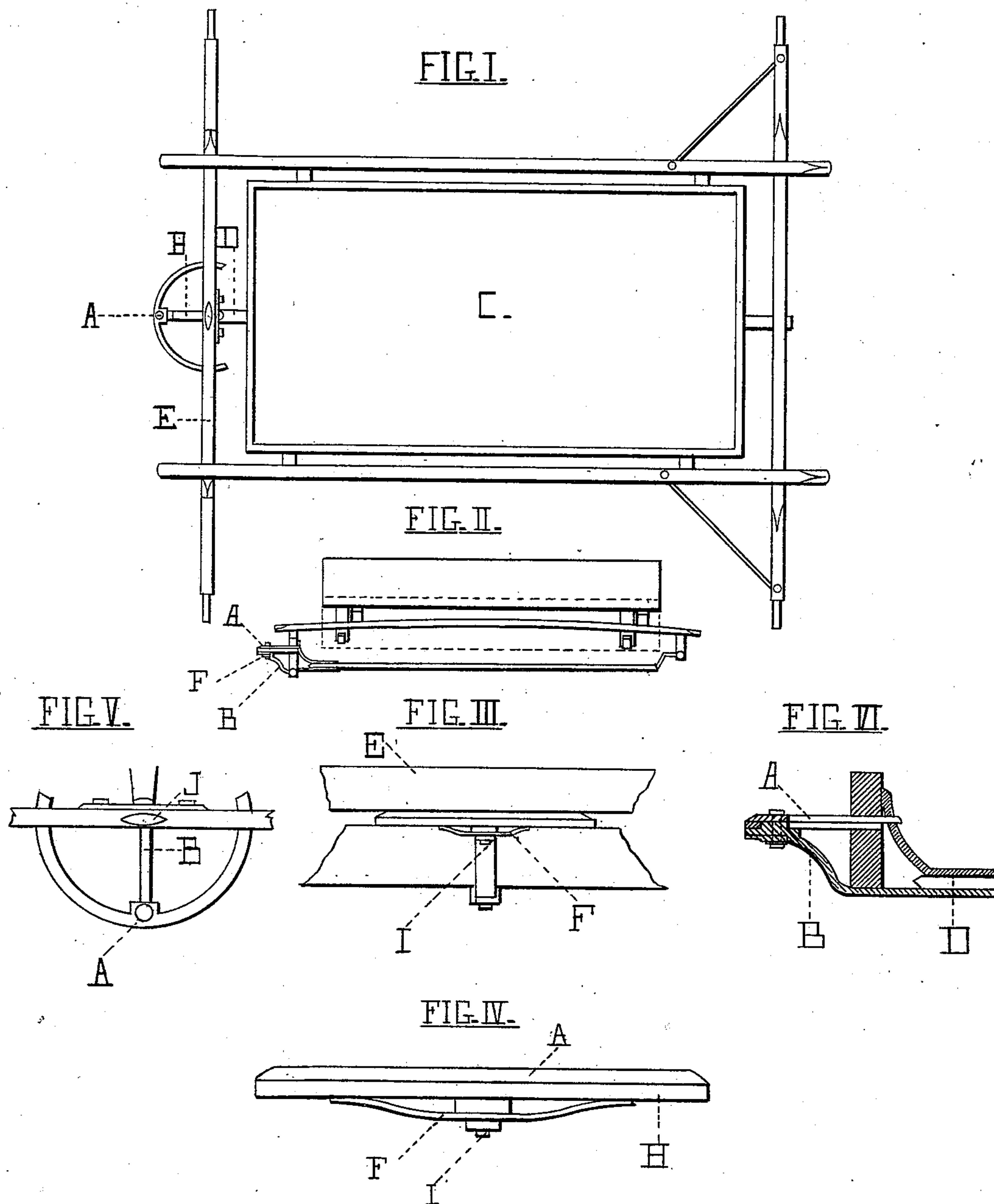


H. TIMKEN.
Fifth-Wheel.

No. 226,636.

Patented April 20, 1880.



Witnesses *Wm M. Eccles*
H. C. Hoffmeister

Inventor:
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UNITED STATES PATENT OFFICE.

HENRY TIMKEN, OF ST. LOUIS, MISSOURI.

FIFTH-WHEEL.

SPECIFICATION forming part of Letters Patent No. 226,636, dated April 20, 1880.

Application filed February 9, 1880.

To all whom it may concern:

Be it known that I, HENRY TIMKEN, a citizen of the United States, residing at St. Louis, in the county of St. Louis and State of Missouri, have invented a new and useful Improvement in Carriages, of which the following is a specification.

My invention consists in so arranging the fifth-wheel of a carriage, buggy, or vehicle that it is provided with a stay passing under the fore axle and connecting with the coupling, and also with a spring, to prevent the fifth-wheel from clattering. It is also cut off back of the fore axle, so as to allow the body to be set lower than in ordinary carriages or buggies.

Figure I shows a top view of my invention connected to the running-gear and body. Fig. II shows a side view of the fifth-wheel, running-gear, and body combined. Fig. III shows a front view of bolster, front axle, spring, fifth-wheel, stay, and part of coupling. Fig. IV shows a detached front view of the end of the stay, the spring, and upper and lower part of the fifth-wheel. Fig. V shows a detached top view of the fifth-wheel, bolster, stay, and king-bolt. Fig. VI shows a side sectional view of the bolster, fifth-wheel, stay, front axle, and part of coupling.

A represents the fifth-wheel of a carriage, which is made in the ordinary way, except that it is cut away in that part of its periphery back of the front axle, so as to allow the body C to pass below that point without interfering with it. It is also stayed by an iron or steel bar fastened to the front and upper portion of the fifth-wheel and passing down and under the front axle, and is connected with the coupling D in a permanent manner. E is the bolster, to which the upper part of

the fifth-wheel is connected in a permanent manner. The coupling D is connected to the back part of the bolster in the ordinary way. It is also sunk to a level with the axle, so as to admit of the body C being set lower than in an ordinary buggy. This, however, is old, and no claim is laid to it, for other lowered couplings have been in use for some time.

J is the bolt that passes down through the bolster E, axle, and stay B, as shown in Fig. I, and is fastened underneath with a nut or other appropriate means. This is also old; so is the body C and the manner of coupling the body to the gearing.

F represents a half of the ordinary elliptical spring, with its center fastened to the under part of the end of the stay B by an adjustable bolt, I, as seen in Fig. IV, and with its ends bearing upon the lower part of the lower half of the fifth-wheel. By the spring F thus pressing upon the lower part of the lower half of the fifth-wheel it is prevented from clattering or making a noise.

As the spring F wears or becomes weak by use it may be tightened by the common adjustable bolt J.

Now, what I claim, and for which I ask Letters Patent of the United States to be granted me, is—

1. The spring F, as above described, in combination with the fifth-wheel A of a buggy, for the purposes set forth.

2. The combination of the parts A, F, and B, substantially as above described, and for the purposes set forth.

HENRY TIMKEN.

Witnesses:

WM. M. ECCLES,
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