

(No Model.)

W. H. THURBER.
Fifth Wheel.

No. 233,897.

Patented Nov. 2, 1880.

Fig. 1.

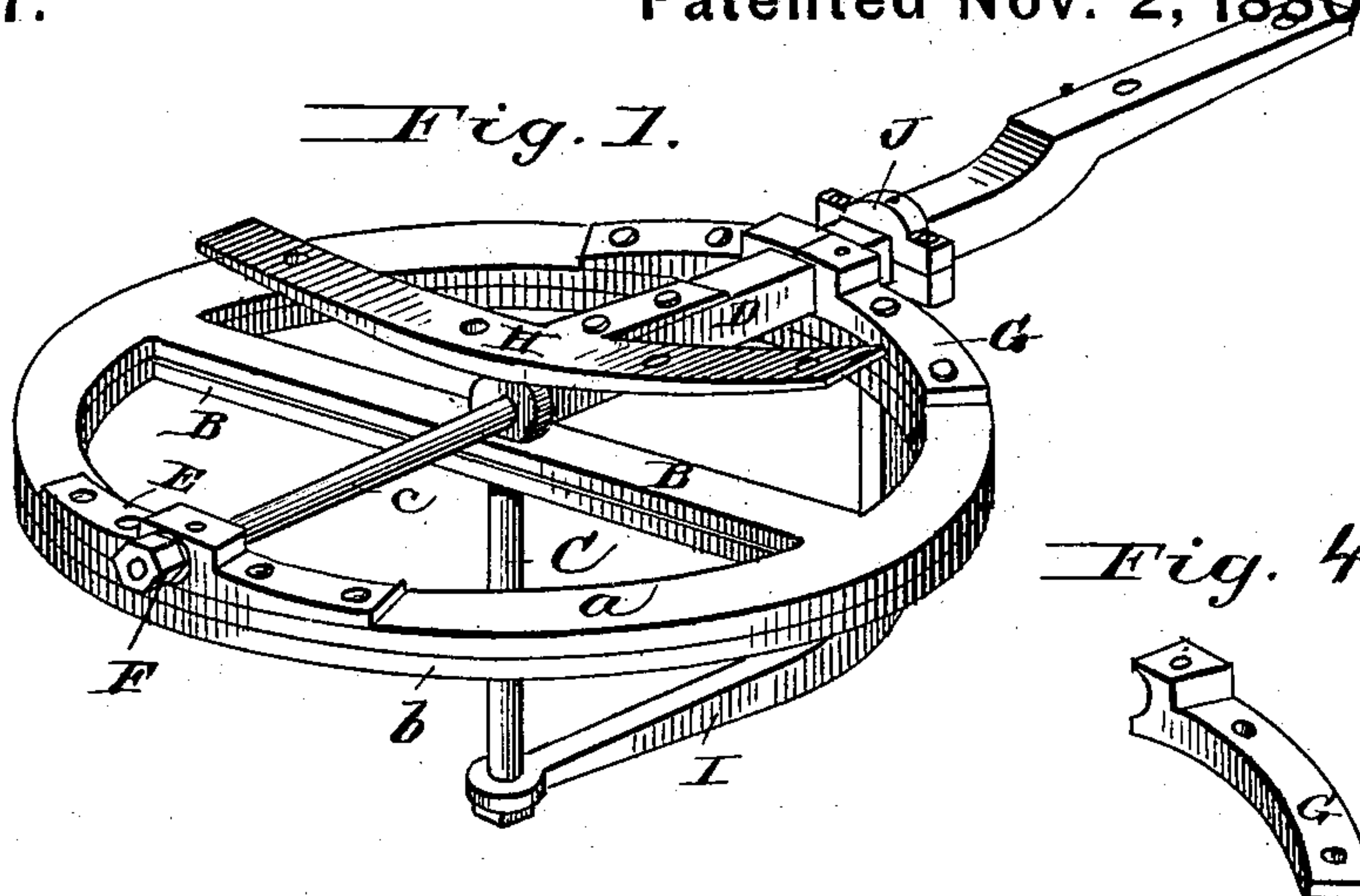


Fig. 4.

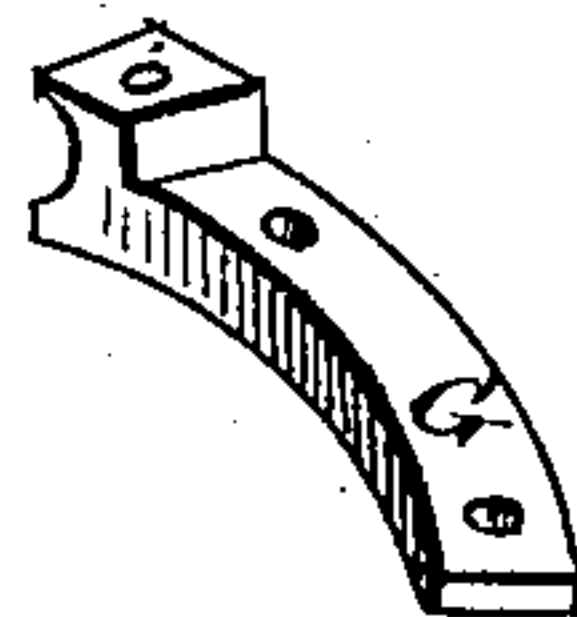


Fig. 2.

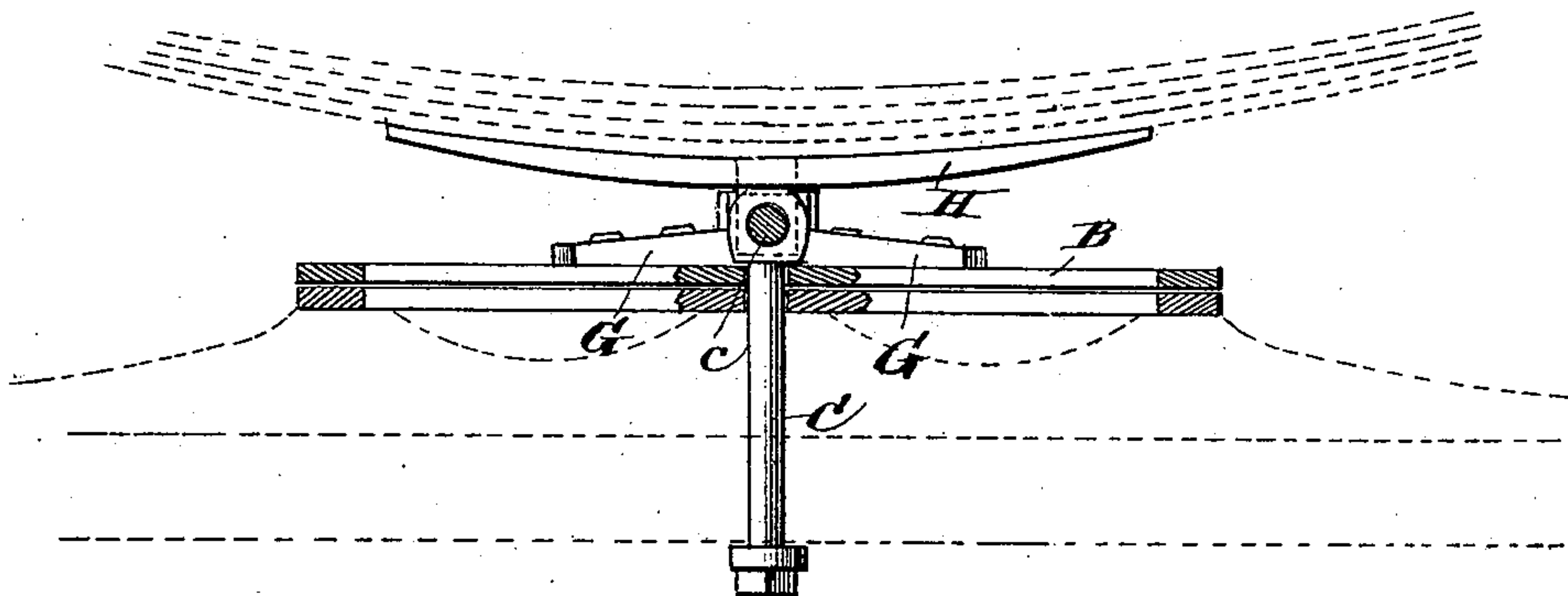
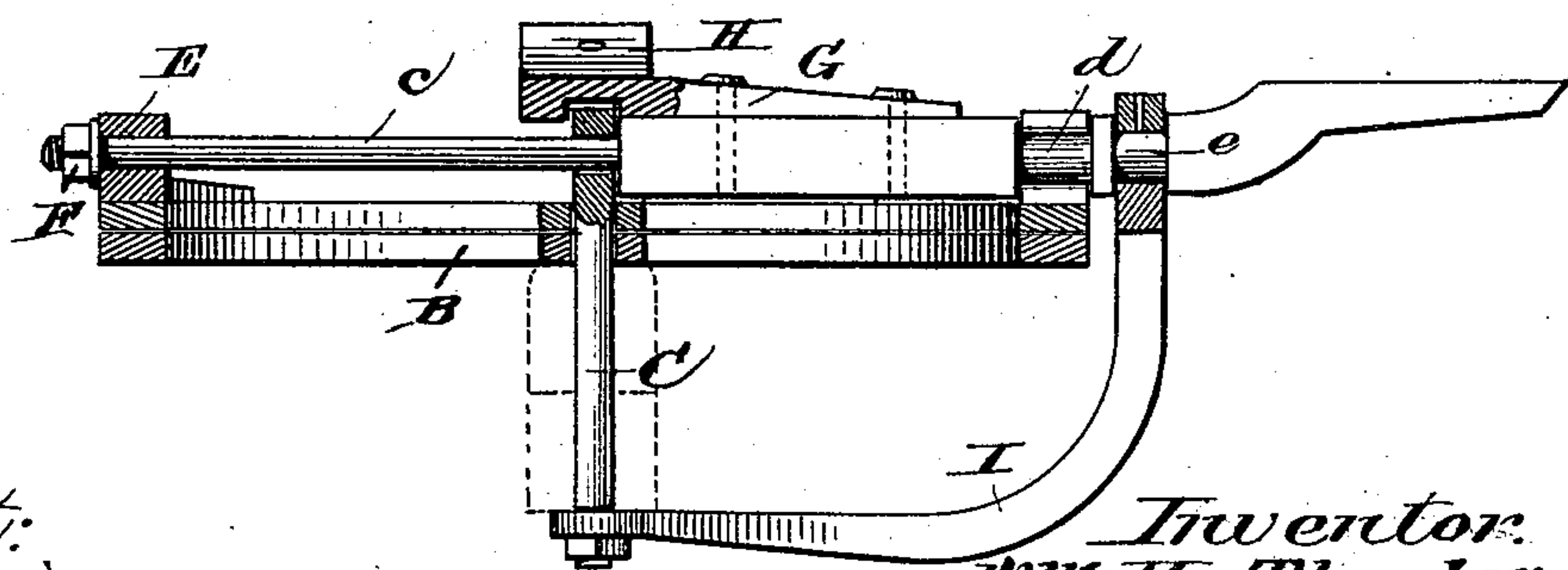


Fig. 3.



Attest:
H. L. Perrine,
Atty.

Inventor:
W. H. Thurber.

By *H. C. Affolter*
Atty.

UNITED STATES PATENT OFFICE.

WILLIAM H. THURBER, OF CLYDE, WISCONSIN.

FIFTH-WHEEL.

SPECIFICATION forming part of Letters Patent No. 233,897, dated November 2, 1880.

Application filed May 28, 1880. (No model.)

To all whom it may concern:

Be it known that I, WM. H. THURBER, a citizen of the United States, residing at Clyde, in the county of Iowa and State of Wisconsin, have
5 invented certain new and useful Improvements in Fifth-Wheels; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to
10 make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification, in which—

Figure 1 is a perspective of the fifth-wheel
15 and reach, looking from the front; Fig. 2, a front view, partly in section; Fig. 3, a side view, partly in section, and Fig. 4 a detached section of one of the clamps.

My invention relates to fifth-wheels, and
20 has for its object the connection of the reach and fifth-wheels, so that the one may turn on the other, thereby relieving the reach from strain when one wheel is raised higher than the one on the opposite side; and it consists
25 in the construction hereinafter described, and afterward pointed out in the claims.

In the accompanying drawings, the letter A indicates the fifth-wheel, consisting of the two
30 circles *a* and *b*, both being provided with a cross-bar, B, through which is passed the eyebolt C.

The reach D is represented as made with its forward end of reduced diameter and rounded form, as seen at *c*, while the other portion is
35 of square, octagonal, or other form, except part of it next to and over the circle of the fifth-wheel, as seen at *d*, Fig. 3, which portion is reduced in diameter and rounded in form, the same as the forward end. The forward rounded
40 portion of this reach is passed through the eye of bolt C, and its end held to the upper circle of the wheel by a clamp, E, bolted or otherwise secured to the wheel, and also by a nut, F, screwed onto the end thereof. The
45 reach is also secured to the circle by a clamp, G, usually made in two sections and fitted around the reach at *d*, and bolted or otherwise secured to the circle *a*. To that portion of the reach between the cross-bar B and clamp
50 G there is bolted or otherwise secured, as shown, the bolster or pillow H, on which the spring (indicated by dotted lines in Fig. 2) rests.

A brace, I, is connected at one end to the lower end of the bolt C, and there held by a nut on the end of the bolt, and at the other
55 end to the reach D, as illustrated in Figs. 1 and 3. At the point of connection between the brace and reach the latter is cut away, as seen at *e* in Fig. 3, and the point encircled by the brace is rounded, as illustrated. The brace
60 is held to the reach by the block J, which straddles the reach and is bolted to the brace.

By constructing the reach and fifth-wheel as described the two are securely and strongly
65 held together; the wheel is allowed an oscillatory or rocking movement on the reach, so that when one wheel of the vehicle runs on a higher plane than the other there will be no wrenching or straining of the reach.

The parts can be readily put together and
70 taken apart, and where the parts are journaled holes are formed in the clamps to feed lubricants to the parts.

In Fig. 2 the dotted lines beneath the wheel indicate the axle and mode of connecting the
75 wheel thereto. It may here be stated that the wheel is connected to the vehicle in the ordinary way.

The reach D may extend from axle to axle—being in one piece—or it may be bolted to an-
80 other section extending to the rear axle.

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

1. The combination of the fifth-wheel A,
85 reach D, and eyebolt C, the reach and wheel being hinged together, as described, to operate as set forth.

2. The combination of the fifth-wheel A,
90 reach D, constructed with rounded portions *c* and *d*, and connected to the wheel by eyebolt C and clamps E and G, substantially as described.

3. The reach D, constructed with rounded portions *c*, *d*, and *e*, in combination with fifth-
95 wheel A, clamps E and G, eyebolt C, and brace J, substantially as set forth.

In testimony whereof I affix my signature in presence of two witnesses.

WM. H. THURBER.

Witnesses:

J. H. FRANKLIN,
ROBT. H. KINZIE.