

(No Model.)

J. MEETER.

FIFTH WHEEL.

No. 267,558.

Patented Nov. 14, 1882.

Fig. 1.

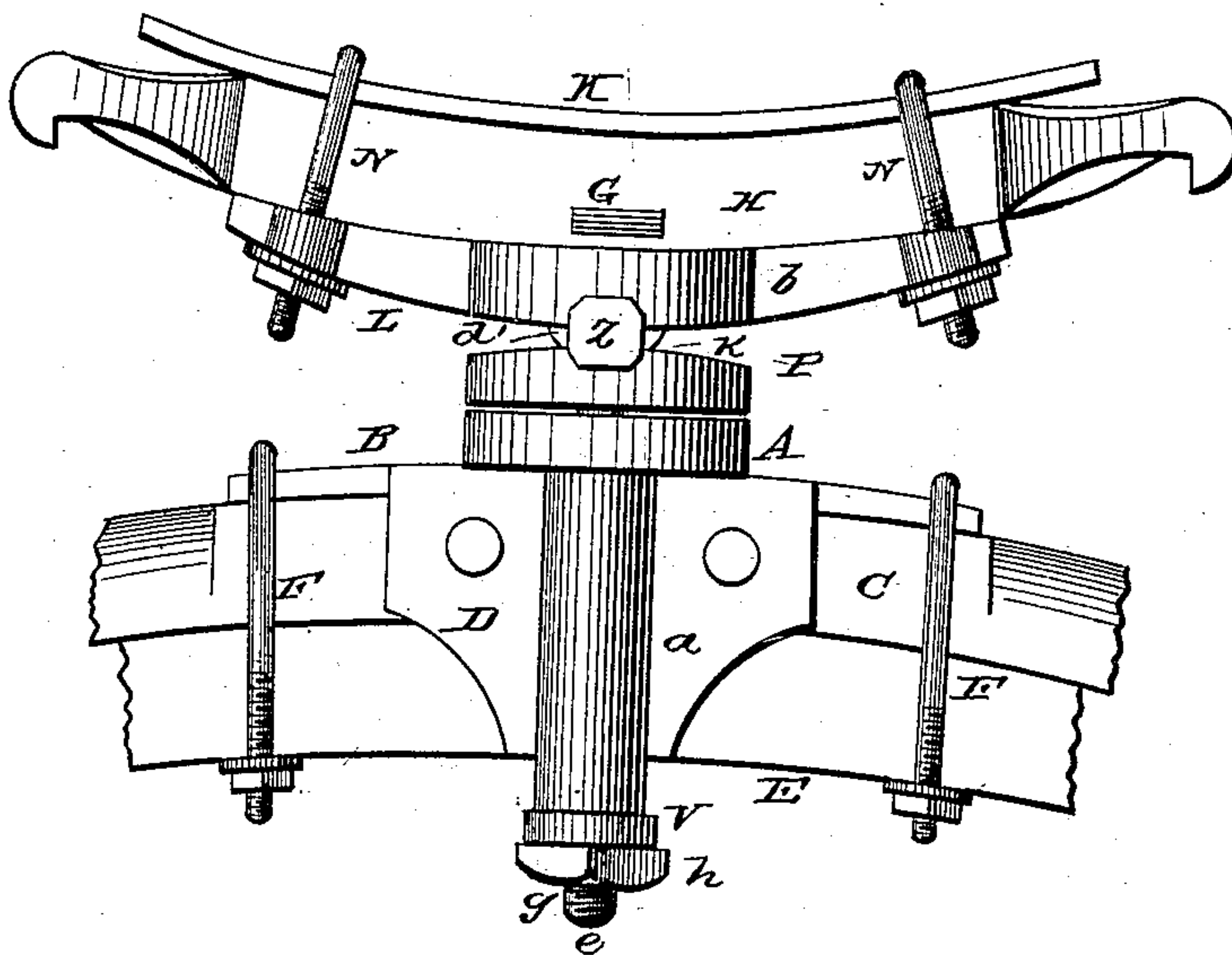
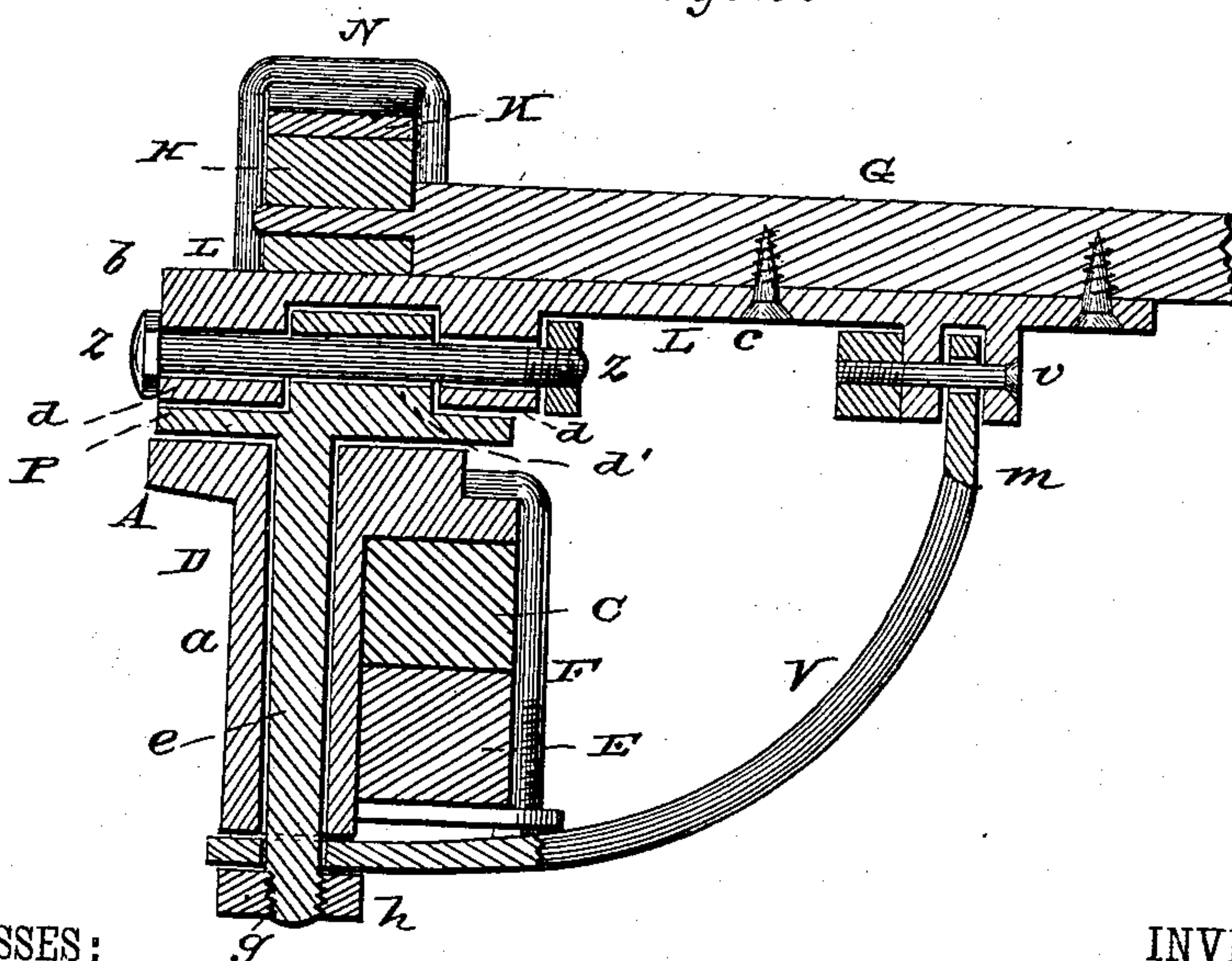


Fig. 2.



WITNESSES:

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UNITED STATES PATENT OFFICE.

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FIFTH-WHEEL.

SPECIFICATION forming part of Letters Patent No. 267,558, dated November 14, 1882.

Application filed April 8, 1882. (No model.)

To all whom it may concern:

Be it known that I, JOHN MEETER, a citizen of the United States, resident of Elizabeth, in the county of Jo Daviess and State of Illinois, have invented a new and valuable Improvement in Fifth-Wheels; 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 of the drawings is a representation of a front view of my improved fifth-wheel, and Fig. 2 is a vertical sectional view of the same.

This invention has relation to fifth-wheel connections; and it consists in the novel construction and arrangement of parts, as will be hereinafter fully described, and particularly pointed out in the claim.

In the accompanying drawings the letter A designates the lower plate of the fifth-wheel, having the horizontal flange-bearing B resting on the upper surface of the axle-bed C, and the vertical flange-bearing D extending downward in front of the axle-bed and axle E. In the vertical flange-bearing D is formed a vertical socket, *a*, the opening of which extends through the center of the lower plate. Clips F serve to secure the horizontal flange B firmly to the axle-bed and axle.

G indicates the reach, and H the head-block under the front spring, K.

L represents a T-form plate having the end of its transverse head *b* secured to the head-block and front spring by the clips N. The stem *c* of the plate L extends under the end of the reach and is firmly secured thereto. The front portion of the plate L is formed with barrel-lugs *d*, longitudinally arranged in line with the stem and on the under side, as shown in the drawings.

P indicates the upper plate or section of the fifth-wheel, designed to fit neatly on the lower plate, A, on which it moves with a circular motion, being pivoted thereto by means of the bolt-stem *e*, which extends downward from its center through the vertical socket *a* of the lower plate, below which the threaded end *g* of the bolt-stem is provided with a securing-nut, *h*. The upper surface of the upper plate, P, is beveled on each side from the central bear-

ings, *k*, and the barrel-lug *d'*, which is connected to the barrel-lugs *d* of the plate L by means of the horizontal pivot-bolt *z*. In this manner a strong connection is effected between the bearing-plate of the spring and head-block and the upper fifth-wheel plate or section, whereby a certain amount of vibration is allowed to the axle without affecting the front spring, which tends to preserve the steadiness of the box or body of the vehicle in passing over uneven roads.

V indicates a double pivoted brace, the upper and rear end, *m*, of which is pivoted to lugs at the rear end of the supporting-plate L by a horizontal pivot-bolt, *v*, and the front and lower end of which is pivoted on the lower end of the vertical bolt-stem *e* below its socket-bearing.

An improvement in attachments for carriages, wagons, &c., consisting in pivoting the bolster-plate to the bolster-pin, in combination with a pivoted brace, the latter being connected to the coupling-poles and axle, has been used prior to my invention, and I do not broadly claim such a construction herein. Furthermore, the front axle of a carriage has been connected to its axle-bed by means of a clip having a circular recess in its upper end to receive a collar on the king-bolt, the head of which is hinged to a metallic portion of the head-block for the purpose of keeping the body of the vehicle in a horizontal position, and I do not lay claim to this construction.

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

In a fifth-wheel, the combination, with the T-shaped supporting-plate under the head-block and front spring, provided with the barrel-lugs *d*, and the lower fifth-wheel plate, A, having the vertical socket-bearing *a*, of the upper fifth-wheel plate, P, having barrel-lug *d'*, and stem *e*, the bolt *z*, and pivoted brace *v*, substantially as specified.

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

JOHN MEETER.

Witnesses:

JOHN Q. ROBINSON,
THOMAS B. BRAY.