

(No Model.)

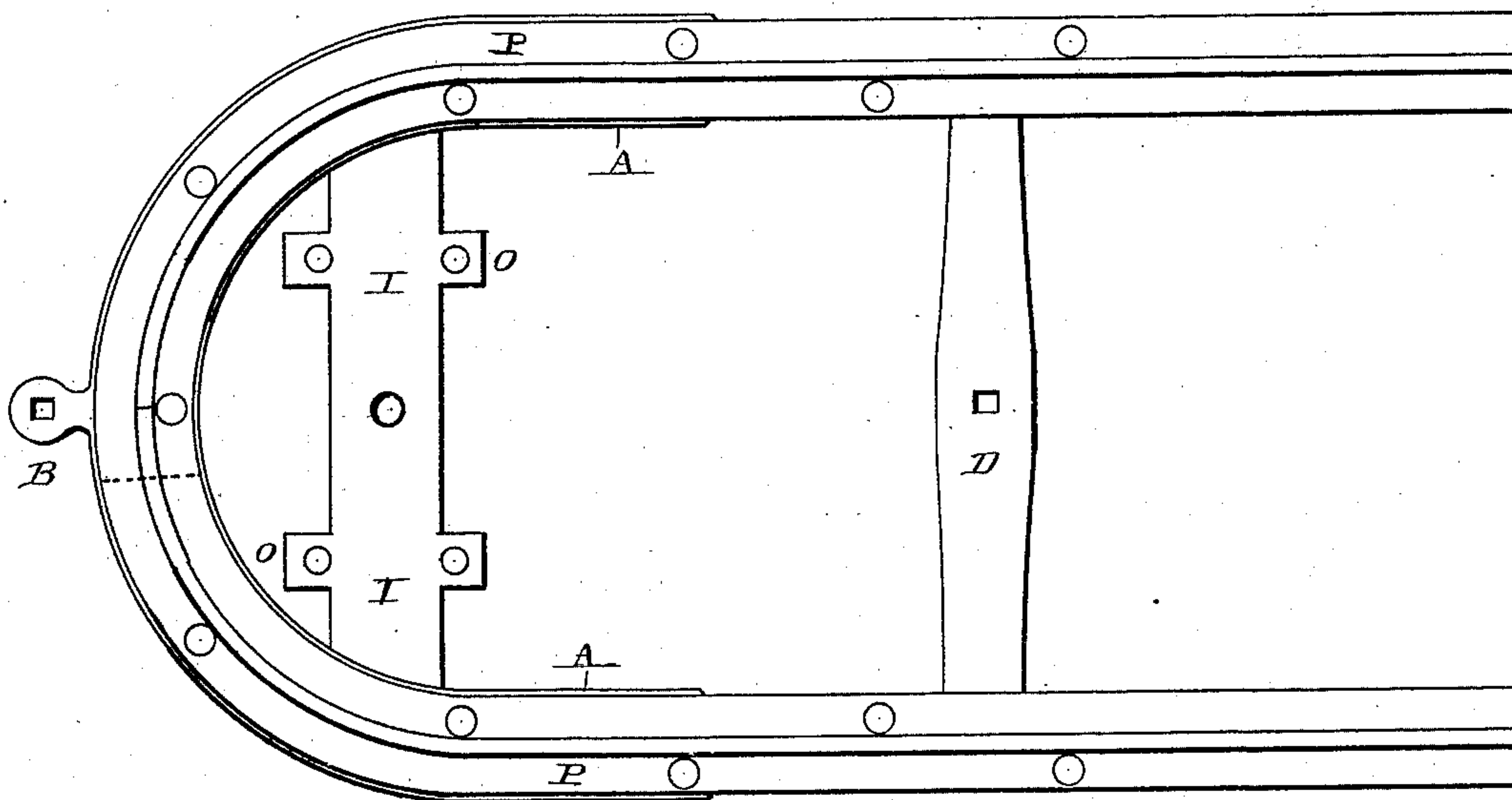
2 Sheets—Sheet 1.

C. COMSTOCK.  
FIFTH WHEEL FOR VEHICLES.

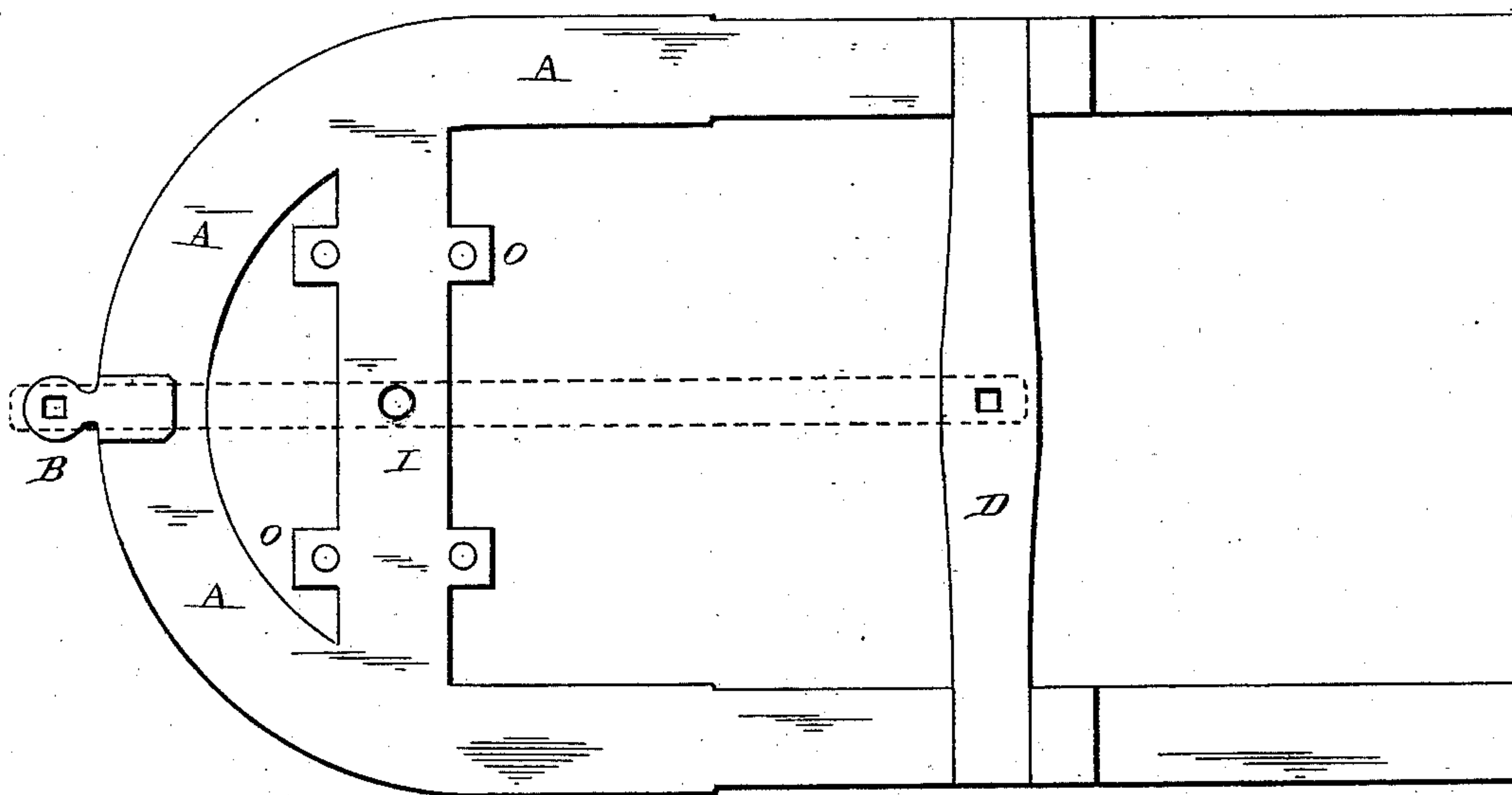
No. 279,711.

Patented June 19, 1883.

*Fig. 1.*



*Fig. 2.*



— Witnesses. —

*James F. Gardner*

*J. W. Garner*

— Inventor. —

*Chas. Comstock*

*per*  
*J. A. Lehmann, atty.*



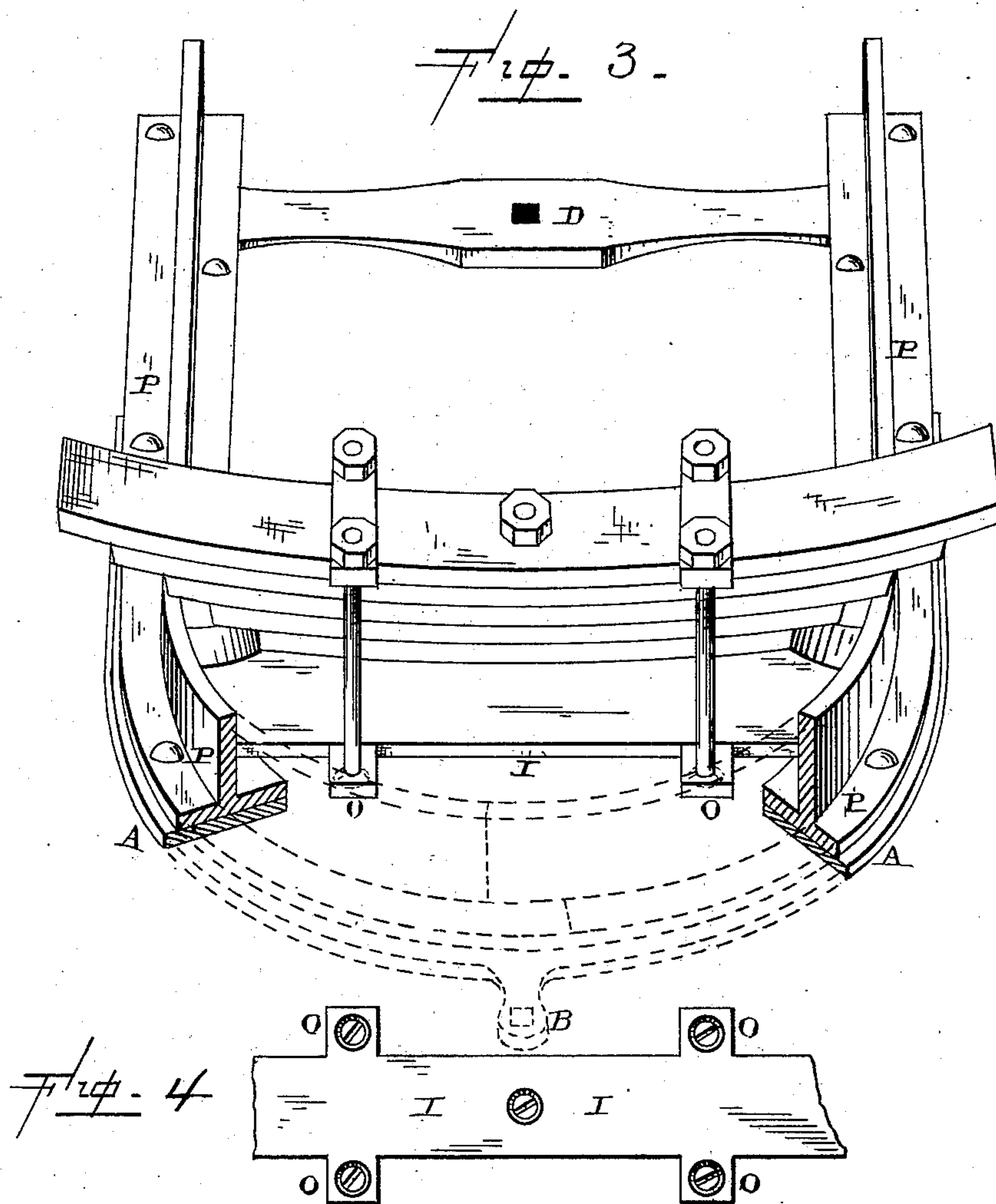
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— WITNESSES. —  
Louis F. Gardner

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— INVENTOR. —  
Chas Comstock  
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J. A. Lehmann, atty.



# UNITED STATES PATENT OFFICE.

CHARLES COMSTOCK, OF RACINE, WISCONSIN.

## FIFTH-WHEEL FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 279,711, dated June 19, 1883.

Application filed February 28, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES COMSTOCK, of Racine, in the county of Racine and State of Wisconsin, have invented certain new and useful Improvements in Combined Running-Gear and Fifth-Wheel; 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 pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in fifth-wheels, and is designed to be used in connection either with two reaches or a single reach which is made in one continuous piece; and it consists in a fifth-wheel which has a cross-bar formed as an integral part thereof, and to which fifth-wheel are rigidly secured the reaches, as will be more fully described hereinafter.

While this invention can be used in connection with a reach made in one continuous piece, it is more especially designed to be used in connection with two reaches which will be secured thereto at their front ends, and thus do away with the necessity of a reach which is made in one single continuous piece.

Figure 1 is a plan view of my invention. Fig. 2 is an inverted view of the same. Fig. 3 is a perspective of my invention, part being shown in dotted lines. Fig. 4 is a detail view.

A represents the fifth-wheel, which will preferably be made of malleable iron and have its front end curved, as shown. At the center of this front end will be secured a lug, B, which is to have secured to it a brace for the king-bolt, which brace will extend backward under the axle, and have its rear end fastened to the cross-piece D at the rear end of the fifth-wheel. If, however, it should be desired to fork the rear end of this brace, its ends will then be fastened directly to the fifth-wheel, at each side, and this cross-piece can then be entirely dispensed with. Formed as an integral part of this fifth-wheel is the cross-piece I, upon which the head-block and front spring are to rest. Through the center of this cross-piece will be

formed a bolt-hole to secure the head-block in position, and upon each side of this cross-piece are formed the lugs or ears O, through which the countersunk bolts which secure the spring upon the top of the head-block will pass. By means of this construction countersunk bolts can be used in connection with the pieces on top of the spring, thus fastening the spring and head-block securely. The countersunk bolts do not interfere with the turning of the circle upon an iron bolster-piece which is separate from the circle and which is bolted firmly to front axle.

While this fifth-wheel can be used with those reaches which are made in one continuous piece, it is especially designed to be used where two reaches are used, and which will have their ends either meet at the center of the wheel, or be separated any suitable distance, or be made to overlap each other, as may be preferred, and to hold the reaches P securely in position by means of pivots and bolts, as shown. As it is much easier and cheaper to thus form and secure two short reaches than to form one long one out of one continuous piece of metal, this fifth-wheel affords a cheap and simple method of attaching the reaches together, and simplifies and cheapens the running-gear to a very great extent.

Having thus described my invention, I claim—

1. A fifth-wheel, A, made circular at its front end, and having the cross-bar I, provided with lugs O, in combination with a reach or reaches which are secured rigidly thereto, substantially, as shown.

2. The combination of the fifth-wheel A, having the cross-bar I, formed as a part thereof, for the support of the block and spring, with the reach or reaches which are secured rigidly upon the top of the wheel, substantially as set forth.

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

CHAS. COMSTOCK.

Witnesses:

F. H. BARNARD,  
L. H. BEYERLE.