

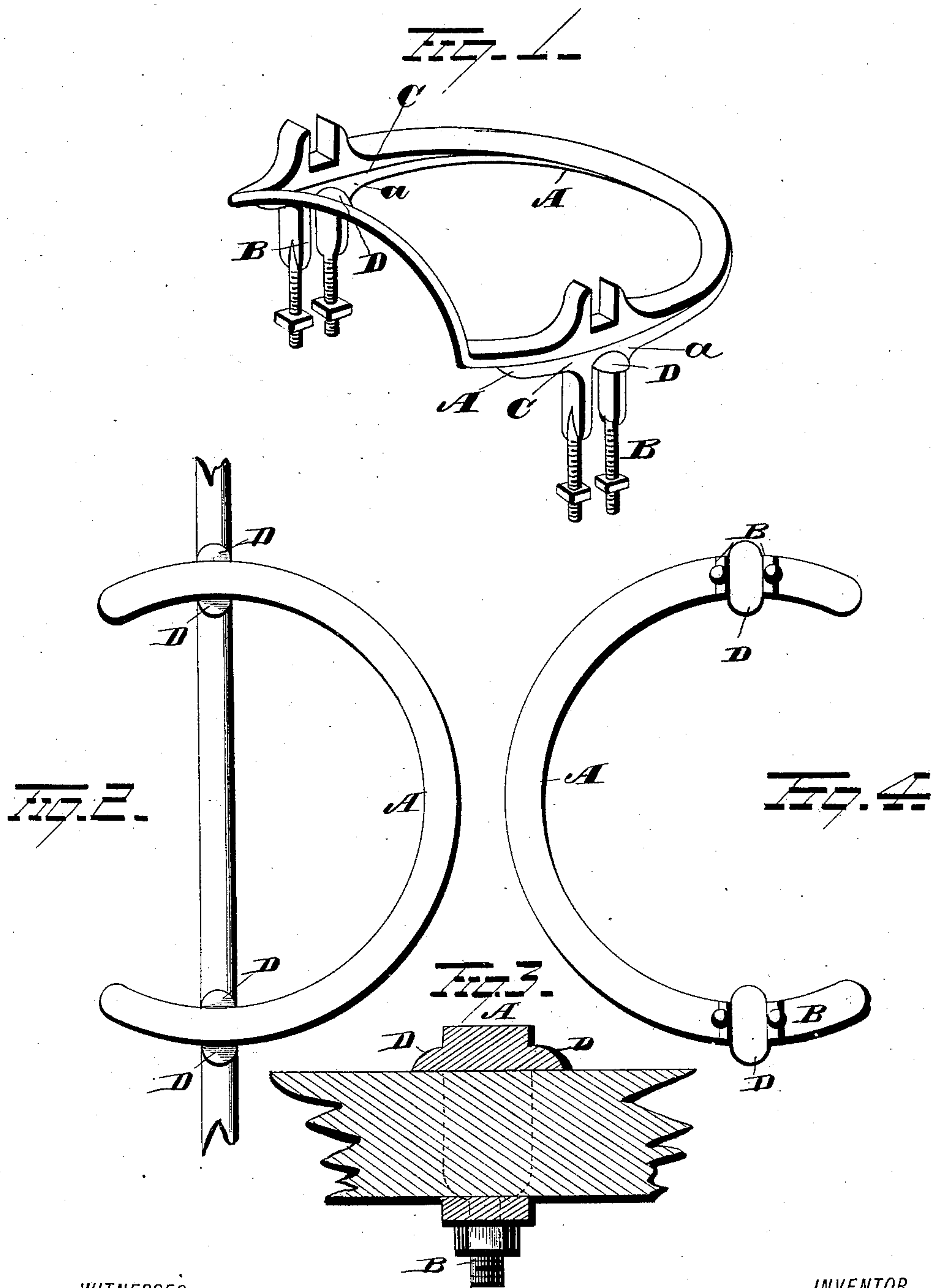
(No Model.)

F. P. BATES.

FIFTH WHEEL.

No. 285,554.

Patented Sept. 25, 1883.



WITNESSES

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# UNITED STATES PATENT OFFICE.

FRANKLIN P. BATES, OF ANSONIA, CONNECTICUT.

## FIFTH-WHEEL.

SPECIFICATION forming part of Letters Patent No. 285,554, dated September 25, 1883.

Application filed February 14, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, FRANKLIN P. BATES, of Ansonia, town of Derby, in the county of New Haven and State of Connecticut, have invented certain new and useful Improvements in Fifth-Wheels for Carriages; 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 the same.

My invention relates to an improvement in fifth-wheels for carriages. Heretofore fifth-wheels have been made with axle-clips integral with the bottom wheel, forming what are known as "bottom-wheel heads." That portion of the bottom wheel that formed the top of the axle-clip, being made of only the same width as the outer portion of the wheel, afforded a comparatively narrow seat for the bottom wheel on the axle-bed. This construction has been found defective and objectionable for the reason that the narrow bottom wheel will after a time embed itself in the axle-bed and render it difficult, if not impossible, to prevent it from working loose and rattling while in use. Again, when the bottom wheel becomes loosened by reason of its becoming embedded in the axle, it often results in a broken fifth-wheel or king-bolt, and the consequent annoyance, damage, and expense.

The object of my invention is to obviate the objectionable and defective features hereinbefore referred to; and it consists in a fifth-wheel having the axle-clips made integral therewith and provided with lateral flanges on opposite sides of the wheel between the axle-clips, whereby the wheel-head is provided with a broad and extended bearing on the axle-bed and the wheel insured against loosening or rattling when subjected to ordinary usage.

In the accompanying drawings, Figure 1 is a view in perspective of a fifth-wheel embodying my invention. Fig. 2 is a plan view of the bottom wheel secured to an axle-bed. Fig. 3 is a transverse view taken through the bottom wheel and the axle-bed, and Fig. 4 is a plan view of the bottom of the wheel.

A represents the bottom wheel, the opposite ends of which are provided with axle-clips B, which are forged integral with the bottom wheel. The wheel-heads C are preferably made of greater thickness, as at *a*, than the other parts of the wheel. On opposite sides of the wheel-head and between the arms of the clips are formed the lateral flanges D, which are produced by forging the metal so that the flanges are made integral with the wheel. The under side of the wheel-head thus forms a wide and extended flat surface, which insures the bottom wheel a firm seat on the axle-bed and prevents it from turning or twisting or embedding itself in the axle-bed. As the flanges are made integral with the bottom wheel and axle-clip, and but little extra metal is required to produce them, the finished wheel is strong and durable in its construction. Its metal costs but a fraction in excess of wheels made without the flanges, while such wheels are far superior in actual use to those heretofore manufactured.

I am aware that a spring saddle-clip which supports a spring on its upper surface has been provided with lateral bearing-lips, and hence I make no claim to a clip provided with such laterally-projecting lips or flanges, as my invention consists in a new and improved construction of fifth-wheel which possesses advantages not to be found in fifth-wheels as heretofore constructed.

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

A fifth-wheel having axle-clips formed integral with the bottom wheel and laterally-projecting flanges formed on the under side of the wheel between the arms of the axle-clip, substantially as and for the purpose set forth.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

FRANKLIN P. BATES.

Witnesses:

CHARLES H. PINE,  
FRED. M. DREW.