

(No Model.)

F. LA FAYETTE EZELL.

FIFTH WHEEL.

No. 315,926.

Patented Apr. 14, 1885.

Fig. 1.

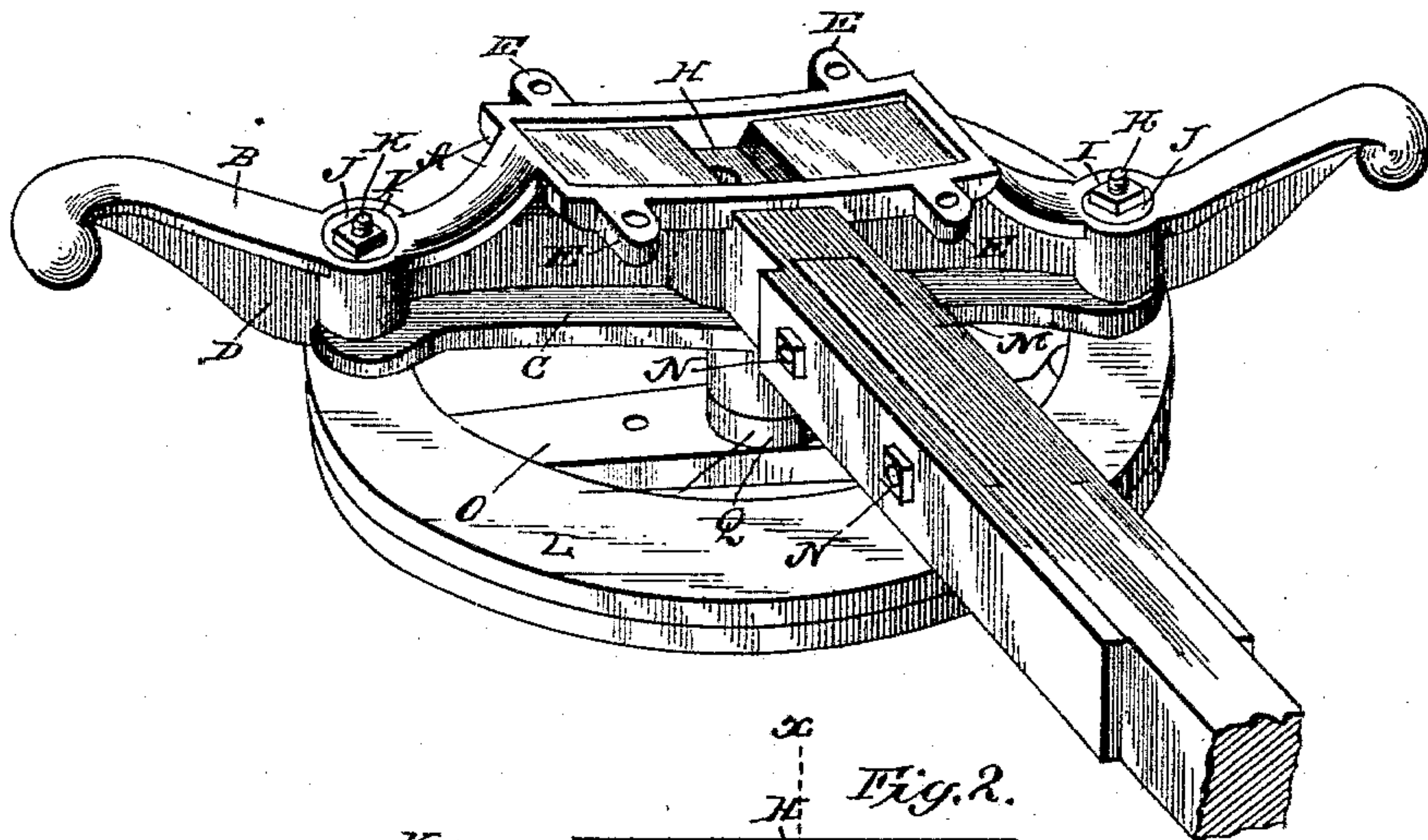


Fig. 2.

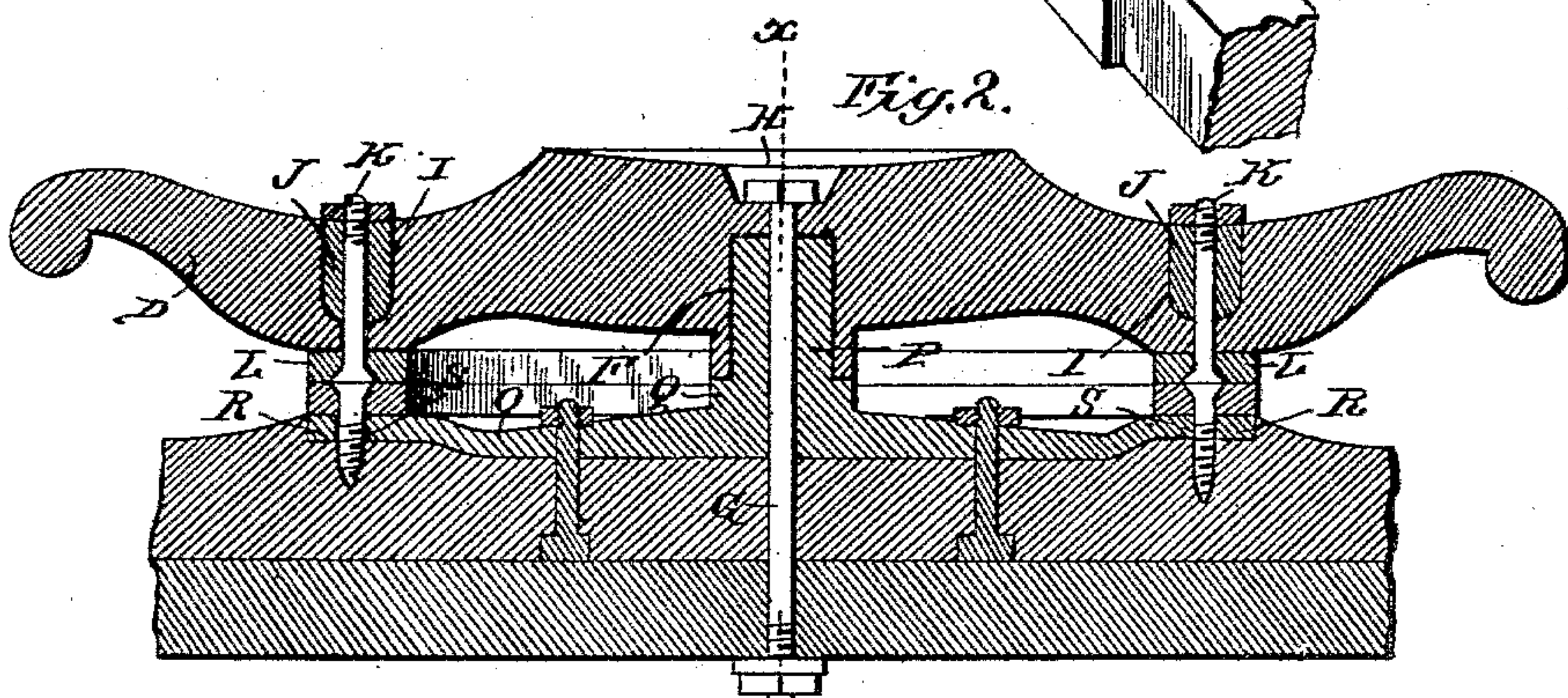
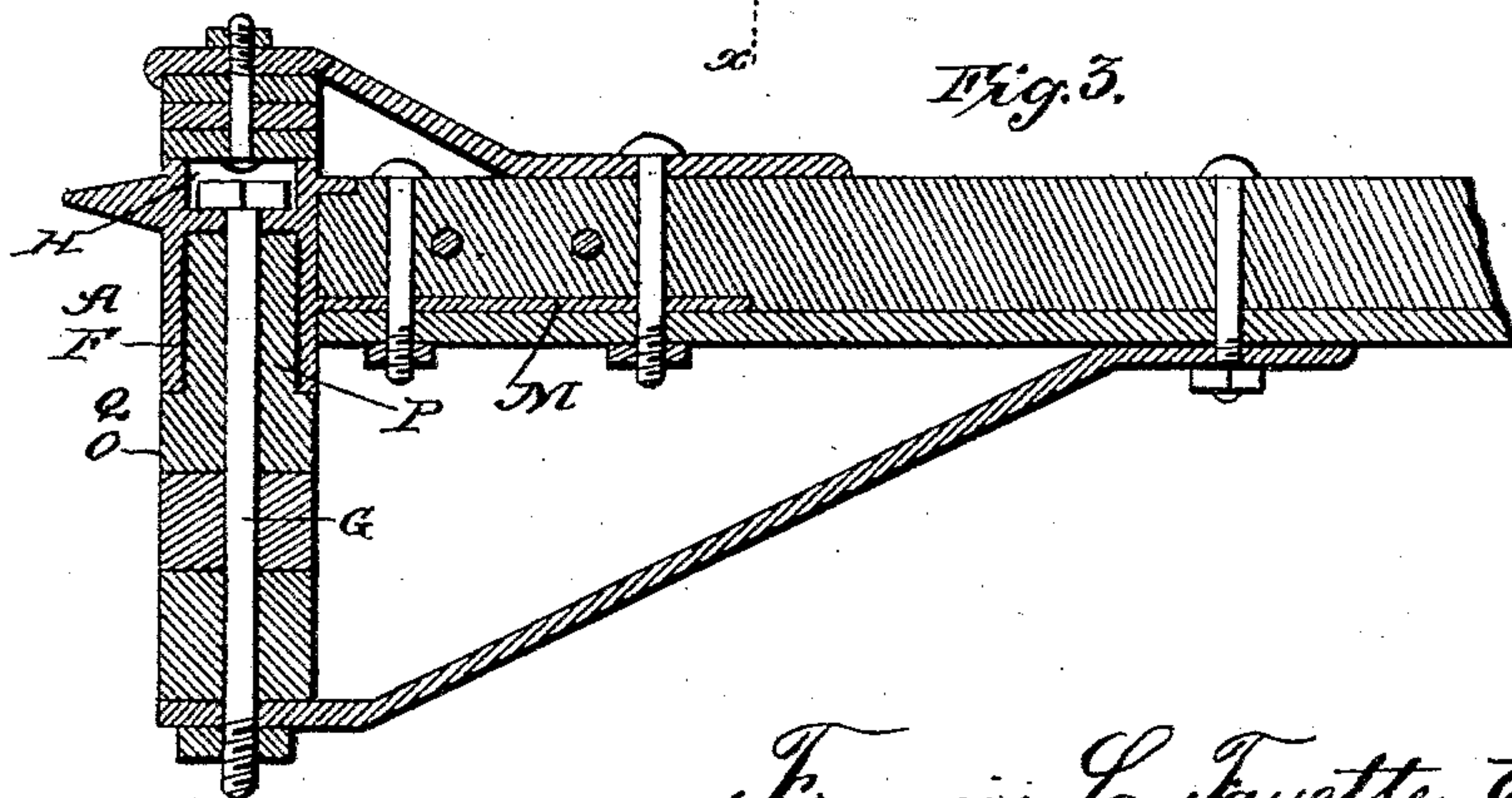


Fig. 3.



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WITNESSES:

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FRANCIS LA FAYETTE EZELL, OF NASHVILLE, TENNESSEE.

FIFTH-WHEEL.

SPECIFICATION forming part of Letters Patent No. 315,926, dated April 14, 1885.

Application filed January 29, 1885. (No model.)

To all whom it may concern:

Be it known that I, FRANCIS LA F. EZELL, a citizen of the United States, and a resident of Nashville, in the county of Davidson and State of Tennessee, have invented certain new and useful Improvements in Vehicle-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a perspective view of my improved vehicle-coupling. Fig. 2 is a transverse vertical sectional view taken through the front axle; and Fig. 3 is a longitudinal sectional view taken on the line *x x* in Fig. 2.

The same letters refer to the same parts in all the figures.

This invention relates to running-gear for vehicles, and it relates more particularly to an improved coupling for the front ends of the same, adapted to be used in combination with fifth-wheels of ordinary construction.

The object of the invention is to provide a device which shall possess superior advantages in point of simplicity, durability, and general efficiency; and it consists in the improved construction and arrangement of parts, which will be hereinafter fully described, and particularly pointed out in the claims.

In the drawings hereto annexed, A designates the bolster-plate, which consists of a casting having upper and lower flanges, B and C, connected by a web, D, so as to form in cross-section an H-casting, which is well known to possess superior strength and durability. The upper side of the H-casting is provided with a flanged seat to receive the spring, which may be an elliptical spring of any suitable construction. It is also provided with perforated lugs E E, to receive suitable fastening-bolts, which, however, are not shown in the drawings. The said casting is also provided in its under side with a socket, F, the upper end of which is perforated to receive the king-bolt G for the accommodation of the head of which a countersink, H, is provided. The said casting is furthermore provided in its

upper side, near its ends, with sockets I I, the bottoms of which are perforated, and in which vertically-perforated cushion-blocks J J, of wood or other suitable material, may be arranged to receive bolts K K, by means of which the upper half of a fifth-wheel (designated by letter L) may be secured to the under side of the said casting.

Extending rearwardly from the bolster-plate is a flanged plate, M, adapted to receive the forward end of the reach or coupling bar, and having suitable perforations, N N, to receive the fastening-bolts. In making the connection, the connecting-plates will be secured on the outer sides of the flanged plates, thus making a secure and durable connection.

O designates the transom-plate, which is mounted upon the front axle, and which is provided with a centrally-located and vertically-perforated lug, P, fitting in the central socket, F, of the bolster-plate. Said lug is also provided with an annular collar, Q, near its lower end to support the said socket and enable it to turn freely upon the king-bolt, for the strengthening or re-enforcing of which the said lug is provided. The ends of the transom-plate are provided with flanges R R to support the lower half of the fifth-wheel, for the suitable fastening of which bolt-holes S S are provided in the said transom-plate.

From the foregoing description, taken in connection with the drawings hereto annexed, the operation and advantages of this invention will be readily understood. The general construction is simple and inexpensive, and of such a nature as to insure the greatest possible amount of strength where it is most needed. It will also be seen that this device may be readily attached to wagons or vehicles that have already been equipped with fifth-wheels of ordinary construction. I also desire to invite attention to the fact that the fastening-bolts of the upper half of the fifth-wheel are cushioned by the blocks J J, so as to prevent the nuts of said bolts from working loose by the rattling of the vehicle when in motion.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

1. In a vehicle-coupling, the herein-de-

scribed bolster-plate, consisting of the upper and lower flanges connected by a central web, and provided on its upper side with a seat for a spring, fastening-lugs, and sockets adapted
5 to receive cushions for the bolts by which the upper half of the fifth-wheel is attached, having in its under side a centrally-arranged vertical socket, and provided with a rearwardly-extending flanged and perforated plate for
10 the attachment of the reach or coupling bar, substantially as and for the purpose herein set forth.

2. The combination, with the bolster-plate constructed with the spring-seat, the cushion-

sockets, the king-bolt socket, and the rear- 15
wardly-extending flanged plate, as herein described, of the transom-plate having a centrally-located upwardly-extending perforated lug and constructed with flanges to support the
lower half of the fifth-wheel, substantially as 20
and for the purpose herein set forth.

In testimony that I claim the foregoing as my own I have hereunto affixed my signature in presence of two witnesses.

FRANCIS LA FAYETTE EZELL.

Witnesses:

T. H. EVERETT,

GEO. A. DIGGONS.