

(No Model.)

E. M. SIMMONS.

FIFTH WHEEL.

No. 338,562.

Patented Mar. 23, 1886.

Fig. 1.

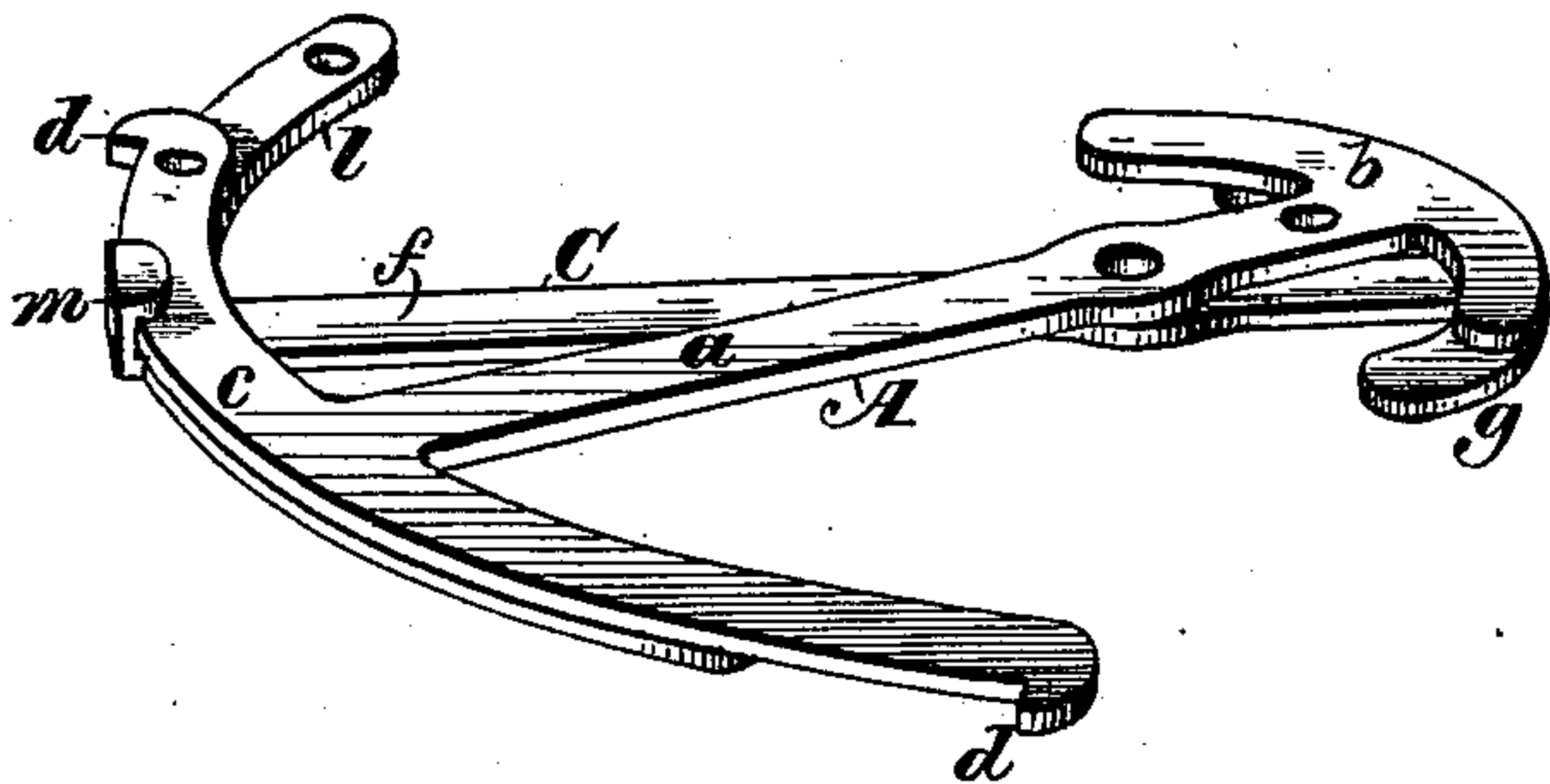


Fig. 2.

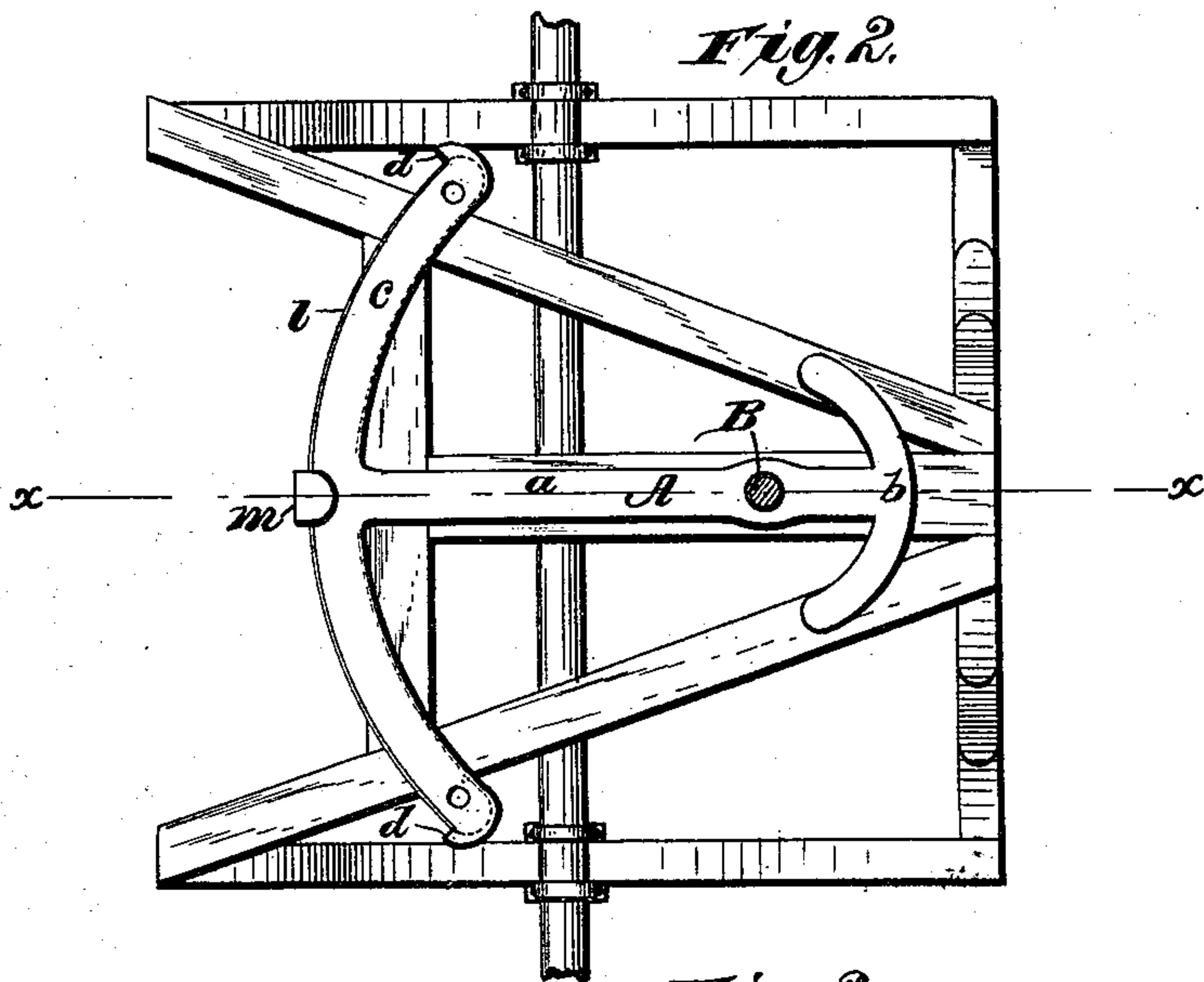
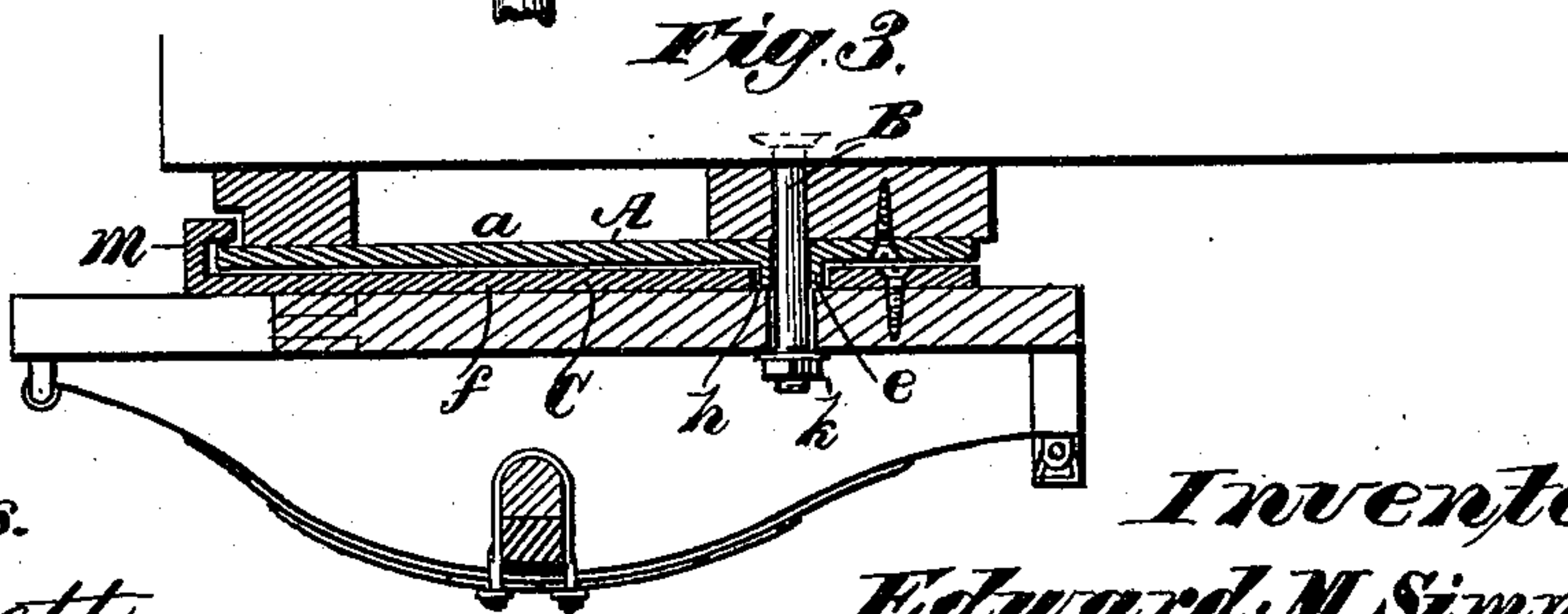


Fig. 3.



Witnesses.

Robert Everett

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Atty.

UNITED STATES PATENT OFFICE.

EDWARD M. SIMMONS, OF GRAND RAPIDS, MICHIGAN, ASSIGNOR OF
ONE-HALF TO WILLIAM J. RUSSELL, OF SAME PLACE.

FIFTH-WHEEL.

SPECIFICATION forming part of Letters Patent No. 338,562, dated March 23, 1886.

Application filed September 2, 1885. Serial No. 176,030. (No model.)

To all whom it may concern:

Be it known that I, EDWARD M. SIMMONS, a citizen of the United States, residing at Grand Rapids, in the county of Kent and State of Michigan, have invented new and useful Improvements in Fifth-Wheels, of which the following is a specification.

My invention has relation to an improved construction of fifth-wheels for vehicles; and it consists in the construction and combination of parts, as hereinafter set forth.

In the annexed drawings, illustrating the invention, Figure 1 is a perspective view of my improved fifth-wheel. Fig. 2 is a bottom plan. Fig. 3 is a longitudinal section.

Referring to the drawings, the letter A designates an upper anchor-shaped plate, consisting of a longitudinal bar, *a*, carrying a small arc, *b*, at its rear end, and a larger arc, *c*, at its forward end. The larger arc *c* is provided at each end with a forward-projecting stop, *d*, for the purpose hereinafter explained. The bar *a* is provided near the small arc *b* with a perforated boss, *e*, for the passage of the king-bolt B, said boss serving as a pivot for a lower anchor-plate, C, the general form of which is similar to that of the upper plate. The longitudinal bar *f* of the lower plate, C, carries at its rear end a small arc, *g*, and near this arc it has a perforation, *h*, for receiving the tubular boss *e* of the upper plate, the parts being secured by a nut, *k*, on the king-bolt. At the forward end of the lower plate, attached to or formed on its longitudinal bar *f*, is a large arc, *l*, that is provided centrally on its forward edge with an upward and backward projecting lug, *m*, which serves as a guide for the arcs

c and *l*, and also as a stop when brought in contact with the forward-projecting stops *d d* on the ends of the upper arc.

The fifth-wheel is attached to the running-gear of a vehicle, as shown in Figs. 2 and 3, with the king-bolt in rear of the forward axle.

It is obvious that by the construction described and shown I am enabled to furnish a cheap, durable, safe, and efficient fifth-wheel, so arranged as to permit the vehicle-body being hung low, and obtaining the same results in facility of turning the vehicle as if the front wheels were arranged to pass under the carriage-body.

What I claim is—

1. In a fifth-wheel, the combination of an upper anchor-shaped plate having at its front end an arc provided with forward-projecting end stops, a lower anchor-shaped plate provided at its front end with an arc having a central guide and stop consisting of an upward and rearward projection or lug, and a king-bolt for connecting said plates, substantially as described.

2. In a fifth-wheel, the combination of the upper plate, A, having a rear arc, *b*, a perforated boss, *e*, and a forward arc, *c*, provided with end stops, *d d*, the lower plate, C, having a rear arc, *g*, and a forward arc, *l*, provided with a central guide-stop, *m*, the king-bolt B, and the nut *k*, substantially as described.

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

EDWARD M. SIMMONS.

Witnesses:

FRED C. TEMPLE,
THOMAS B. WILSON.