

(No Model.)

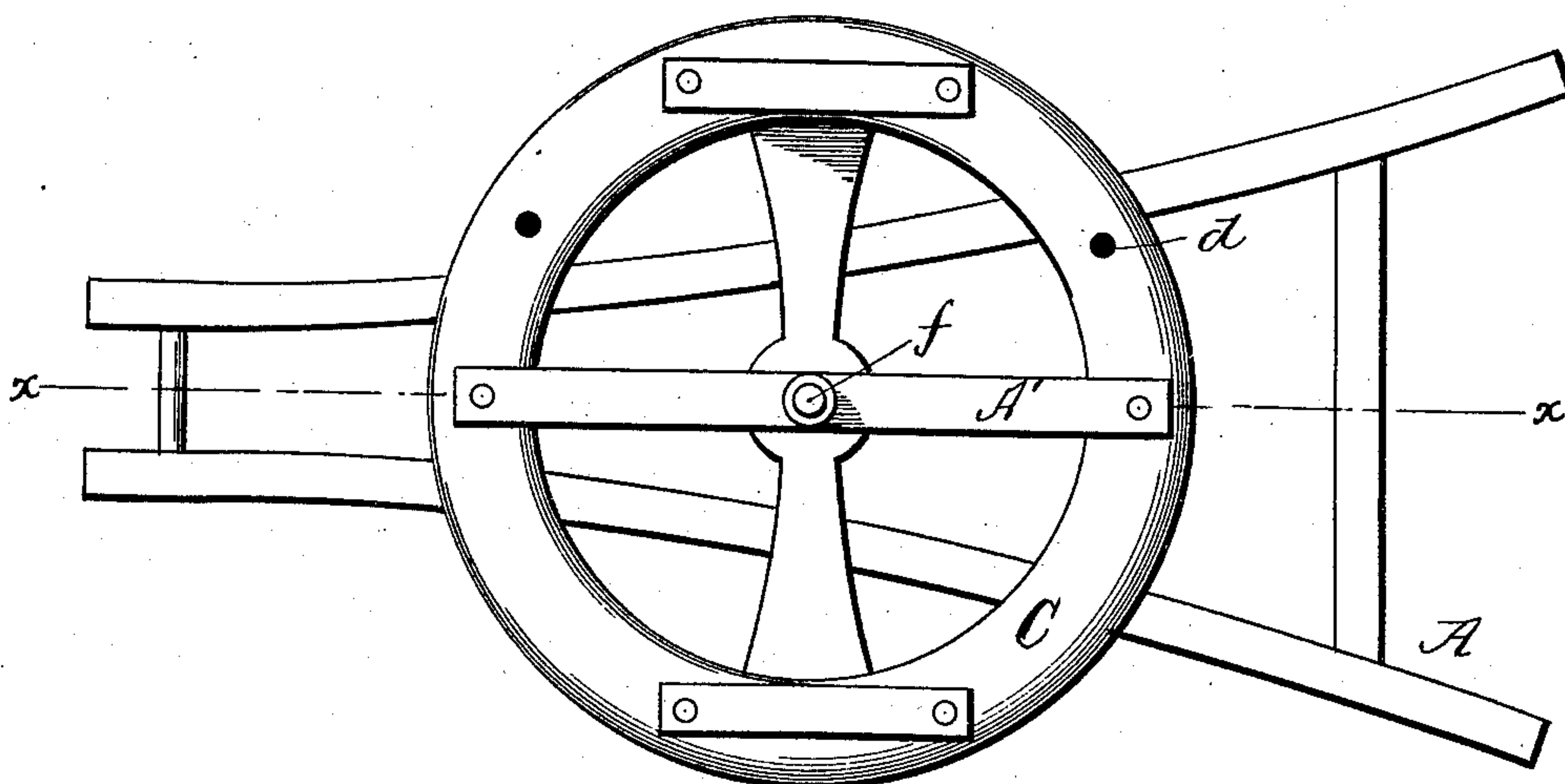
J. F. CRAWBUCK.

FIFTH WHEEL.

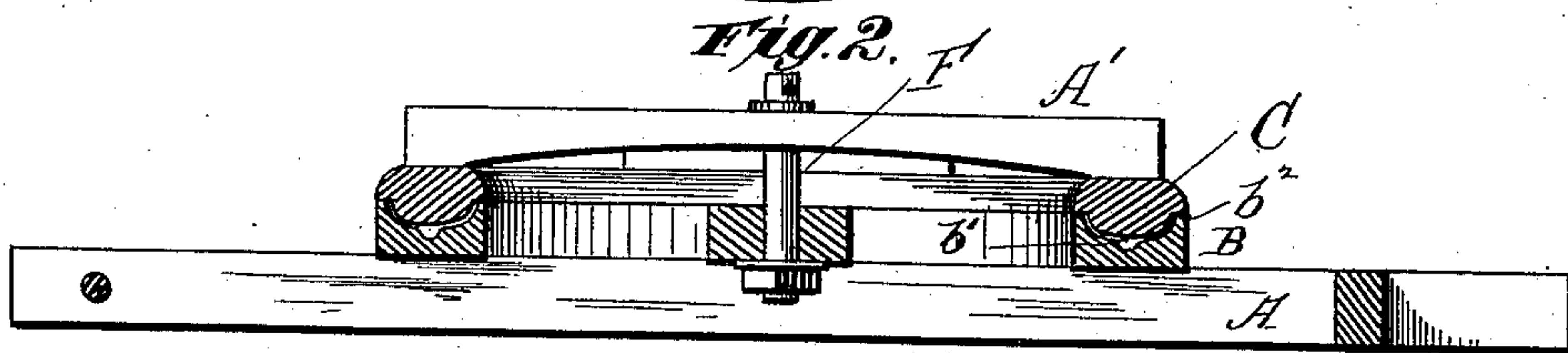
No. 345,621.

Patented July 13, 1886.

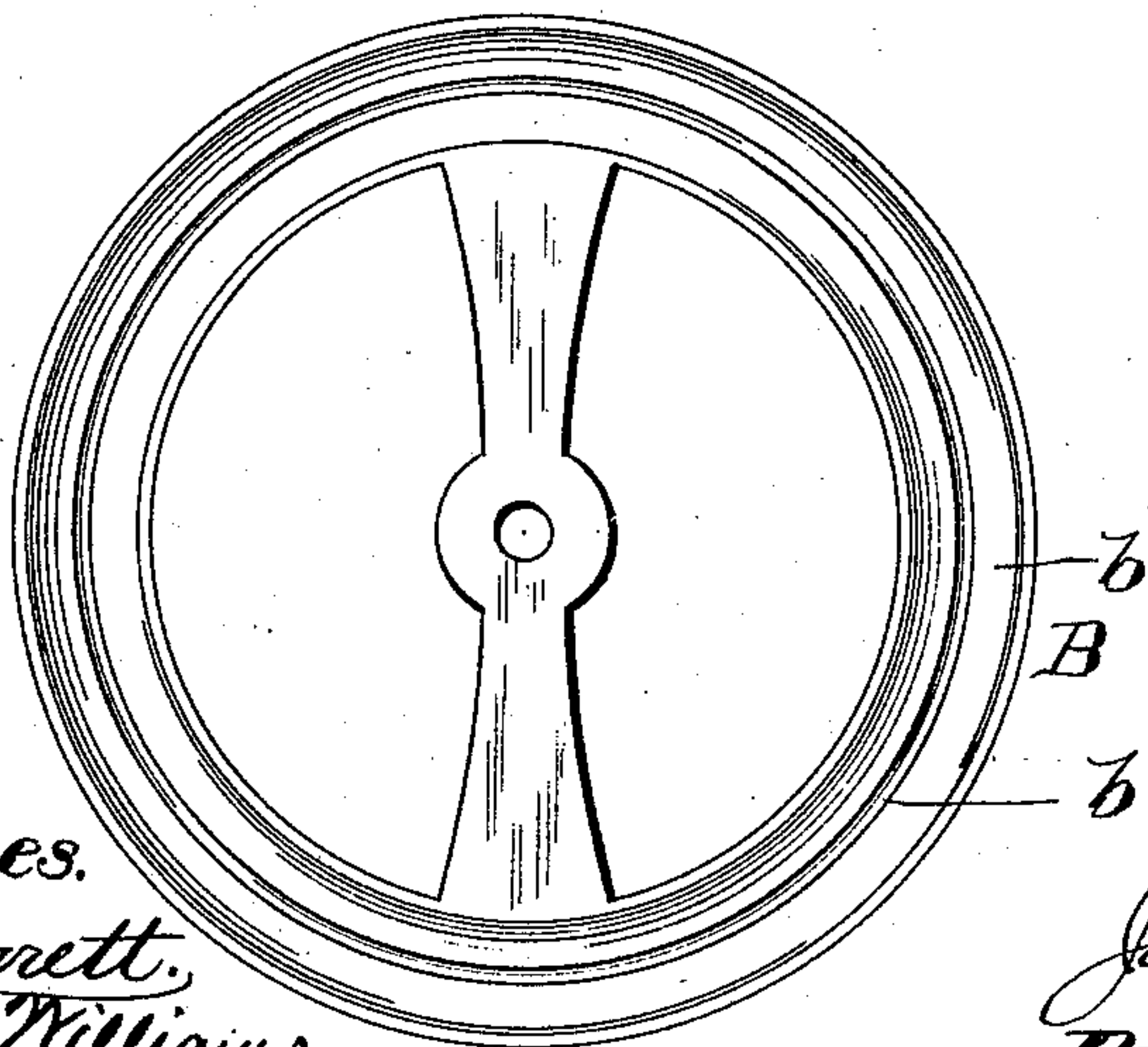
*Fig. 1.*



*Fig. 2.*



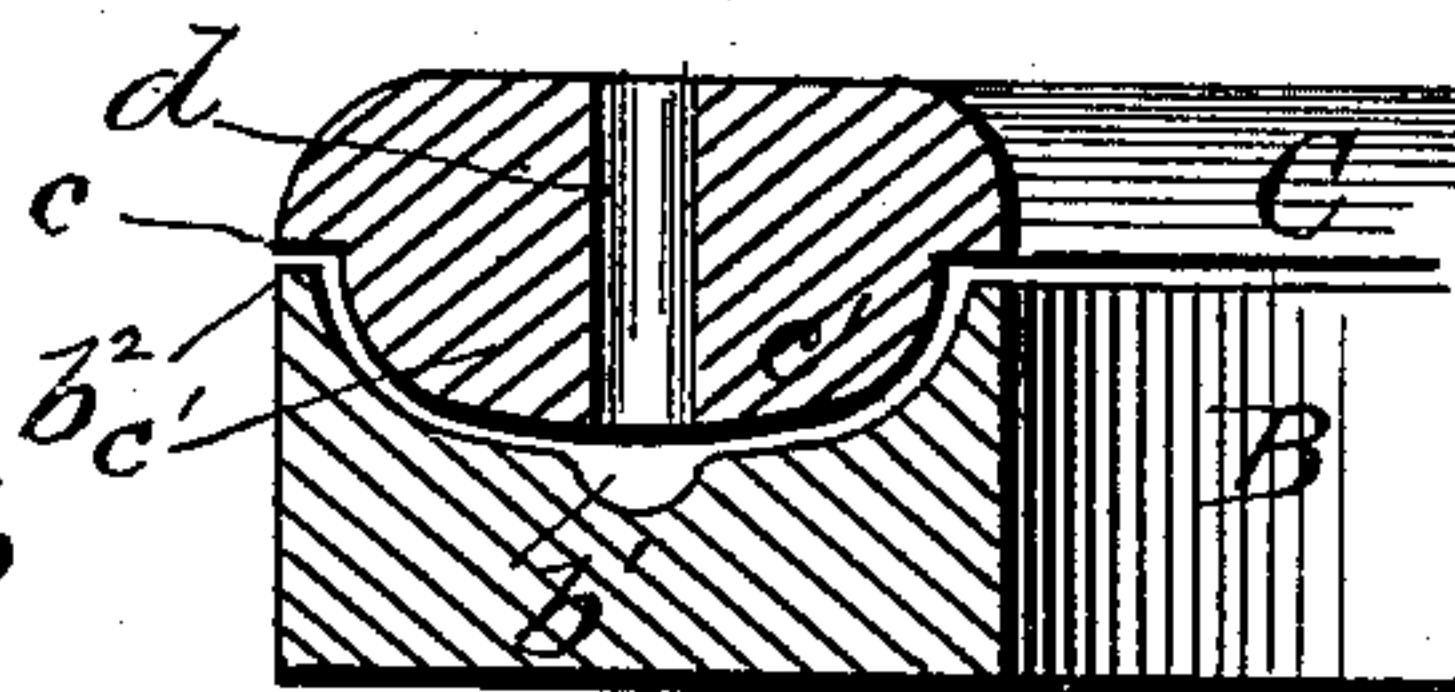
*Fig. 3.*



Witnesses.

*Robert Garrett.*  
*Edward J. Williams*

*Fig. 4.*



*Inventor.*  
*James F. Crawbuck*  
*By Colyer & Baird*

*Attys*



# UNITED STATES PATENT OFFICE.

JAMES F. CRAWBUCK, OF JERSEY CITY, NEW JERSEY.

## FIFTH-WHEEL.

SPECIFICATION forming part of Letters Patent No. 345,621, dated July 13, 1886.

Application filed October 7, 1885. Serial No. 179,226. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES F. CRAWBUCK, a citizen of the United States, residing at Jersey City, in the county of Hudson and State of New Jersey, have invented certain new and useful Improvements in Fifth-Wheels; and I do 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 appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to fifth-wheels for wheeled vehicles; and the novelty consists in the construction, arrangement, and adaptation of parts, as will be more fully hereinafter set forth, and specifically pointed out in the claims.

The movable part of the fifth-wheel is concave in cross-section and comprises an annular oil-holding recess. The stationary portion comprises an annular cap which fits neatly on the movable part, to exclude dirt, and an annular convex portion which is received into and corresponds with the oil-holding recess. A gutter is located in the bottom of the oil-recess, and while it holds clear oil on the surface it provides a place for the sediment, which arises from the wear and friction of metal surfaces, and for dust. The oil is supplied through channels formed in the upper part of the device, to which may be applied self-feeding oil-cups.

The invention is illustrated in the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a top plan view; Fig. 2, a vertical section. Fig. 3 is a detail plan, and Fig. 4 an enlarged detail in section.

Referring to the drawings, A designates the hounds or axle-connections, and A' the bolster or spring-supports.

Secured to the hounds A is the lower ring, B, formed concave in cross-section, which comprises an oil-holding recess, *b*, in the bottom of which is an annular trough, *b'*. The upper ring, C, is secured to the supports A', and has bearings *c*, which fit snugly against

or in close proximity to similar surfaces, *b*<sup>2</sup>, of the concaved ring B. The upper ring, C, has also an annular convex projection, *c'*, which fits into and corresponds with the interior of the oil-recess *b*.

The parts are held together by any ordinary bolt, as F, which operates in suitable seats, *f*.

At *d* are located oil-feeding channels, which may be fitted with any approved self-feeding oil-cups, (not shown,) or they may be provided with such screw-caps as will exclude dust. The oil not only fills the recess *b* to lubricate the bearing-surfaces, but it forms between the two rings a cushion. Any sediment that may collect, either from wear or dust, gravitates to the bottom of the gutter *b'*, while the confined oil, spread over a large surface, serves between the rings B and C as a cushion, in the manner well known to engineers. It provides a minimum of friction, and adds greatly to the durability of the device.

Modifications in details of construction may be made within wide limits without departing from the principle or sacrificing the advantages of my invention.

Parts of the invention may be used without the whole.

What I claim as new is—

1. In a fifth-wheel, the combination, with concave and convex bearing-faces, concave lowermost to form oil-receptacle, of a sediment groove or pocket formed in the bottom of the concavity, and arranged to serve as set forth.

2. The combination, with the lower ring, B, having recess *b*, with groove *b'*, of the ring C, having convex portion *c'*, and oil-channels *d*, as set forth.

3. The fifth wheel described, consisting of the lower ring, B, having recess *b*, groove *b'*, and shoulders *b*<sup>2</sup>, the ring C, having shoulders *c*, projection *c'*, and oil-channels *d*, and the bolt F, all arranged for joint operation, as herein specified.

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

JAMES F. CRAWBUCK.

Witnesses:

E. F. WILLIAMS,

E. J. VAN REYPER.