

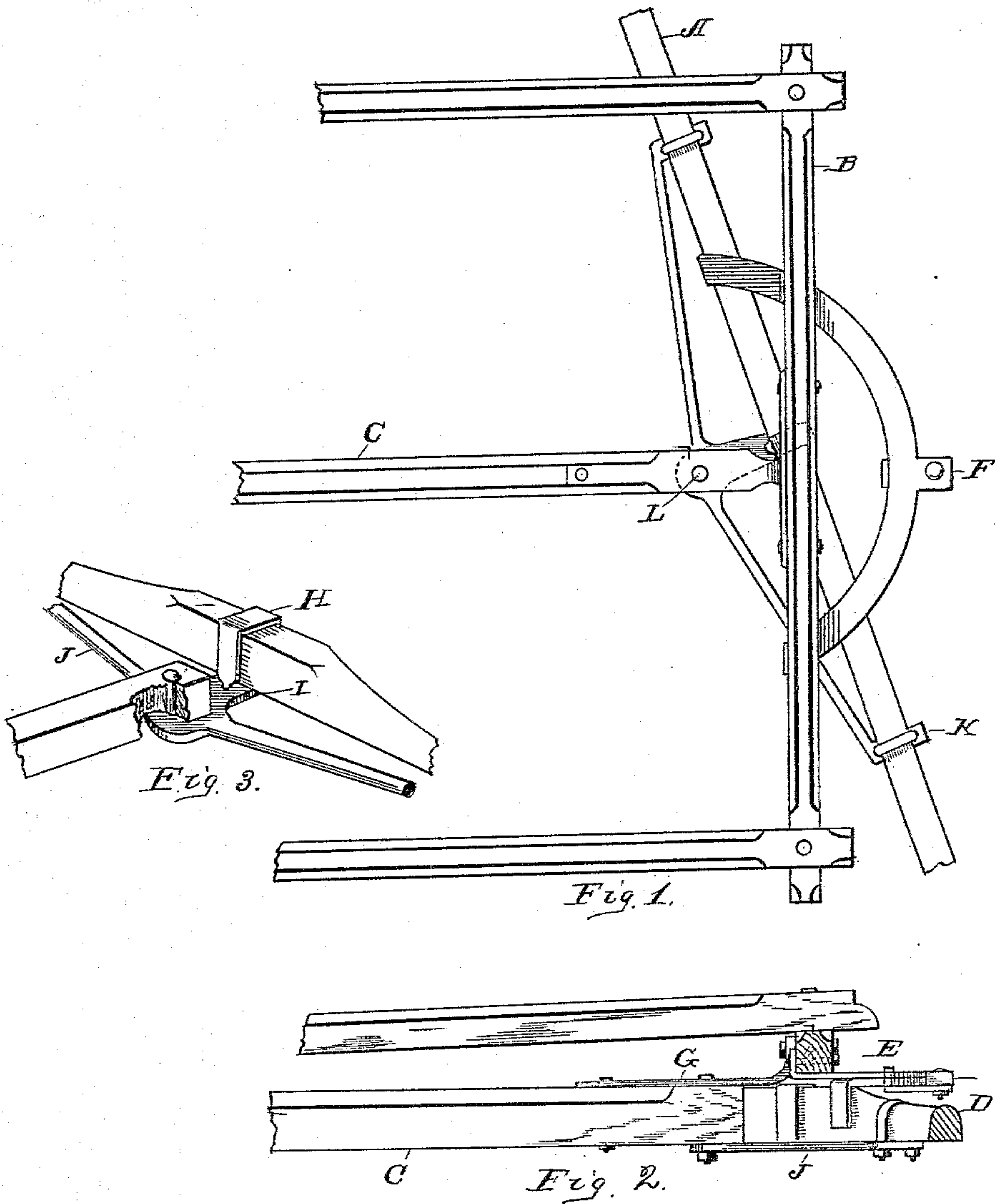
(No Model.)

S. T. WORLEY.

FIFTH WHEEL.

No. 356,701.

Patented Jan. 25, 1887.



WITNESSES:

Hughald McKillop
Jacob Forlow

INVENTOR:

Sylvester T. Worley

By

J. S. Zerbe

Attorney.

UNITED STATES PATENT OFFICE.

SYLVESTER T. WORLEY, OF KEOKUK, IOWA.

FIFTH-WHEEL.

SPECIFICATION forming part of Letters Patent No. 356,701, dated January 25, 1887.

Application filed May 29, 1886. Serial No. 203,612. (No model.)

To all whom it may concern:

Be it known that I, SYLVESTER T. WORLEY, of Keokuk, in the county of Lee and State of Iowa, have invented a new and useful Improvement in Fifth-Wheels, which improvement is fully set forth in the following specification and accompanying drawings, in which—

Figure 1 is a plan view of my improved fifth-wheel; Fig. 2, a longitudinal sectional view of the same, and Fig. 3 a perspective view of the reach attachment and a section of the axle detached.

My invention relates to an improvement in fifth-wheels; and it consists of a part or segmental fifth-wheel forwardly disposed from the axle and spring-bar or bolster, while above the spring-bar and axle are placed forwardly from the end of the reach, and the axle is pivoted rearwardly to the forward end of the reach by means of connecting-arms, thus permitting the axle to swing around in front of the reach instead of beneath, as in the usual manner. This permits of readily detaching the axle from the device, and at the same time facilitates repairing, all of which will now be fully set forth.

In the accompanying drawings, A represents an ordinary axle; B, the bolster or spring-bar, and C the reach. Forwardly the axle A and spring-bar B are each provided with the segmental plates D and E, having forwardly a way or guide, F. Rearwardly the spring-bar B has the connecting-brace G, secured to the

upper face of the reach C. The axle A is provided centrally with a clip, H, connecting beneath the axle with a rearwardly-projecting arm, I, which forms a part of the bar J, secured laterally to the ends by means of clips K to the axle, while the central part, immediately in the rear of the clip H, forms a pivotal point of the fifth-wheel, and is secured in position by means of the king-bolt L, this central part of the bar J being secured to the forward part beneath the reach, while the brace G is secured above. Thus, as will be noticed, the weight on the spring-bar B rests directly upon the fifth-wheel segments, and at the same time is braced, so as to prevent twisting, by means of the brace G, arm I, and rod J, secured to the reach. This permits of the axle swinging around in front of the reach.

Having described my invention, what I claim as new is—

The combination of the spring-bar B, the axle A, the segmental plates D and E, the brace G, clip H, arm I, bar J, and king-bolt L, the whole arranged as and for the purpose substantially as herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand, this 22d day of April, 1886, in the presence of witnesses.

SYLVESTER T. WORLEY.

Witnesses:

W. H. WORLEY,
R. D. SUTHERLAND.