

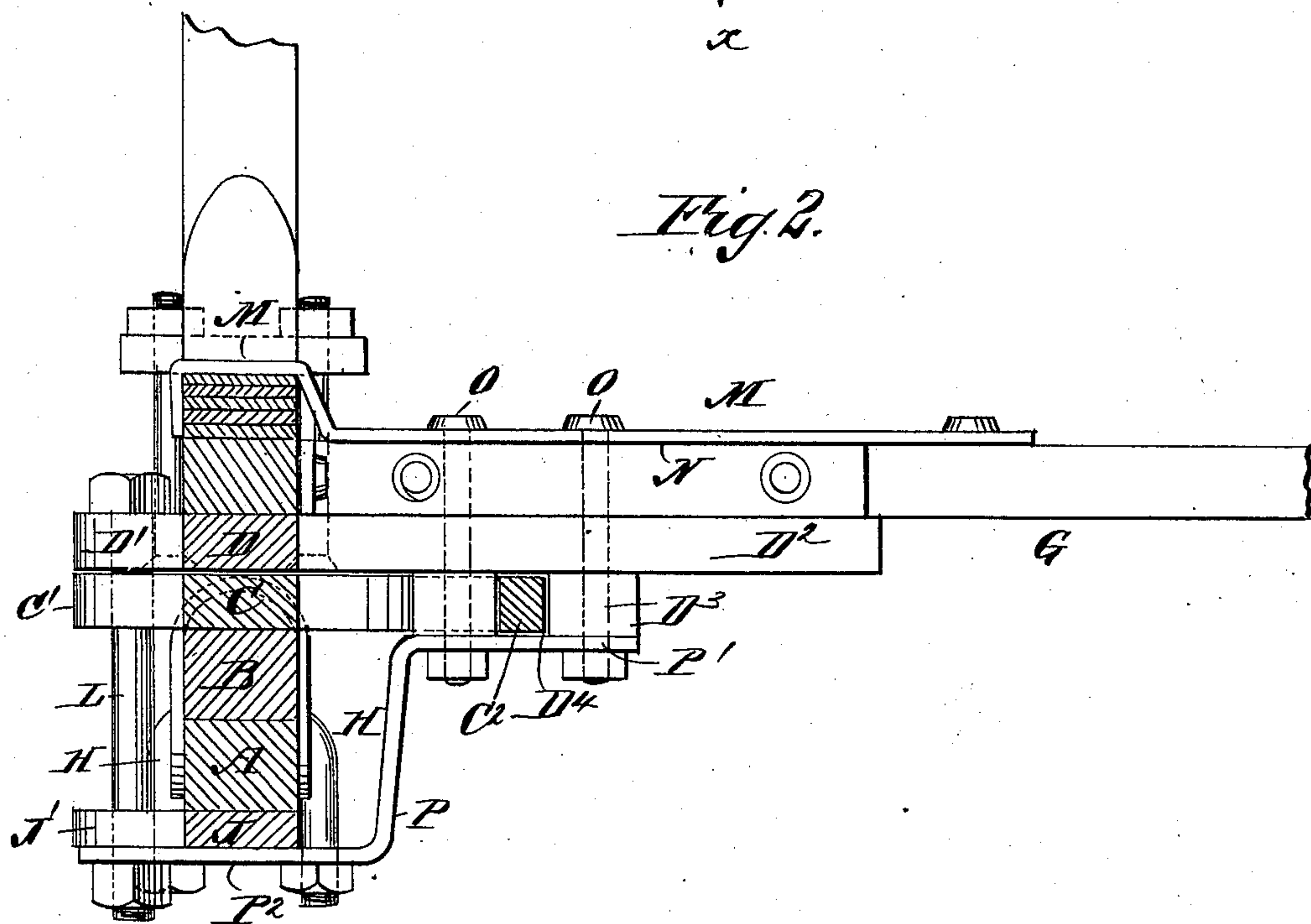
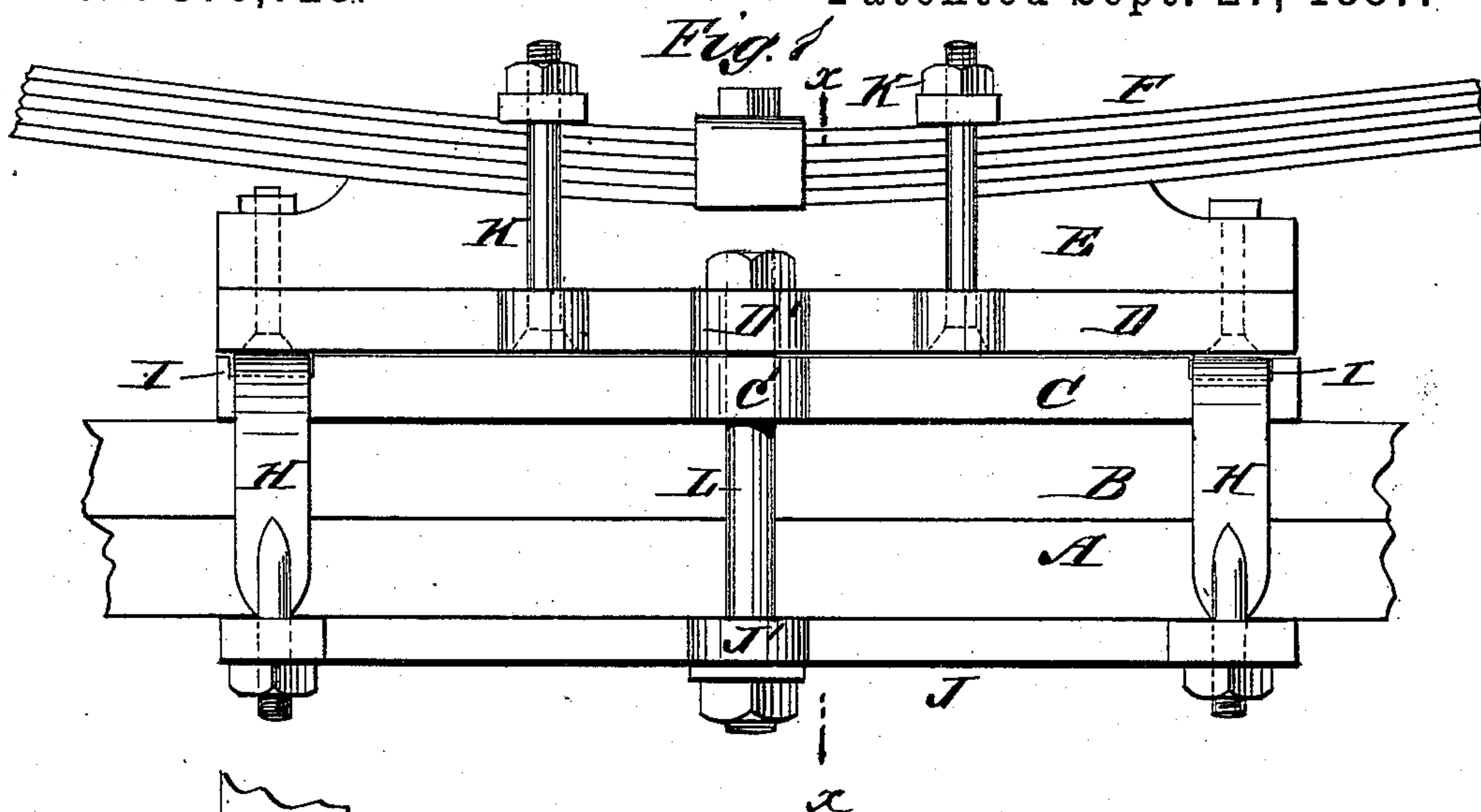
(No Model.)

2 Sheets—Sheet 1.

E. H. COX.
FIFTH WHEEL.

No. 370,728.

Patented Sept. 27, 1887.



WITNESSES:

F. M. Andle
C. Sedgwick

INVENTOR:

E. H. Cox

BY

Munn & Co.
ATTORNEYS.

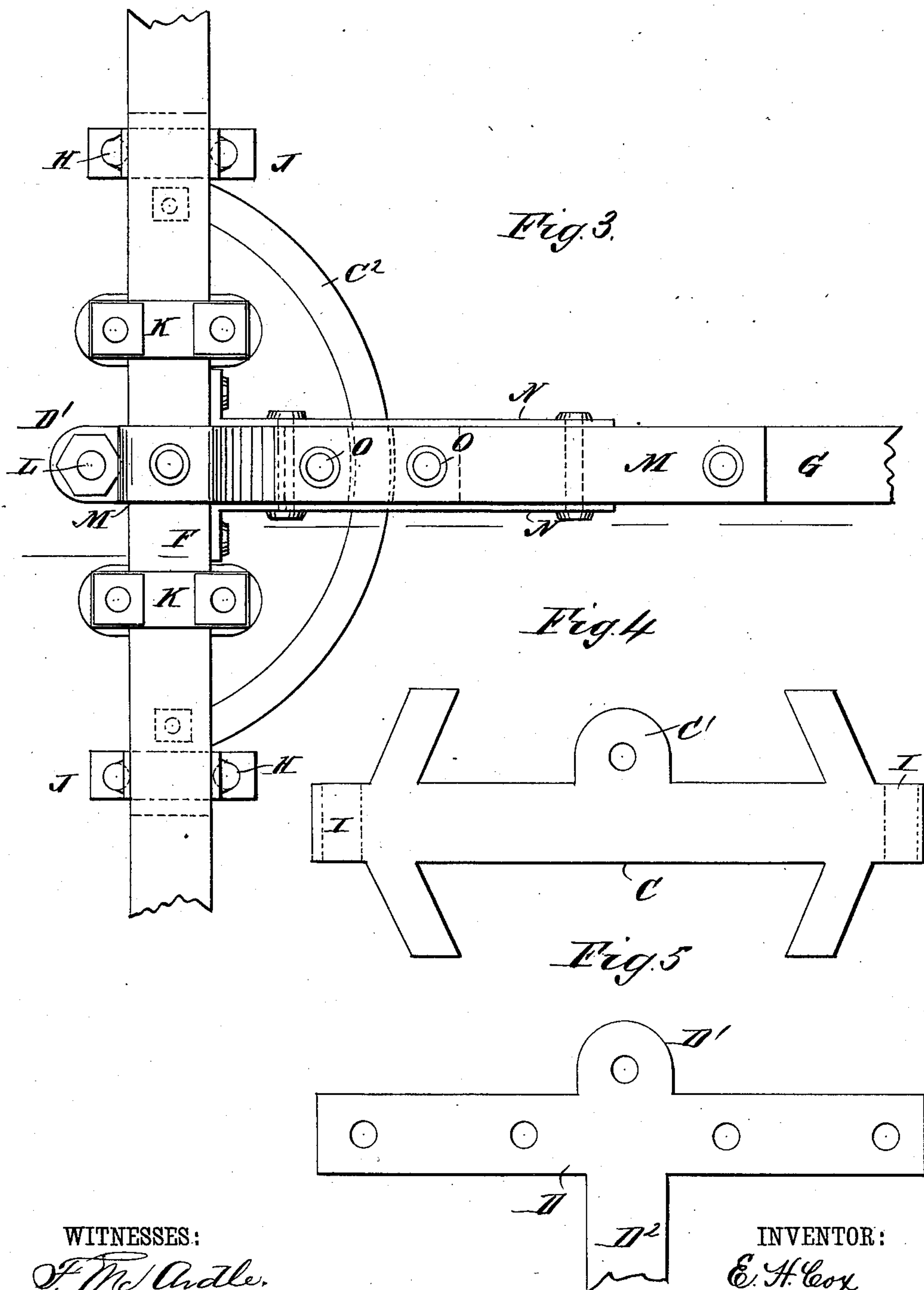
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UNITED STATES PATENT OFFICE.

EDWARD HENRY COX, OF SLATE LICK, PENNSYLVANIA.

FIFTH-WHEEL.

SPECIFICATION forming part of Letters Patent No. 370,728, dated September 27, 1887.

Application filed May 19, 1887. Serial No. 238,777. (No model.)

To all whom it may concern:

Be it known that I, EDWARD HENRY COX, of Slate Lick, in the county of Armstrong and State of Pennsylvania, have invented a certain new and useful Improvement in Fifth-Wheels, of which the following is a specification.

The object of my improvement is to provide a fifth-wheel for vehicles whereby a readier detachability and attachability of parts are obtained than usual.

I will first describe in detail a fifth-wheel embodying my improvement, and then particularly define the said improvement in a claim.

To these ends the invention consists in novel details of construction and combinations of the same, as hereinafter fully described, and then definitely claimed.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a front elevation of my improved fifth-wheel connection. Fig. 2 is a longitudinal section of the same, taken on the line *x x*, Fig. 1. Fig. 3 is a plan of the same. Fig. 4 shows a modified form of lower fifth-wheel plate. Fig. 5 is a plan of the upper fifth-wheel plate.

A designates the axle; B, the axle-stock; C and D, the lower and upper fifth-wheel plates, respectively; E, the head-block; F, the spring, and G the reach, of my improved fifth-wheel connection, all arranged in a well-known manner. The lower fifth-wheel plate, C, axle-stock B, and axle A are bound together by clips H, held firmly in transverse grooves I formed in the ends of the lower plate, C, so as not to interfere with the upper plate, D, turning thereover and passed through the usual bottom plate, J. The upper plate, D, head-block E, and spring F are likewise secured together by clips K. The king-bolt L is in front of the axle and is passed through the forwardly-projecting eyes D', C', and J', formed integrally upon the plates D, C, and J, respectively.

ively. The forward end of the reach G abuts against the rear of the head-block E and is secured thereto by the top and side stays, M and N.

The upper fifth-wheel plate, D, is cast integrally with a reach-plate, D², extending rearwardly and secured to the under side of the reach by the bolts O, which pass also through the top reach-stay, M, and the reach-plate D² is cast with a bottom extension, D³, having a downward-opening slot, D⁴, in which the rear base-ring, C², cast on the lower fifth-wheel plate, C, is fitted to turn. The bolts O pass through the extension D³ on opposite sides of the slot D⁴, and also through the upper rear arm, P', of the offset-strap P, which arm closes the slot D⁴ and prevents the base-ring from rattling therein. The lower arm, P², of the strap P extends forward under the clip-plate J and receives the king-bolt L, on which it thus swings loosely with respect to the axle in turning.

With this construction the fifth-wheel can be readily taken apart and put together, while extreme strength and simplicity are secured. In Fig. 4 I have shown the lower fifth-wheel plate formed with inclined bearing-arms, in lieu of the base-ring described, for vehicles in which the front axle does not turn under.

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

In a fifth-wheel, the combination of an upper fifth-wheel plate, D, having a reach-plate, D², provided with a downward-opening guide-slot, D⁴, for the base-ring C² on the lower fifth-wheel plate, C, a bent strap, P, having an arm, P', spanning the guide-slot D⁴, and an arm, P², pivoted to the lower end of the king-bolt L, and bolts O, passed through the arm P', on opposite sides of the slot D⁴, and into the reach-plate D², substantially as described.

EDWARD HENRY COX.

Witnesses:

JOSEPH G. ROSS,
WILLIAM L. SIPES.