(No Model.)

J. M. GIRAUD.

FIFTH WHEEL.

No. 396,476. Patented Jan. 22, 1889.

Fig. 1.

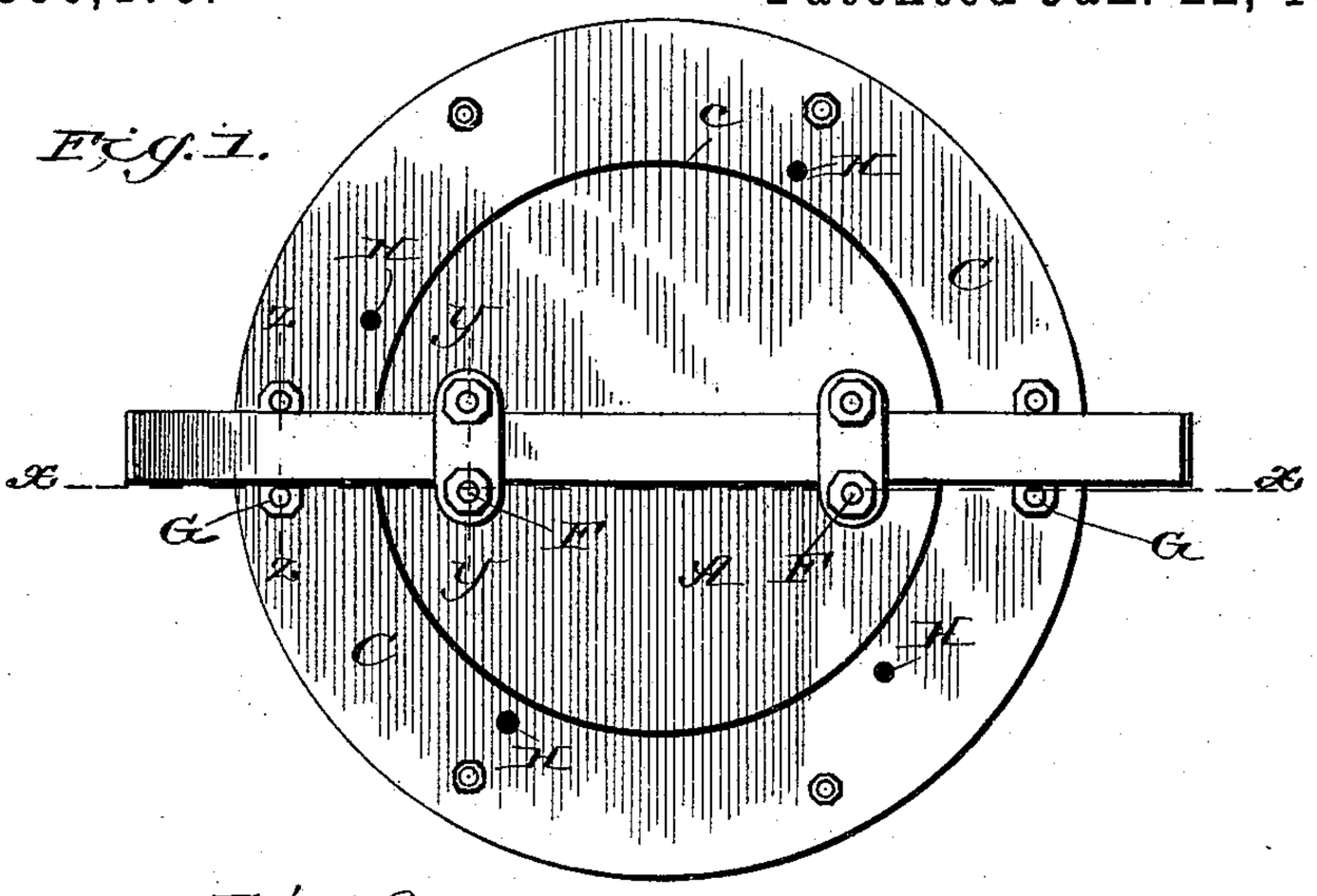


Fig. 2.

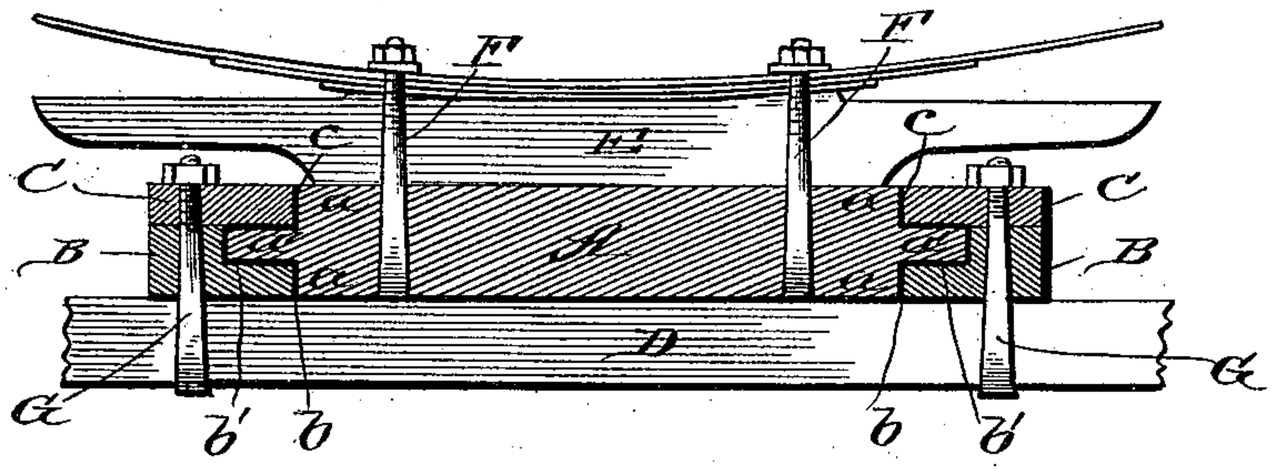
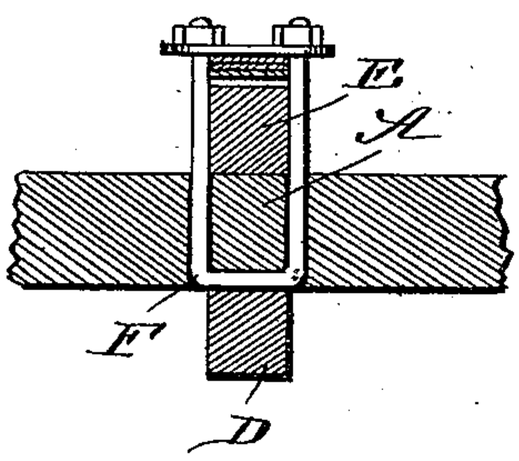
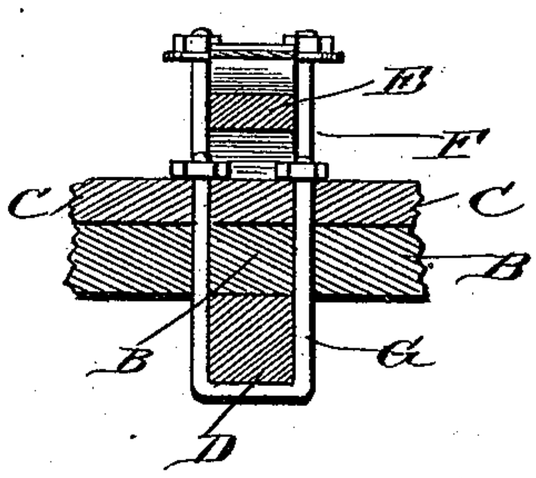


Fig. 3.

Fig. 4.





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JOHN MARIE GIRAUD, OF WARWICK, MARYLAND.

FIFTH-WHEEL.

SPECIFICATION forming part of Letters Patent No. 396,476, dated January 22, 1889.

Application filed August 24, 1888. Serial No. 283,672. (No model.)

To all whom it may concern:

Be it known that I, JOHN MARIE GIRAUD, of Warwick, in the county of Cecil and State of Maryland, have invented a new and useful Improvement in Fifth-Wheels, of which the following is a specification.

My invention is an improvement in fifth-wheels, seeking to provide a fifth-wheel simpler, stronger, and less exposed to dust, sand, and the like than the ordinary fifth-wheel construction, and by which a broad fifth-wheel will be provided in such manner as to avoid any tilting or rocking of the fifth-wheel from any unequal disposition of the load in the vehicle or in getting into and out of the said vehicle.

The invention consists in certain novel constructions and combinations of parts, as will be hereinafter described and claimed.

In the drawings, Figure 1 is a plan view of the fifth-wheel with the bolster in place, the body being removed. Fig. 2 is a vertical section thereof on about line *x x*, Fig. 1, the bolster being shown in side view. Fig. 3 is a sectional view on about line *y y*, Fig. 1; and Fig. 4 is a sectional view on about line *z z*, Fig. 1.

The fifth-wheel, as shown, comprises the parts A, B, and C, which, for convenience of reference, I shall denominate, respectively, the "wheel," the "circle," and the "ring, such parts being preferably formed separately and secured in the manner hereinafter described.

The circle B is secured on the axle D, and is made in the form of an annulus, having the central opening or bore, *b*, and provided in its upper side next said bore with the circular rabbet *b'*. The wheel A is formed with the similar circular portions, *a a*, and the radial circumferential flange *a'*, dividing such parts. The lower portion, *a*, fits within the bore *b* of circle B, and the flange *a'* fits in the rabbet *b'* of such part, while the upper portion, *a*, fits within the central circular opening, *c*, in the ring C. The wheel A, it will be seen, is secured to the bolster E, preferably by clips F, the arms of which pass upward through the wheel and project up on opposite sides of and above the bolster sufficiently far to aid in securing the spring.

I secure the ring C to the circle B preferably by the same clips, G, as serve to secure the circle to the axle and two bolts on each side of the axle at equal distance. Suitable oil-holes may be formed through the ring C, as shown at H, Fig. 1.

The construction, as will be understood from the drawings, is simple and strong. The ring C, in addition to securing the wheel on the circle, operates as a sand and dust guard to prevent ingress of sand, dust, and the like to the bearings between the wheel and circle.

It will be seen that the wheel A is the same on both sides, so that if one side of same wears more than the other the said wheel may be inverted, thus bringing a fresh wearing-surface into position.

It will be seen that no king-bolt is needed, and that breaking is rendered impossible by the fact that resistance is afforded by the flange of the wheel against the rabbet and by the shoulder of said wheel against the annulus.

It will be observed that tilting will be prevented by the wheel bearing equally on all sides.

The circle B and ring C may be said to constitute a framing or holder for the wheel A.

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

1. The improved fifth-wheel herein described, comprising the wheel A, provided with a circumferential rim-flange, *a'*, and having circular portions *a a* projected above and below such flange, the circle having an opening to receive one of such portions *a* and a rabbet to receive the flange *a'*, and the ring arranged to cover such flange *a'*, and having an opening to receive one of the portions *a*, substantially as set forth.

2. In a fifth-wheel, the combination of a wheel, A, having a circumferential rim-flange, *a'*, and provided with circular portions *a a*, projected above and below such flange, and the framing or holder receiving such wheel, substantially as set forth.

3. The circle having opening *b* and rabbet

b', combined with the wheel having similar circular portions, a a, and flange a' between the same, such flange being fitted to the rabbet b', and the ring C, secured to the circle, substantially as set forth.

4. The combination, substantially as described, of the axle, the circle B, having opening b and rabbet b', the bolster, the wheel A, having portions a a and flange a', the clips securing said wheel to the bolster, the ring C, and the clips having their arms extended up on opposite sides of the axle through the circle and ring and secured, all substantially as set forth.

JOHN MARIE GIRAUD.

Witnesses:
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