

(No Model.)

S. B. COX & J. W. ANDERSON.

FIFTH WHEEL.

No. 396,810.

Patented Jan. 29, 1889.

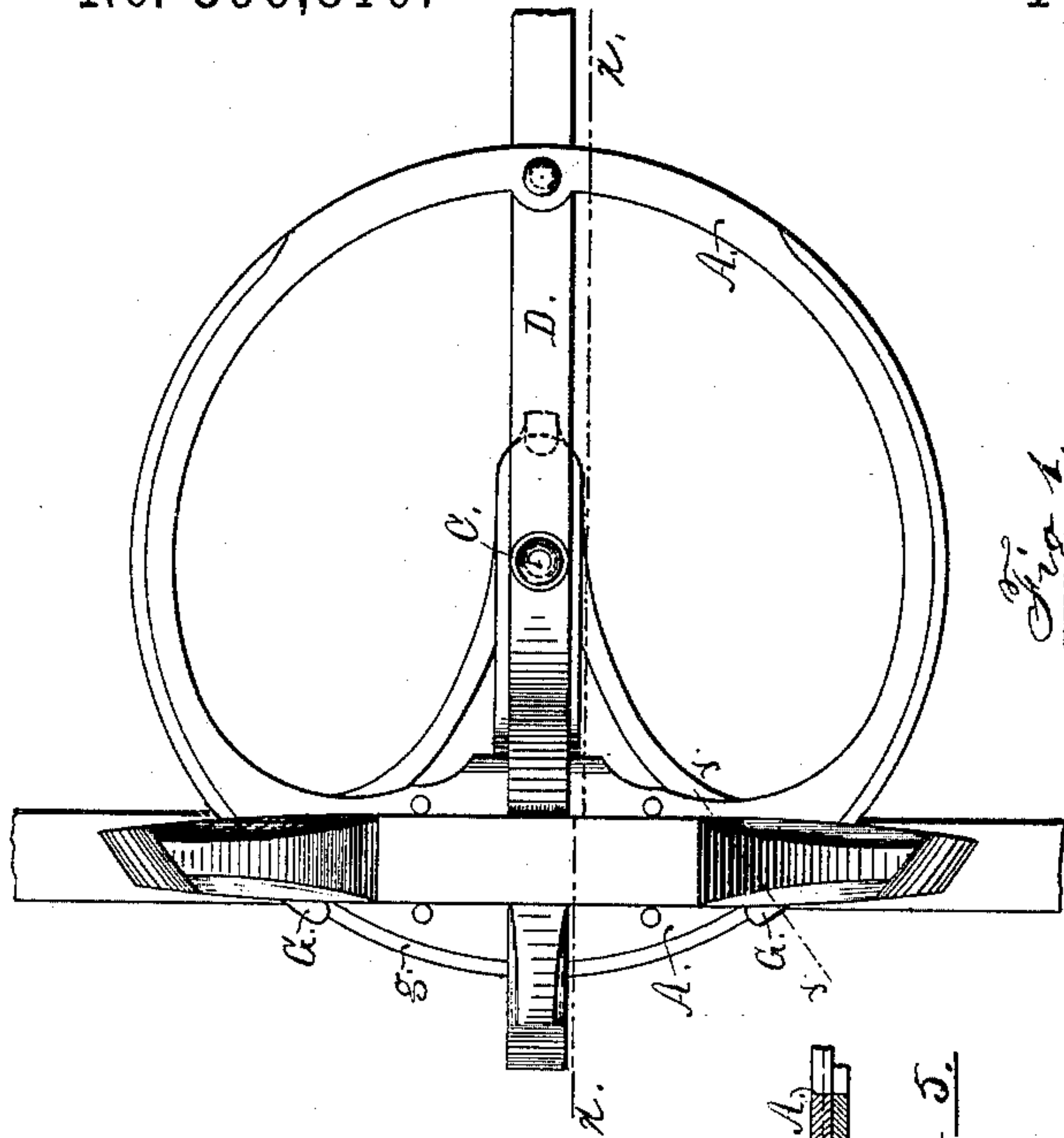


Fig. 1.

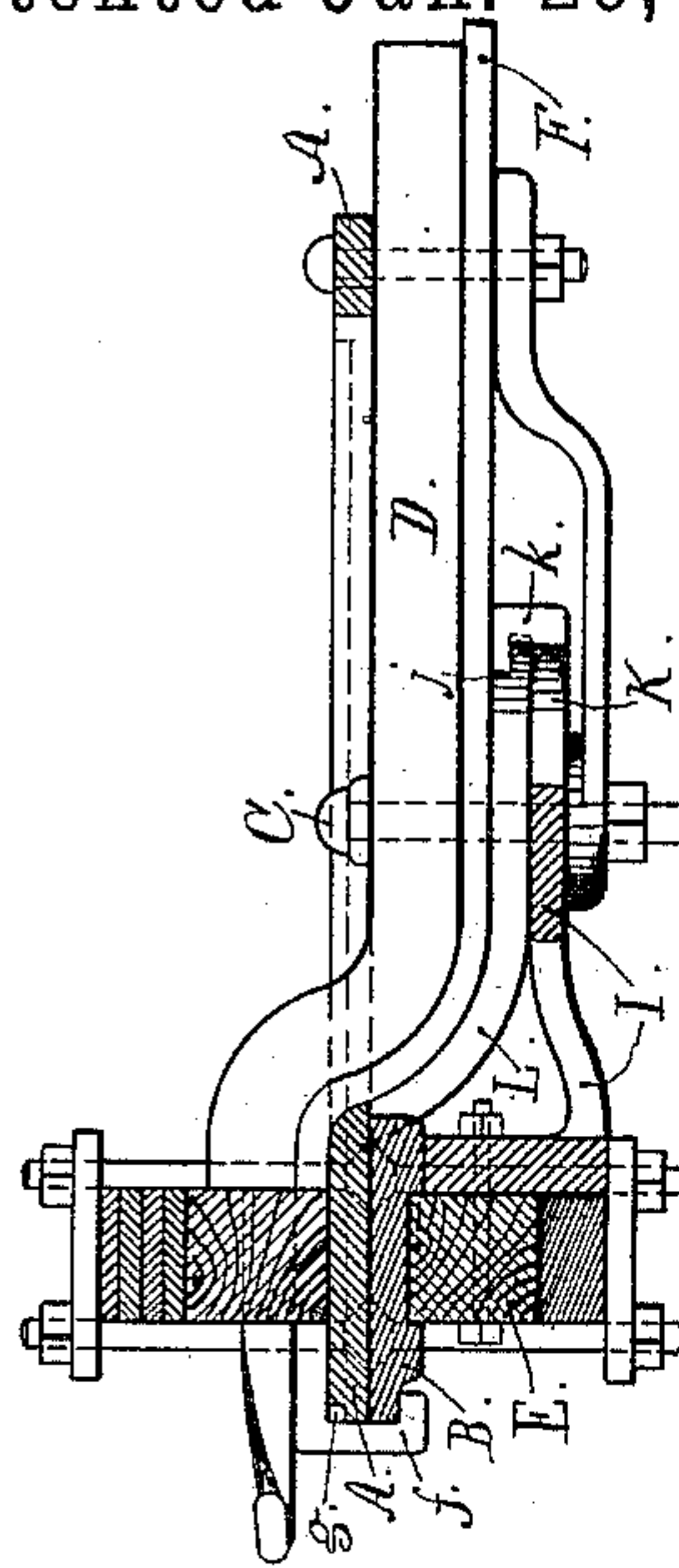


Fig. 2.

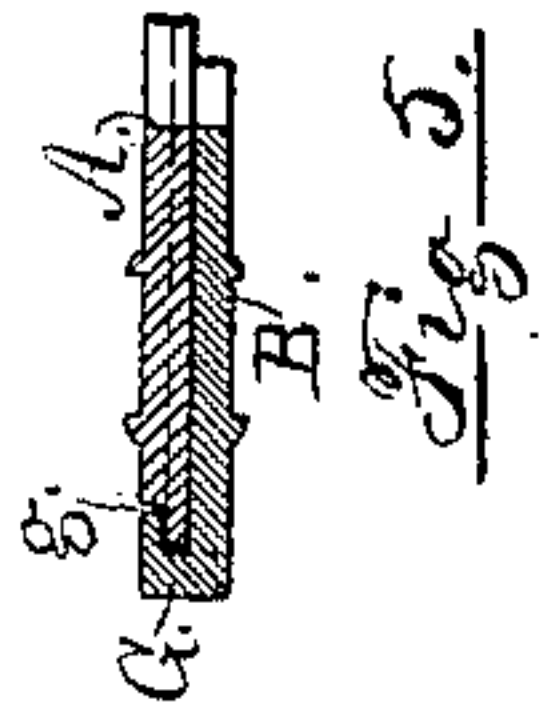


Fig. 3.

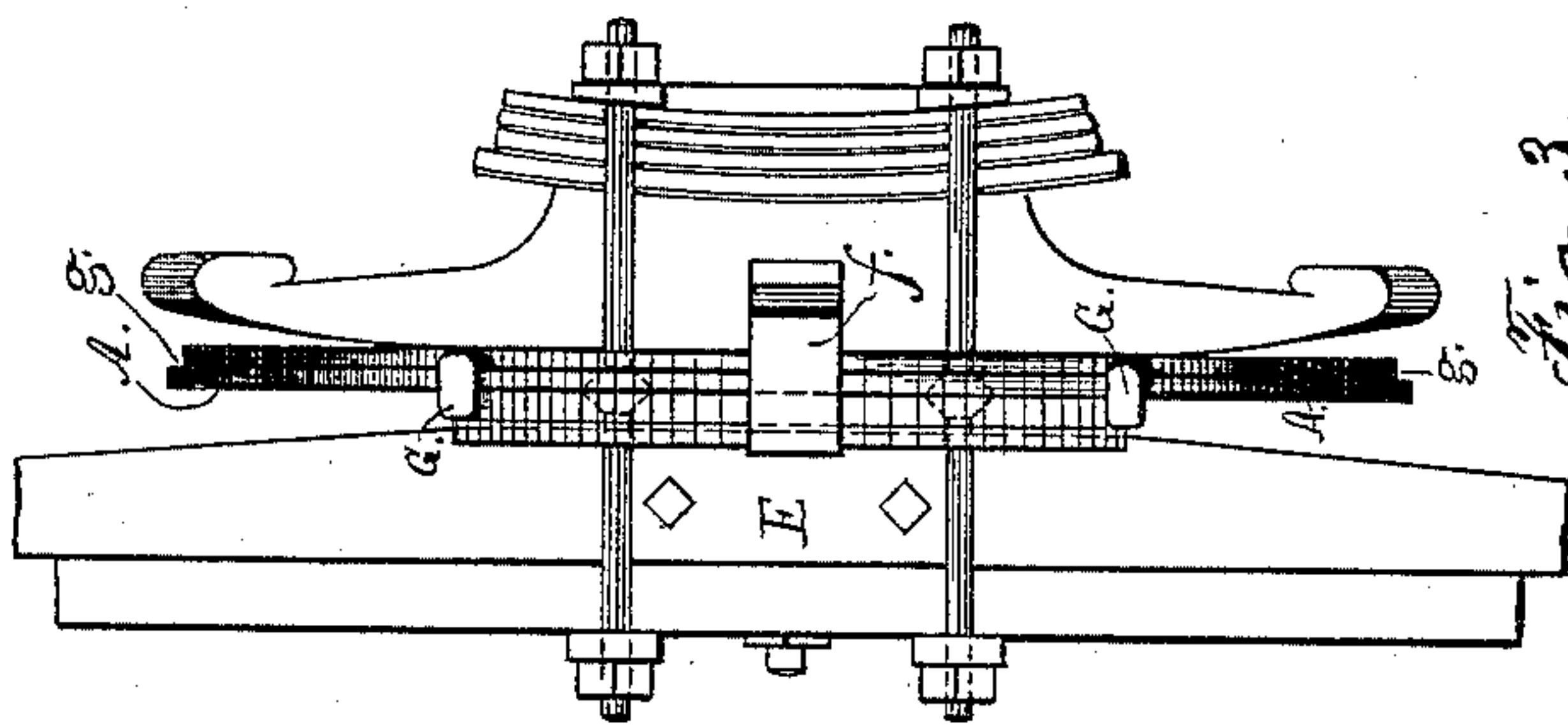


Fig. 4.

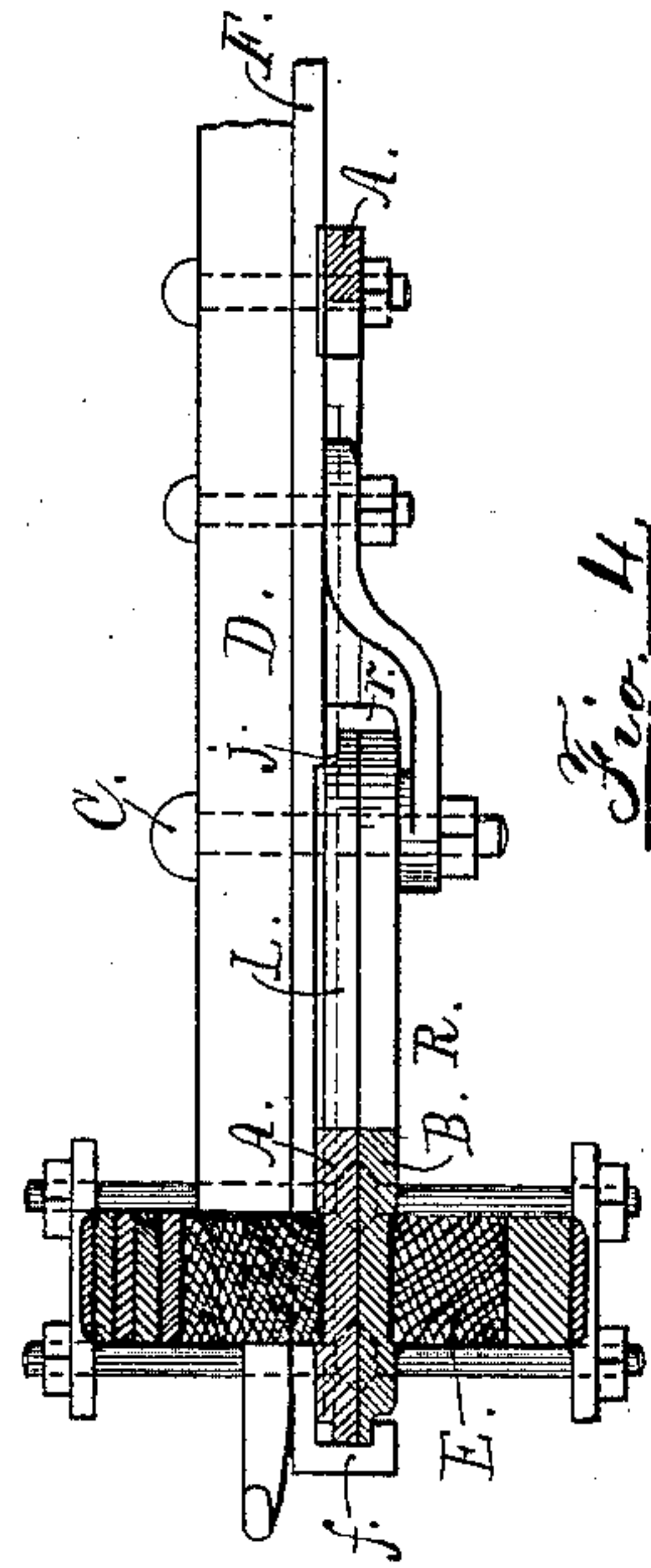


Fig. 5.

Witnesses,

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UNITED STATES PATENT OFFICE.

SAMUEL B. COX AND JOHN W. ANDERSON, OF LANCASTER, PENNSYLVANIA;
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FIFTH-WHEEL.

SPECIFICATION forming part of Letters Patent No. 396,810, dated January 29, 1889.

Application filed September 5, 1887. Serial No. 248,770. (No model.)

To all whom it may concern:

Be it known that we, SAMUEL B. COX and JOHN W. ANDERSON, citizens of the United States, residing at Lancaster, in the county of Lancaster and State of Pennsylvania, have invented certain Improvements in Fifth-Wheels for Vehicles, of which the following is a specification.

Our invention relates to fifth-wheels for carriages and wagons in which the king-bolt is set back of the axle; and the objects of our improvements are, first, to permit a vehicle using our fifth-wheel to turn in a smaller space than that required with the fifth-wheels ordinarily attached, and, second, to prevent the accidental disconnection of the parts in a more perfect manner than in the vehicles as now constructed. We attain these objects by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a top or plan view of our invention; Fig. 2, a longitudinal vertical section through the line *x x* of Fig. 1; Fig. 3, a front elevation of the fifth-wheel. Fig. 4 shows a sectional view, on the line *x x*, of our invention as applied to a straight perch; and Fig. 5 is a vertical section through the line *y y* of Fig. 1, showing the manner in which the flanged lug of the axle-plate engages the recess of the fifth-wheel.

Similar letters indicate like parts throughout the several views.

In the drawings, A represents a fifth-wheel plate resting upon the axle-plate B and having an arm, L, extending rearwardly from the forward portion thereof, by which it is connected with the perch D by the king-bolt C. The plate A and perch are further secured by a bolt located back of the king-bolt. A perch-plate, F, is secured to the perch on the under side, and extends forward beyond the axle H and engages the fifth-wheel and axle-plates

by means of the clip *f*, formed integral with it.

G is a flanged lug on the periphery of the axle-plate, which engages the groove *g* in the side of the fifth-wheel for assisting to keep the parts parallel while moving.

To prevent the disconnection of the parts, there are stays I, formed integral with the axle and joined together at the king-bolt by an eye, K. This eye has a flanged lug, *k*, on its back edge, which engages the circular recess *j* in the end of the rearwardly-extending arm L of the plate A.

The perch may be either curved or straight. In this specification the curved perch, Figs. 1, 2, 3, and 5, is used to illustrate our principle. The application of the same to a straight perch is illustrated in Fig. 4. Here the rearwardly-extending arm R, having a lip, *r*, of the axle-plate B performs the functions allotted the stays I in the other form of construction.

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

The combination, with the perch D, of the plate A, having the rearwardly-extending arm L, provided with a recess, *j*, the axle-plate B, the perch-plate having the clip *f*, which engages the peripheries of the plates A and B, a connection between the axle and king-bolt, located beneath the arm L of the plate A and provided with a flanged lug which engages the recess in the said arm L, and the king-bolt, all constructed and arranged substantially as described.

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