

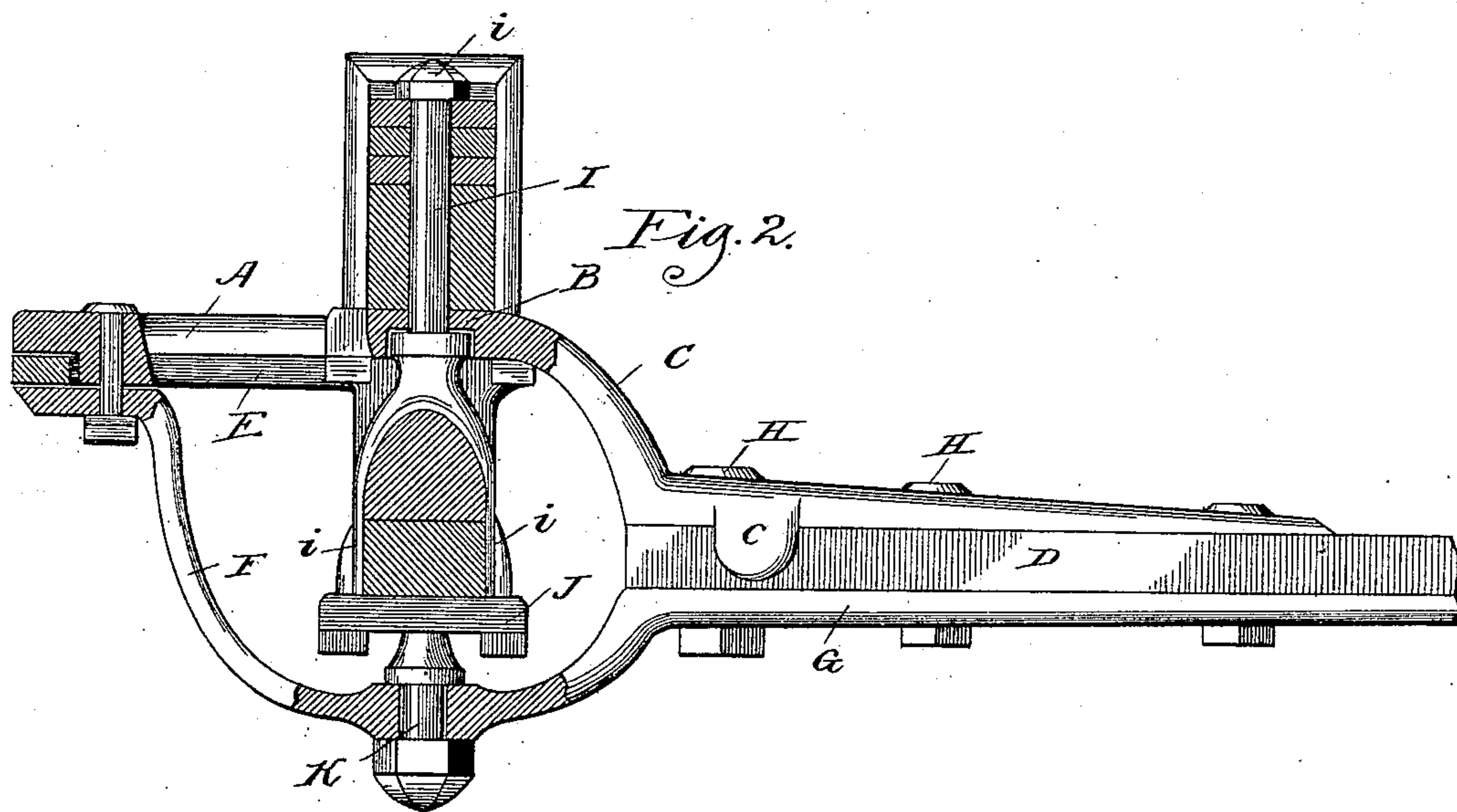
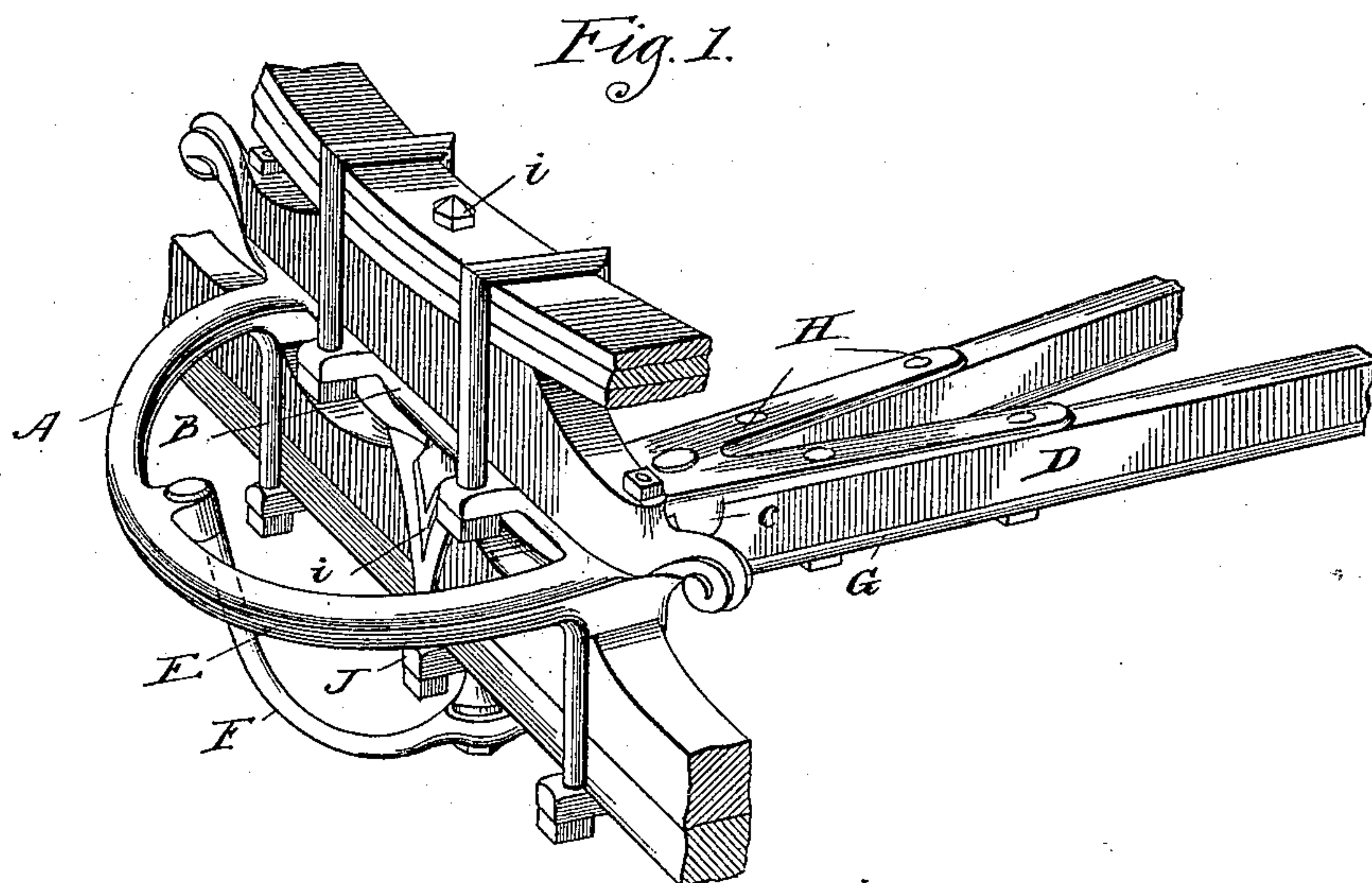
(No Model.)

J. McCAULEY.

FIFTH WHEEL FOR VEHICLES.

No. 397,739.

Patented Feb. 12, 1889.



Witnesses,  
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# UNITED STATES PATENT OFFICE.

JAMES McCAULEY, OF AUBURN PARK, ASSIGNOR TO THE ABBOTT BUGGY COMPANY, OF CHICAGO, ILLINOIS.

## FIFTH-WHEEL FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 397,739, dated February 12, 1889.

Application filed October 26, 1888. Serial No. 289,177. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES McCAULEY, a citizen of the United States, residing at Auburn Park, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Fifth-Wheels for Vehicles, of which the following is a specification.

The object of my invention is to improve and cheapen the construction of fifth-wheels, and this I do by constructing the upper member of the fifth-wheel, the bottom plate of the bolster or head-block, and the shank for connecting the bolster to the reach integrally, all as hereinafter described, and particularly pointed out in the claim.

In the accompanying drawings, Figure 1 is a perspective view showing the front side of the bolster and axle and the fifth-wheel. Fig. 2 is a side elevation, partly in section, of the same parts.

In the drawings, A represents the upper member of the fifth-wheel, which is formed integrally with the bolster-plate B and a curved shank, C, which is connected to the reach D. This shank may have its outer end bifurcated, as shown in Fig. 1, where a divided reach is employed; or it may be adapted for securement to a single reach. I provide flanges *c* on the shank C, projected downwardly from the side margins of the straight portion of the shank and embracing the sides of the reach. These flanges prevent the end of the reach from splitting and give additional strength to the structure. The lower member, E, of the fifth-wheel has a curved brace, F, secured thereto, the said brace extending beneath the axle and terminating in a shank, G, secured

to the reach by bolts H, which pass through the shank C as well. In this construction I employ a clip king-bolt, I, the clips *ii* of which embrace the axle and are secured thereto by a clip-tie, J, which has a bearing for the stud K, which is passed through the curved brace F, and turns freely therein. The upper end of the king-bolt passes upwardly through the axle and is secured by the head *i'*.

Heretofore in the construction of fifth-wheels for vehicles the reach has been curved or arched upwardly in the rear of the bolster and mortised into the latter, and the shank has been welded to one of the members of the fifth-wheel. The result has been that while a considerable amount of material was used the requisite strength was not thereby obtained. By my improvements the maximum strength of the material is secured at a low cost of construction, and I produce a fifth-wheel and reach construction superior to any now in the market, and in which I am able to use a straight reach.

I claim—

In a running-gear for vehicles, the combination, with a lower fifth-wheel plate clipped to the axle, of an upper fifth-wheel plate having a bolster-plate and curved reach constructed integrally therewith, and a clip king-bolt secured to the axle and extended upwardly through the bolster-plate and spring, substantially as described.

JAMES McCAULEY.

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