

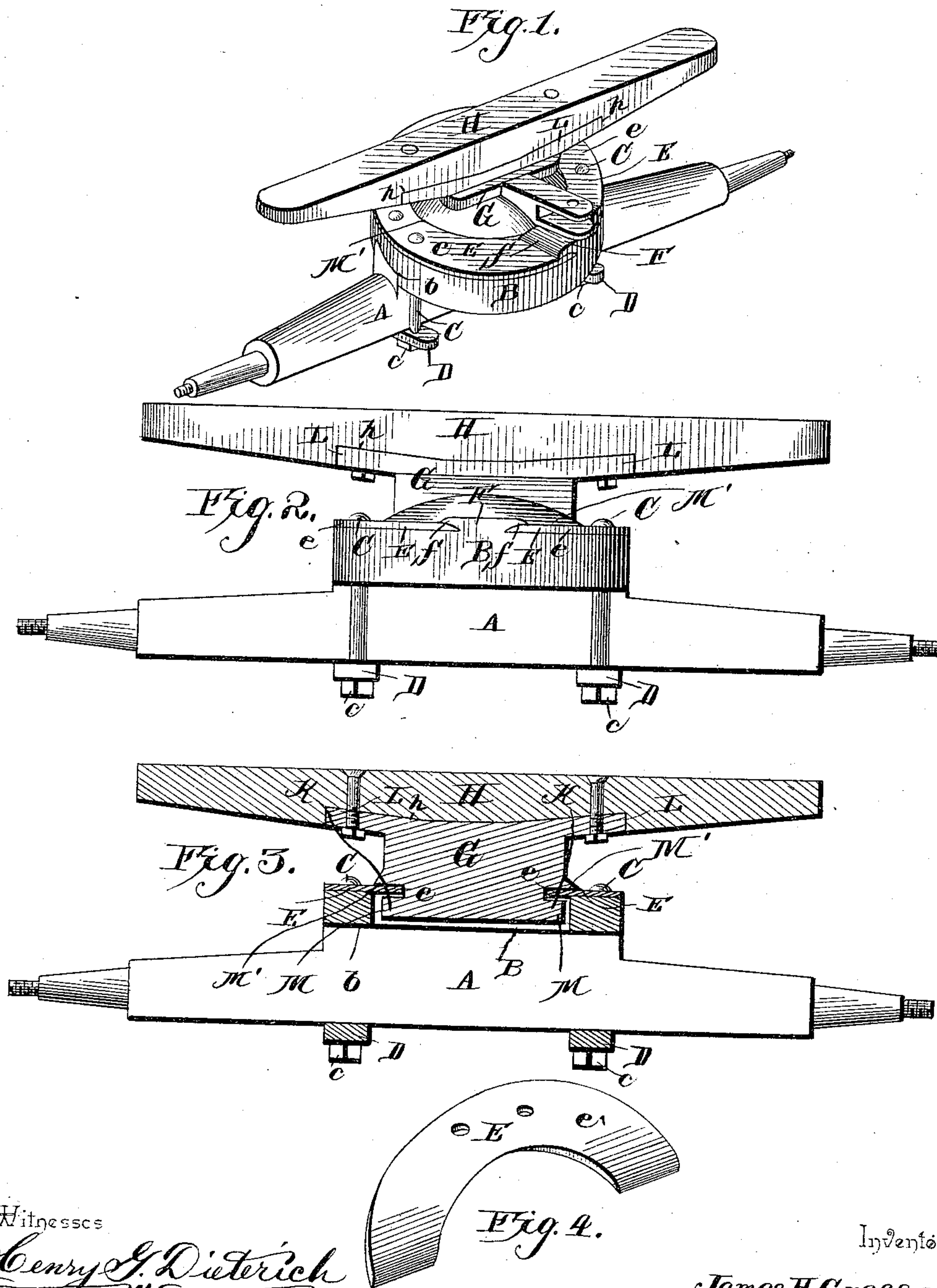
(No Model.)

J. H. GRESSOM.

FIFTH WHEEL.

No. 448,025.

Patented Mar. 10, 1891.



Witnesses

Henry J. Dieterich
Ed. Siggers

By *his* Attorneys,

Inventor

James H. Gressom,

Chas. Snow & Co.

UNITED STATES PATENT OFFICE.

JAMES H. GRESSOM, OF KNAPP, WISCONSIN.

FIFTH-WHEEL.

SPECIFICATION forming part of Letters Patent No. 448,025, dated March 10, 1891.

Application filed May 15, 1889. Renewed November 24, 1890. Serial No. 372,447. (No model.)

To all whom it may concern:

Be it known that I, JAMES H. GRESSOM, a citizen of the United States, residing at Knapp, in the county of Dunn and State of Wisconsin, have invented new and useful Improvements in Running-Gear for Vehicles, of which the following is a specification.

The invention relates to improvements in running-gear for vehicles; and it consists in a certain novel construction and combination of devices fully described hereinafter in connection with the accompanying drawings, and specifically pointed out in the claims.

In the drawings, Figure 1 is a perspective view of a portion of a vehicle running-gear provided with my improvements. Fig. 2 is a front view of the same. Fig. 3 is a transverse central sectional view. Fig. 4 is a detail view of one of the semicircular sections of the annular plate.

Referring by letter to the drawings, A designates the axle, above which is arranged the coupling-block B, the under side of the block being grooved transversely, as seen at *b*, to fit over the upper side of the axle. The vertical bolts C C extend through the block and pass down on opposite sides of the axle, and after projecting through perforations in the clips D D are engaged below the same by the nuts *c c*, as clearly shown in the drawings.

The coupling-block is annular in shape, and on its upper side is arranged an annular plate E, the inner edge of which projects beyond the inner edge of the block, and the said plate is secured in place at opposite sides by the vertical bolts C C, which extend there-through. This annular plate is formed in semicircular sections *e e*, the free ends of which fit under the laterally-extending arms *f f* of the T-shaped clips F on the upper side of the coupling-bar. These clips are preferably formed integral with the coupling-block, and are arranged, respectively, at its front and rear sides.

The bolster-support G, which is attached to the under side of the bolster H, consists of the revoluble flanged head K, which is arranged within the annular coupling-block, and the upwardly-concaved supporting-bar L, which is formed integral with the said head and fits in a recess *h* in the under side

of the bolster. The bolster is secured to the said bar by suitable bolts passing there-through, and, if desired, the bolster may be removed and substituted by ordinary wagon-springs, in order to convert the vehicle into a spring-wagon. This revoluble head is provided at its lower side with a laterally-extending peripheral flange M, which bears against the under side of the annular plate E, and is provided at its upper side with a similar laterally-projecting peripheral flange M' parallel with the flange M, which bears on the upper side of the said plate, thereby journaling the head in the coupling-block. To apply or remove the revoluble head, it is simply necessary to remove one or both of the semicircular sections of the annular plate.

The device as described is simple in construction, is strong and durable, and may be cheaply manufactured and applied to any vehicle of the ordinary construction. The herein-described means for securing the annular plate to the upper side of the coupling-block, whereby the same may be readily and quickly applied and removed, are simple and inexpensive. The upper flange, which is formed on the revoluble head, bears on the upper side of the annular plate and completely excludes dust from the journal, thereby preventing to a considerable extent the wear thereon.

Having thus described the invention, I claim—

1. The combination, with an annular coupling-block affixed to the axle and provided with an annular plate which projects inward beyond the interior of the block, of the revoluble head having the bolster attached thereto and provided at and near its lower end with upper and lower parallel flanges, which bear, respectively, on the upper and lower sides of the said annular plate, and at its upper end with a third flange for securing the block to the bolster, substantially as specified.

2. The combination, with an annular block affixed to the axle, of the annular plate on the upper side of the said block, formed in semicircular sections and secured to the block by bolts, and the revoluble head having the bolster attached thereto and provided with parallel laterally-extending flanges M M'

at and near its lower end, which bear, respectively, on the lower and upper sides of the said annular plate, substantially as specified.

3. The combination of the annular coupling-block affixed to the axle and provided on its upper side with T-shaped clips F F, the annular plate formed in semicircular sections which fit at their ends under the arms of the said clips, and the revoluble head having the bolster attached thereto and provided with upper and lower flanges to bear on the upper and lower sides of the plate, substantially as specified.

4. The combination, with the axle, of the annular coupling-block provided with a transverse groove in its underside fitting over the axle, the annular plate on the upper side of

the said block, the vertical bolts extending through the plate and the block and secured at their lower ends to clips which bear against the under side of the axle, and the revoluble head having the bolster attached thereto and provided with upper and lower flanges which bear on the upper and lower sides of the annular plate, substantially as and for the purpose specified.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

JAMES H. GRESSOM.

Witnesses:

CHARLES KUNTSON,
TIM MURPHY.