(No Model.)

V. S. DUPUY & F. J. FORTIER.

FIFTH WHEEL.

No. 452,997. Patented May 26, 1891.

Fig. 1.

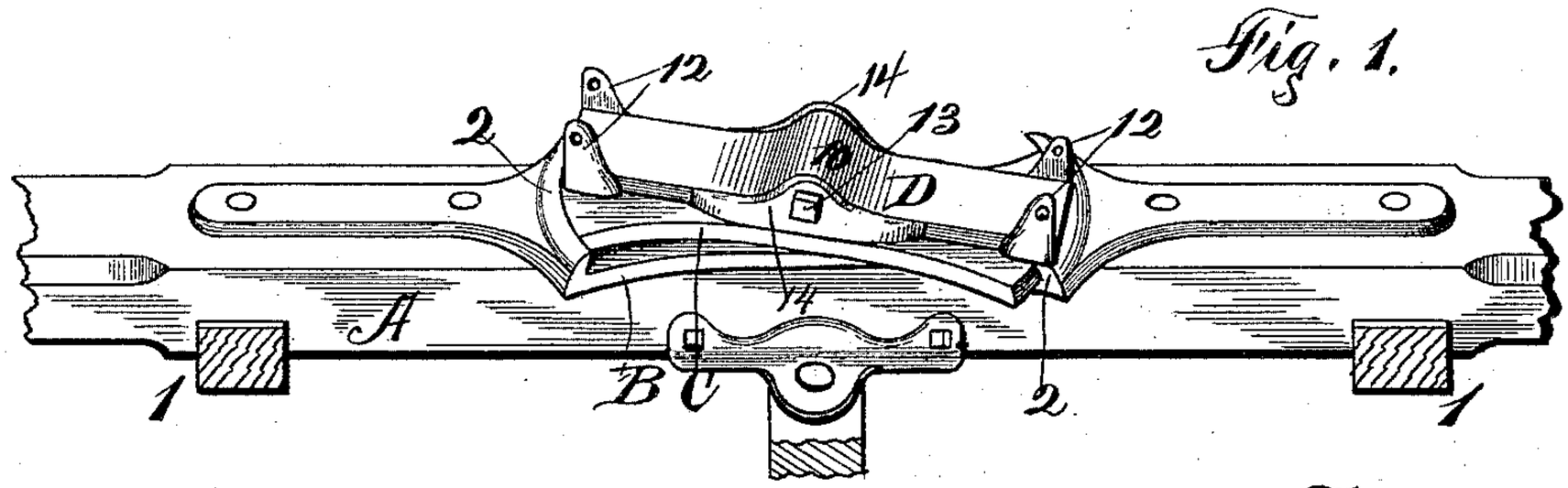


Fig. 2.

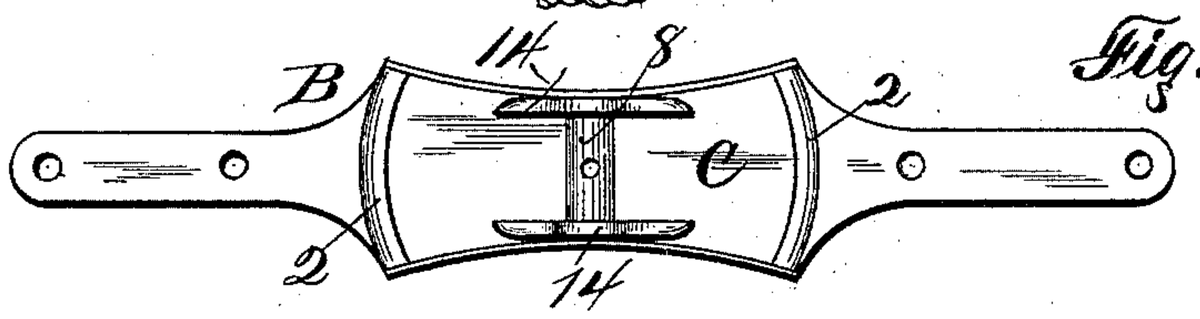


Fig. 3

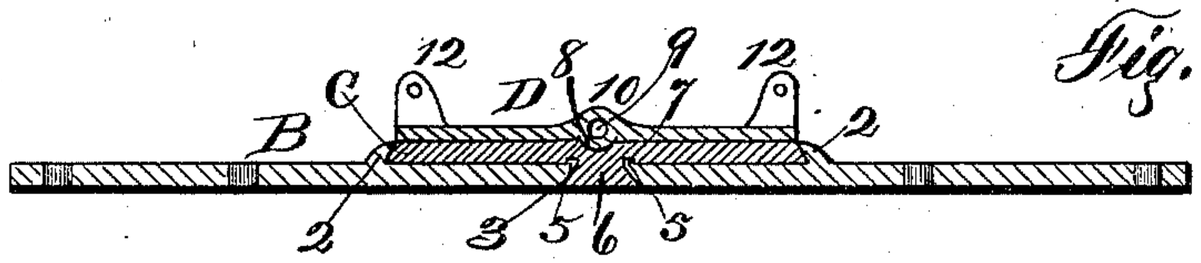


Fig. 4.

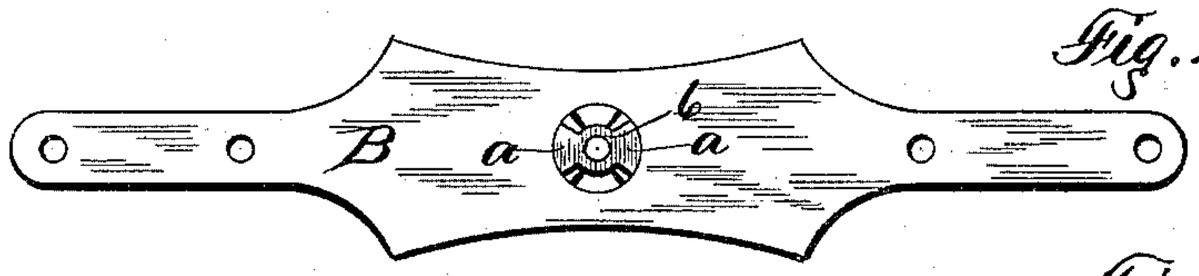


Fig. 5.

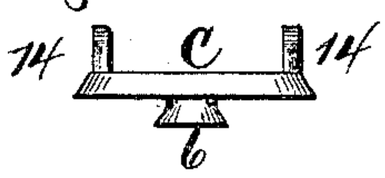


Fig. 7.

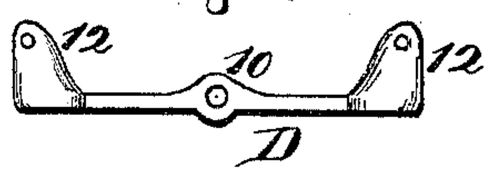


Fig. 6

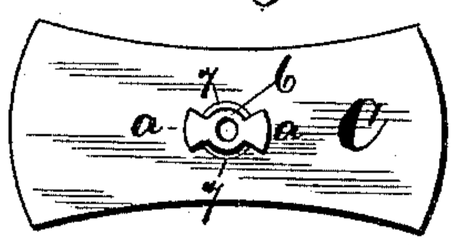
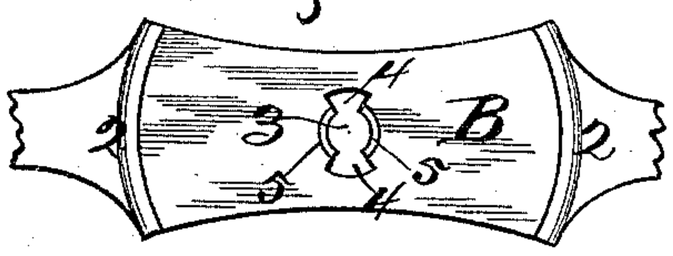


Fig. 8.



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UNITED STATES PATENT OFFICE.

VICTOR S. DUPUY AND FRANCIS J. FORTIER, OF SYRACUSE, NEW YORK.

FIFTH-WHEEL.

SPECIFICATION forming part of Letters Patent No. 452,997, dated May 26, 1891.

Application filed February 7, 1891. Serial No. 380,569. (No model.)

To all whom it may concern:

Be it known that we, VICTOR S. DUPUY and FRANCIS J. FORTIER, of Syracuse, in the county of Onondaga, in the State of New York, have invented new and useful Improvements in Fifth-Wheels, of which the following, taken in connection with the accompanying drawings, is a full, clear, and exact description.

Our invention relates to fifth-wheels for heavy or lumber wagons in which a bolster is mounted upon the upper section of the wheel.

Our object is to produce an improved fifth-wheel with a bolster attachment comprising a lower section or bed and an upper section connected together by a circular dovetailing joint and by a central detachable lock, and a bolster-seat detachably secured to the upper section, the lower section being secured upon the top of the sand-board.

Our invention consists in the several novel features of construction and operation hereinafter described, and which are specifically set forth in the claims hereunto annexed.

It is constructed as follows, reference being had to the accompanying drawings, in which—

Figure 1 is an isometrical elevation of our device complete, ready for the bolster to be secured thereto. Fig. 2 is a top plan with the bolster-seat removed. Fig. 3 is a longitudinal vertical section of the whole device, including the bolster-seat. Fig. 4 is a bottom plan of the fifth-wheel. Fig. 5 is an end elevation of the upper section of the fifth-wheel. Fig. 6 is a bottom plan thereof. Fig. 7 is a side elevation of the bolster-seat detached. Fig. 8 is a top plan of the lower section of the fifth-wheel.

A is the sand-board, and 1 1 are the side bars of the hounds.

B is the lower section of the fifth-wheel, secured upon top of the sand-board and provided with curved flanges 2, beveled under, as shown, and with a central circular opening 3, beveled downward, as shown, and having the quadrant-openings 4 cut into the periphery of said circle and opposite each other, and having curved lips 5 upon the edges of the circle between the quadrant-openings.

C is the upper section of the fifth-wheel, having its ends curved and beveled so as to properly fit under flanges 2 upon the lower section, having a central circular stud 6 projecting below the lower face of this section and surrounded by an annular groove 7 of proper size to receive the lips 5, and having the outwardly-flaring beveled and quadrant-shaped flanges *a* of proper size to pass freely through the openings 4, and the flanges being beveled, to fit the bevel of the opening 3, and having a transverse concavity 8 and a bolt-hole 9 central to the stud 6, and having parallel longitudinal flanges 14 upon their upper face, each provided with a transverse bolt-hole.

D is the bolster-seat, provided on its upper and lower face with a transverse convexity 10, the lower part fitting into the concavity 8 and having a transverse bolt-hole 11 and having side lips 12, between which the bolster lies and to which it is secured. A bolt 13 secures the bolster-seat to the upper section C.

What we claim as our invention, and desire to secure by Letters Patent, is—

1. A fifth-wheel comprising a lower section having curved beveled flanges on its upper face and a central circular aperture, with quadrant-shaped openings on opposite sides thereof and beveled, as shown, and an upper section having beveled ends, a central stud upon its lower face, and beveled quadrant-shaped flanges on said stud and adapted to pass through the lower section, as set forth.

2. A bolster-seat provided with a central transverse enlargement and side ears secured to and in combination with the upper section of a fifth-wheel having side flanges, between which the bolster-seat is secured, and with a transverse concavity receiving the convexity below the bolster-seat, and the lower section provided with a curved and beveled seat to receive the curved and beveled ends of the upper section, as set forth.

3. A fifth-wheel consisting of a lower section provided with curved and beveled flanges on top, a central circular aperture and quadrant-shaped openings cut on opposite sides of

said aperture and beveled, as shown, and having lips on top between the quadrant-openings, an upper section having curved and beveled ends, and a central stud provided with quadrant-shaped projections and having an annular groove around the base of the stud, fitting together, as shown.

In witness whereof we have hereunto set our hands this 3d day of February, 1891.

VICTOR S. DUPUY.
FRANCIS J. FORTIER.

In presence of—
H. P. DENISON,
J. W. SMITH.