(No Model.) 2 Sheets—Sheet 1.

T. L. BOSART.

FIFTH WHEEL.

No. 471,806. Patented Mar. 29, 1892.

FIG. 1.

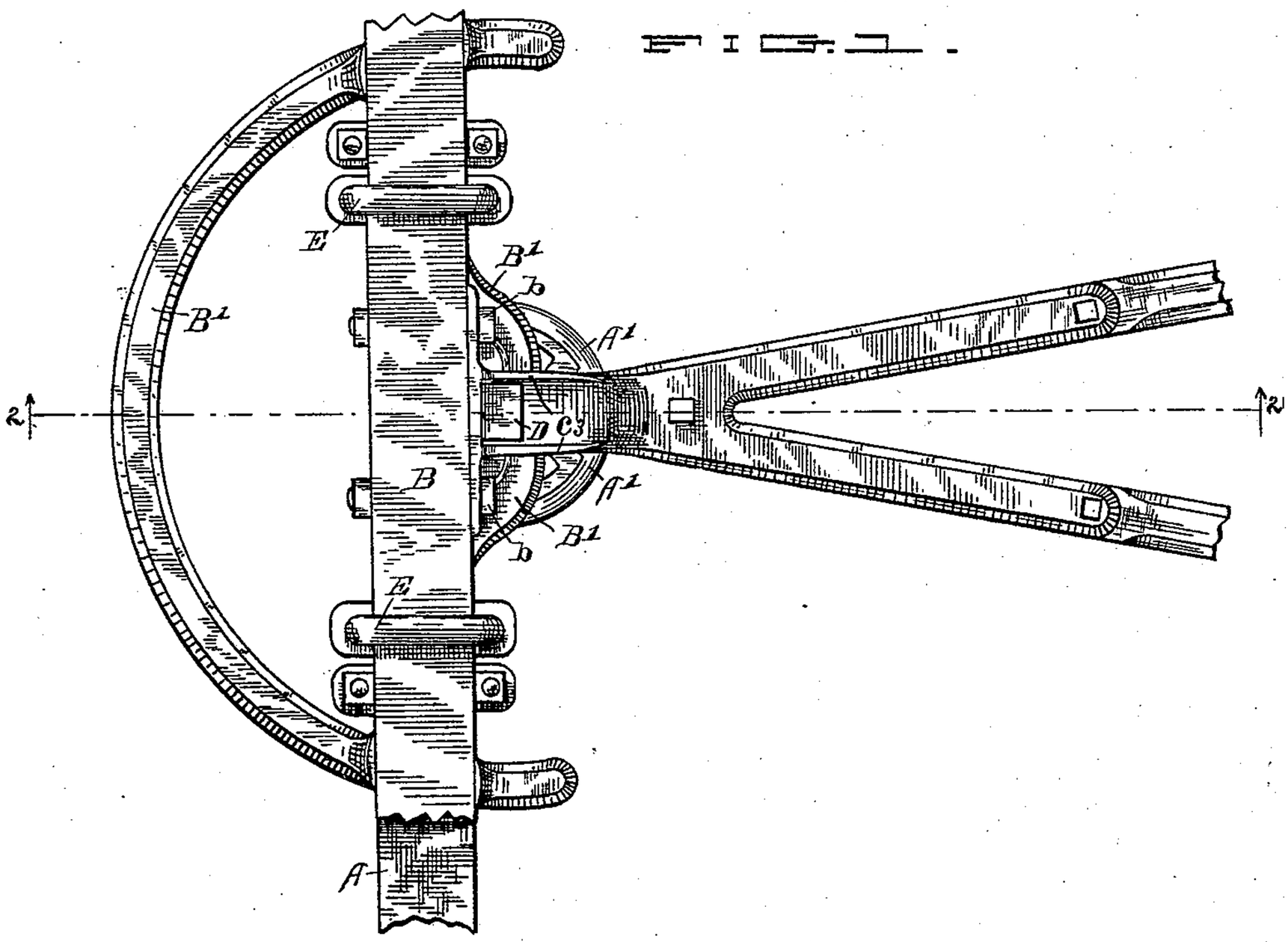
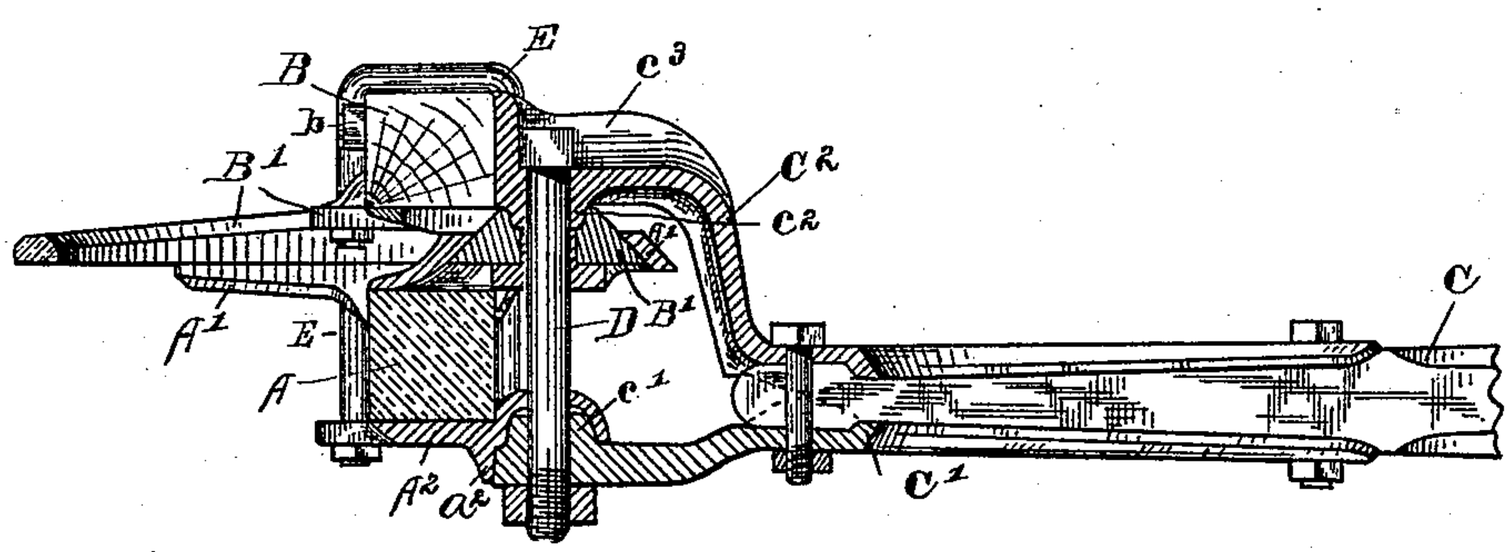


FIG. 2.



WITNESSES.

F. W. Warner.

J. A. Walsh

INVENTOR.

Timothy L. Bosart,

per C. & W. Bradford,

ATTORNEYS.

(No Model.) 2 Sheets—Sheet 2.

T. L. BOSART.

FIFTH WHEEL.

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FIG. 3.

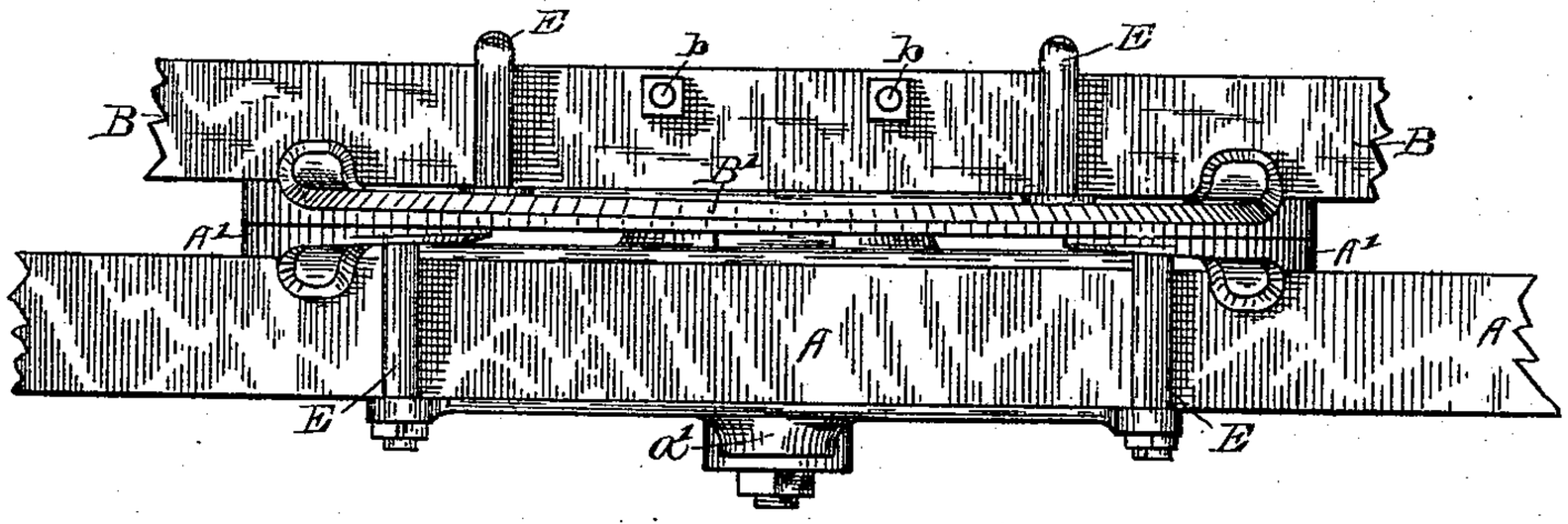


FIG. 4.

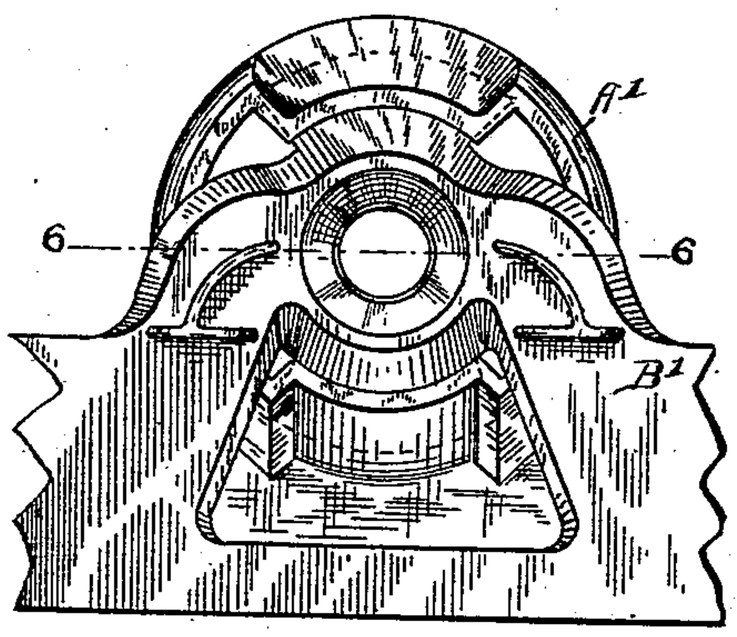


FIG. 5.

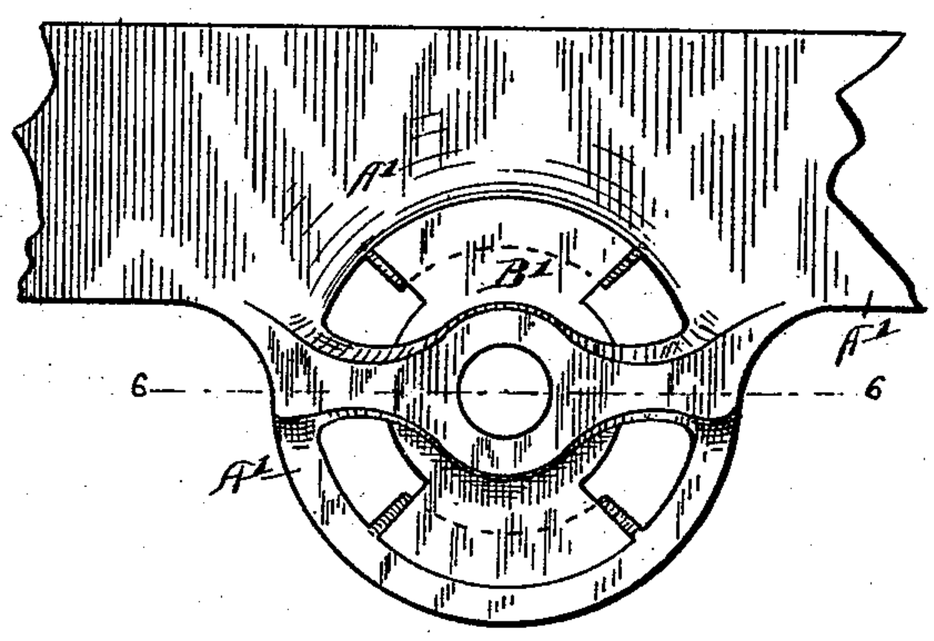
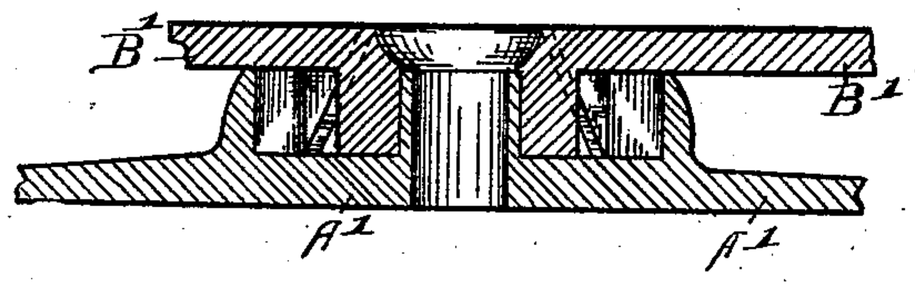


FIG. 6.



WITNESSES.

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J. A. Walsh.

INVENTOR.

per Timothy L. Bosart,

C. & C. W. Bradford,

ATTORNEYS.

UNITED STATES PATENT OFFICE.

TIMOTHY L. BOSART, OF INDIANAPOLIS, INDIANA, ASSIGNOR TO THE YARYAN FIFTH WHEEL COMPANY, OF SAME PLACE.

FIFTH-WHEEL.

SPECIFICATION forming part of Letters Patent No. 471,806, dated March 29, 1892.

Application filed October 1, 1891. Serial No. 407,419. (No model.)

To all whom it may concern:

Be it known that I, TIMOTHY L. BOSART, a citizen of the United States, residing at Indianapolis, in the county of Marion and State of Indiana, have invented certain new and useful Improvements in Fifth-Wheels, of which the following is a specification.

My present invention consists in certain improvements upon that shown and described in Letters Patent No. 306,371, dated October 7, 1884, to Harvey B. Yaryan, whereby the efficiency of said device is improved, as will be hereinafter more particularly described and claimed.

Referring to the accompanying drawings, which are made a part hereof, and on which similar letters of reference indicate similar parts, Figure 1 is a top or plan view of a fifth-wheel embodying my said improvements; Fig. 2, a central sectional view of the same, looking upwardly from the dotted line 2 2 in Fig. 1; Fig. 3, a front elevation; Fig. 4, a top plan of portions of the castings forming those parts of a fifth-wheel which are immediately in contact, all other parts being removed; Fig. 5, an under side plan of the same, and Fig. 6 a detail sectional view on the dotted line 6 6 in Figs. 4 and 5.

In said drawings the portions marked A represent the axle of a vehicle; B, the bolster; C, the reach; D, the king-bolt, and E the clips and bolts by which the axle and bolster are connected to the parts of the fifth-wheel.

Attached to the axle A is one portion A′ of the fifth-wheel. To the bolster B is attached another portion B′ of the fifth-wheel, and to the reach C are secured two portions C′ and C^2, the former of which has a boss c', which is seated in a bearing in a plate A^2 on the under side of the axle A, and is held therein by the king-bolt D in such a manner as to be allowed a pivotal motion therein, while the upper portion C^2 is bolted fast to the bolster B by bolts *b*. Said upper portion C^2 also has a boss c^2, which is seated in a bearing in the portion B′ of the fifth-wheel, and, like the other, is held therein by the king-bolt D. The head of the bolt D is held between the flanges c^3 on the part C^2, and the forward end of the part C′ is further held in place by a flange a^2 on the part A^2. The axle and bolster are held to their respective parts of the fifth-wheel by clips and bolts E, as usual. The two parts of the fifth-wheel A′ and B′ are united primarily by a dovetailed formation in substantially the same manner as in the Letters Patent above referred to. The form, however, is somewhat improved, and the bosses c' c^2 on the parts C′ and C^2 and the seats therefor in the parts A^2 and B′ are different from and additional to anything shown in said patent and improve the security and effectiveness of the device considerably.

The device as a whole has been proved by extensive experiment and use to be a very superior one for the purpose, while it is inexpensive and easily applied.

Having thus fully described my said invention, what I claim as new, and desire to secure by Letters Patent, is—

The combination, in a fifth-wheel, of the parts A′ and A^2, attached to the axle, the part B′, attached to the bolster, said parts A′ and A^2 being connected together by a dovetailed formation, the parts C′ and C^2, attached to the reach and provided, respectively, with the bosses c' c^2, which are seated, respectively, in bearings in the parts A^2 and B′, and the king-bolt D, passing through the several parts C^2, B′, A′, A^2, and C′, the whole being arranged and operating substantially as shown and described.

In witness whereof I have hereunto set my hand and seal, at Indianapolis, Indiana, this 28th day of September, A. D. 1891.

TIMOTHY L. BOSART. [L. S.]

Witnesses:
CHESTER BRADFORD,
J. A. WALSH.