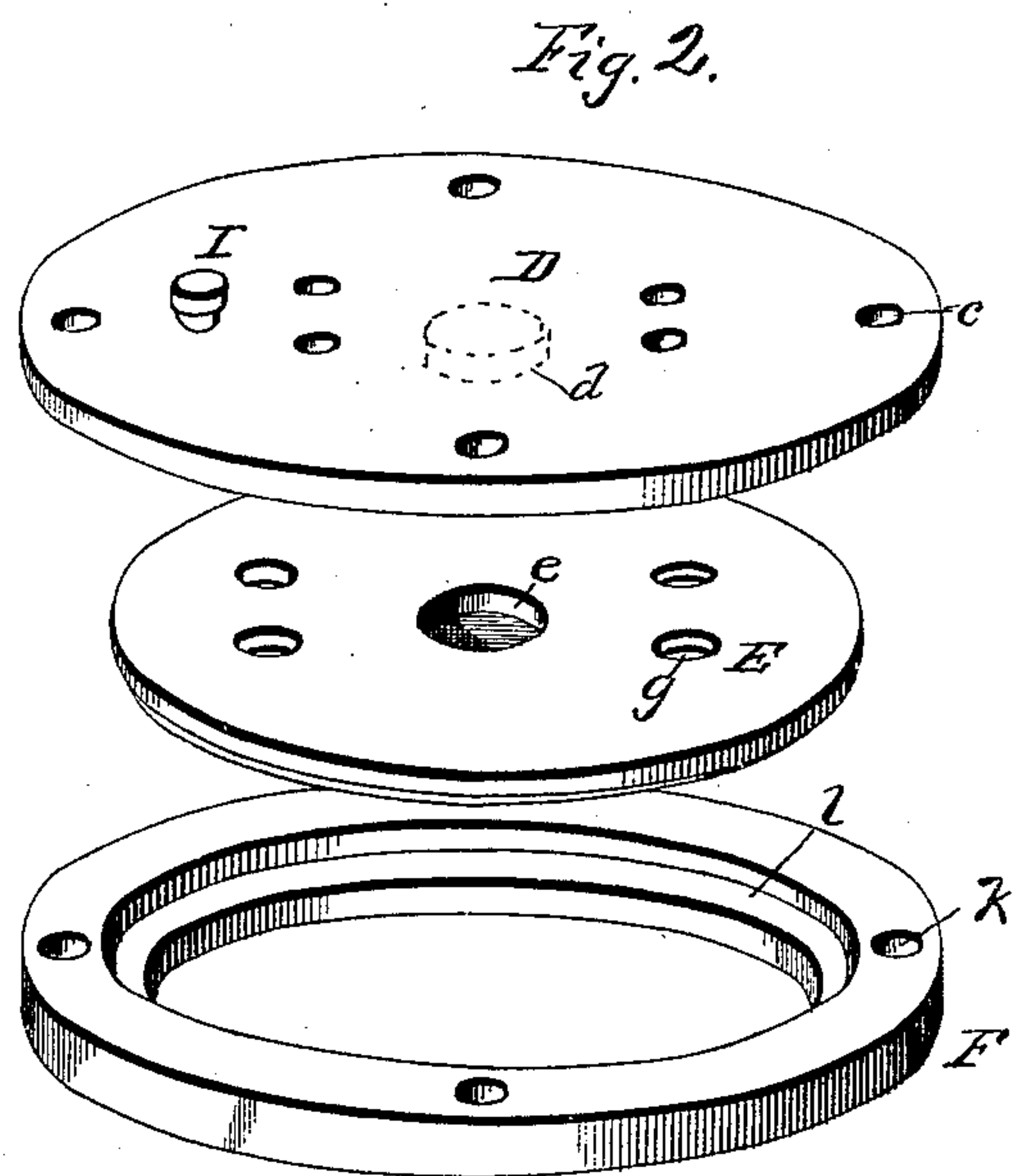
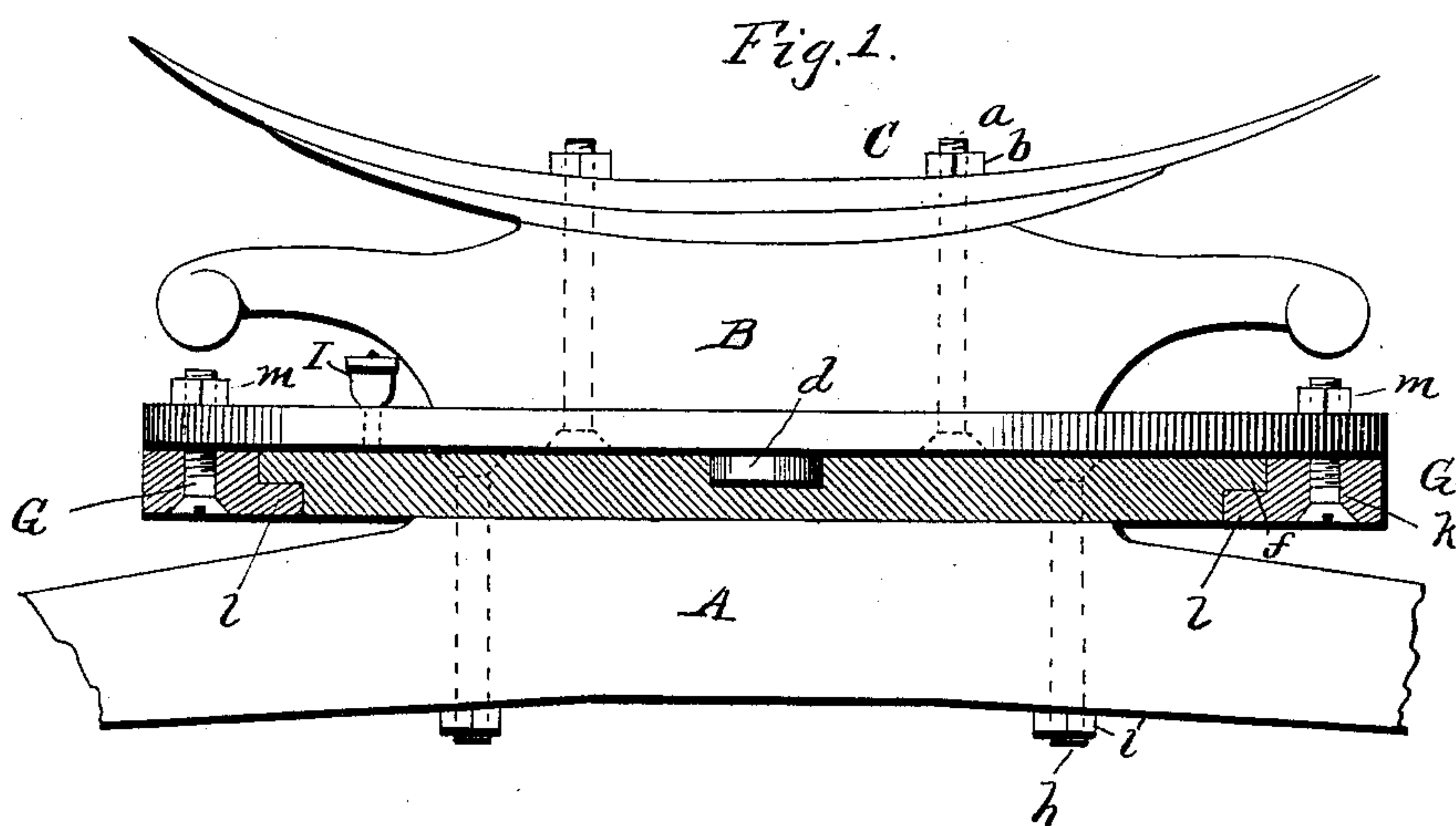


(No Model.)

H. OLSEN.
FIFTH WHEEL.

No. 481,655.

Patented Aug. 30, 1892.



Witnesses:
C. H. Raeder
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Inventor

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UNITED STATES PATENT OFFICE.

HENRY OLSEN, OF WINONA, MINNESOTA.

FIFTH-WHEEL.

SPECIFICATION forming part of Letters Patent No. 481,655, dated August 30, 1892.

Application filed April 18, 1892. Serial No. 429,590. (No model.)

To all whom it may concern:

Be it known that I, HENRY OLSEN, a citizen of the United States, residing at Winona, in the county of Winona and State of Minnesota, have invented certain new and useful Improvements in Fifth-Wheels; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to an improvement in that class of fifth-wheels in which the objectionable king-bolt is dispensed with; and, together with a view of economy, it has for its object to give increased steadiness and strength and to simplify the construction, so as to materially lessen the liability of the parts getting out of order.

Other objects and advantages will appear from the following description and claim when taken in connection with the annexed drawings, in which—

Figure 1 is a front view of a portion of an axle and bolster with spring in position thereon, showing the base plate or disk of the fifth-wheel and the rabbeted ring in section. Fig. 2 is a perspective view of the parts comprising my improved fifth-wheel, the same being illustrated as disconnected.

Referring by letter to said drawings, A indicates an axle, B a bolster, and C a spring, which may be of any ordinary or improved construction.

D indicates the top plate of my improved wheel. This plate, which is secured to the under side of the bolster B by means of bolts *a* and nuts *b*, is provided adjacent to its margin with bolt-holes *c* for a purpose which will be presently described, and is furthermore provided in its center on its under side with a depending boss or annular lug *d*, which, for the sake of strength and cheapness, is formed integral with said plate D, which is preferably formed of steel, although it is obvious that it might be made of other suitable material.

E indicates the base plate or disk, which is of much less diameter than the top plate D, and is provided on its upper side in its center with a circular socket or recess *e*, designed

to receive the boss or lug *d* of said upper or top plate. This base plate or disk is provided with a rabbet *f*, which extends entirely around its lower marginal edge, as shown, and said base plate or disk is provided with a plurality of apertures or holes *g* to receive bolts *h*, which secure said disk or plate firmly to the upper side of the axle A, and are secured in position by means of nuts *i* or other suitable fastening devices.

F indicates a ring. This ring is provided at suitable points around its margin with vertical holes *k*, corresponding with the holes *c* in the top plate or disk, and said ring is of a diameter corresponding with said upper plate. The ring F is rabbeted, as shown at *l*, so as to receive the rabbeted edge of the base plate or disk E, and bolts or screws G are passed through the aligned holes of the ring and top plate or disk for securing said parts together, and nuts *m* or other suitable means are employed for fastening such parts.

I indicates an oil or lubricant cup, which may be of any suitable construction, and is arranged upon the top plate or disk D, so that it may feed oil or other lubricant between the base and top plates or frictional parts of the wheel.

A wheel as thus constructed will be found very cheap to manufacture. It is simple in construction, durable in operation, and not liable to get out of order.

By reason of the peculiar construction of my improved fifth-wheel it will be further perceived that no part of the bolster or the axle will be subjected to frictional wear, and thereby their usefulness is prolonged.

Having described my invention, what I claim is—

The combination, with a wagon-bolster and an axle, of the fifth-wheel consisting, essentially, of the following instrumentalities in combination, viz: the upper top plate or disk having a centrally-depending boss or lug on its under side and also having bolt-holes through its body and at points around its margin for the passage of bolts which connect it to the axle, the base plate or disk having a central recess or socket on its upper side to receive said depending boss or lug of the

top plate or disk and rabbeted on its under
marginal edge and also having bolt-holes in
its body for the passage of bolts, which con-
nect it to the axle, a ring rabbeted to receive
5 the rabbeted edge of the lower plate or disk
and having holes to register with the marginal
holes in the upper plate or disk, and bolts or
the like for securing the ring to said upper

plate, and consequently the lower or base plate
thereto, substantially as specified. 10

In testimony whereof I affix my signature in
presence of two witnesses.

HENRY OLSEN.

Witnesses:

ROSE OLSEN,

J. N. MAYBURY.