(No Model.)

T. L. BOSART.

FIFTH WHEEL.

No. 503,643. Patented Aug. 22, 1893.

Fig. 1.

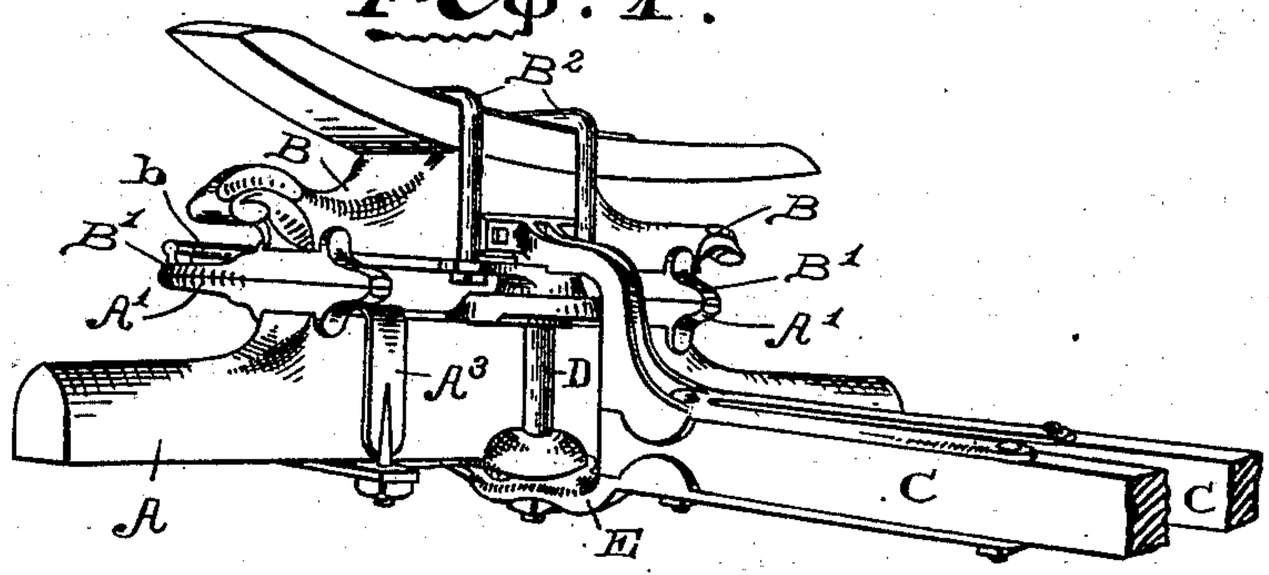

Fig. 2.

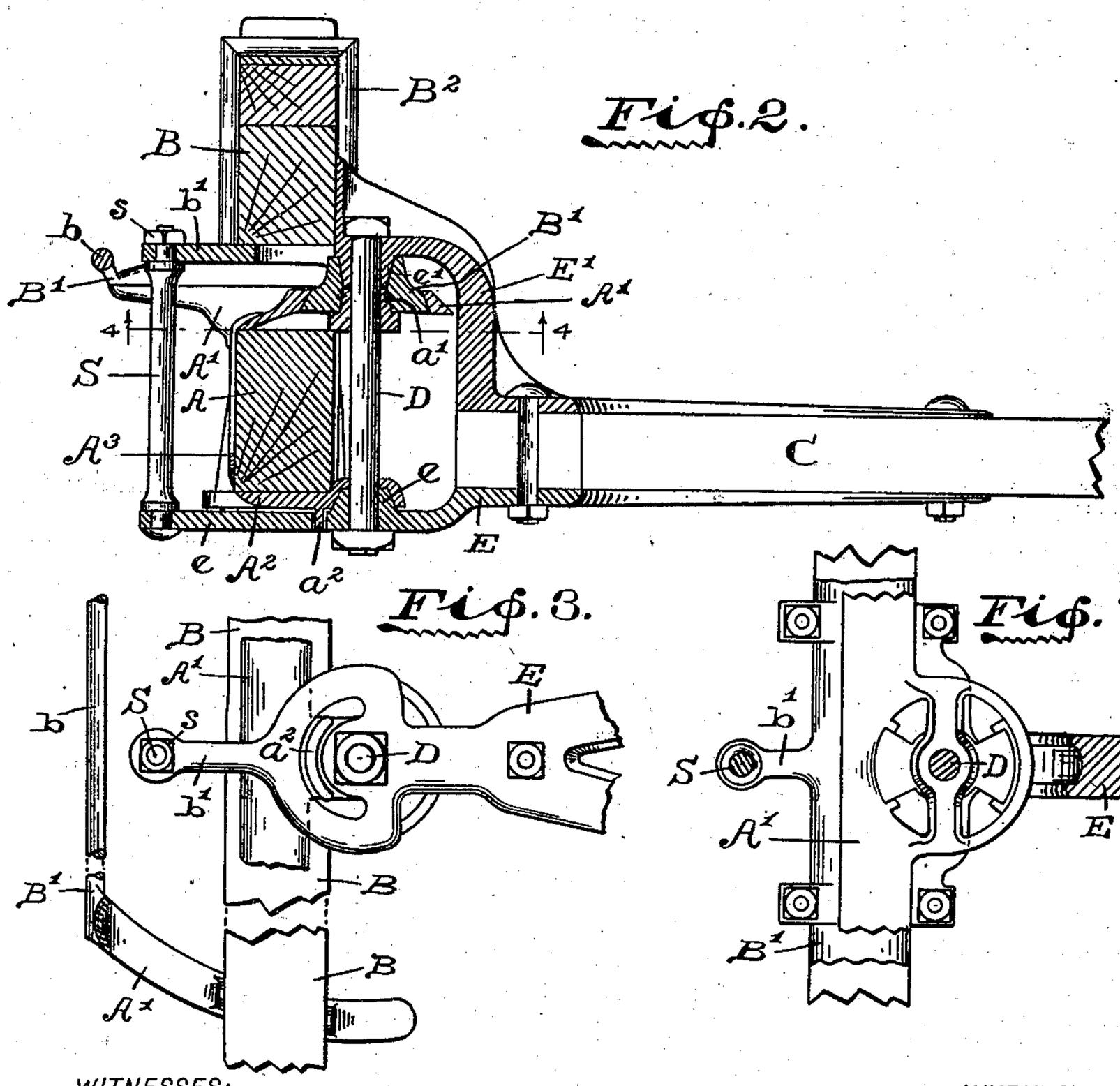

Fig. 3.

Fig. 4.

WITNESSES:

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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. 503,643, dated August 22, 1893.

Application filed March 28, 1893. Serial No. 467,952. (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 relates to that class of fifth-wheels shown and described in Letters Patent of the United States No. 471,806, issued upon my application March 29, 1892; and it consists in certain improvements upon the construction therein shown, all 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 perspective view of a fifth-wheel attached to fragments or portions of the running gear of the vehicle; Fig. 2 a central sectional view of the same; Fig. 3 a fragmentary under side plan, and Fig. 4 a horizontal sectional view looking upwardly from the dotted line 4 4 in Fig. 2.

In said drawings the portions marked A represent the axle of the vehicle; B the bolster; C the reach; D the king-bolt, and E E′ the reach-irons.

Upon the axle A is secured the lower fifth-wheel part E and the axle-plate A^2, and these are secured together and upon the axle by means of the clips A^3. To the bolster is secured the upper fifth-wheel part B′ and the reach-iron E′, the former by means of the clips B^2. By means of a central projection b' and a forwardly-extending portion e on the reach-iron E, these two parts are enabled to be secured together by a stud-bolt S, which is preferably riveted fast in the portion e of the reach-iron, and secured to the upper fifth-wheel part by a nut s. A cross-bar b extends between the extreme forward points of the upper fifth-wheel part.

Upon the axle-plate A^2 in front of the king-bolt D is a lip or projection a^2, which extends down through a semi-circular slot in an enlarged portion of the reach-iron E, as shown most plainly in Fig. 3. This lip a^2 is not of any special service when the parts of the structure are all new, and all, especially the king-bolt, unworn; but when, after use, these parts become worn and loose, or the joints otherwise capable of movement, the surfaces of this lip and slot will come in contact, and prevent or retard further wear. In other words, this construction is such, and the parts so adjusted, that the large surface of this semi-circular lip may begin to receive and retard the wear of the working parts soon after it begins.

The king-bolt D passes down through the several parts in much the same manner as shown in the aforementioned patent. The construction of the parts where they come together near the top or head of said king-bolt is, however, slightly varied. The upper fifth-wheel part is thickened at this point, and the opening therethrough tapers from the top toward the center;—and a projection e' on the reach-iron E′ enters this opening from the top, and a corresponding projection a' on the lower fifth-wheel part enters it from the bottom, meeting in the center, as shown in Fig. 2; and the king-bolt, in passing down through the several parts, draws them together, or nearly together, and the tapering formation is adapted to enable the parts e' and B′ to be forced into close and unyielding contact, thus strengthening the union between them. There is a corresponding formation at the bottom between the projections e^2 on the reach-iron E and the depression or opening in the under side of the axle-plate A^2.

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

1. In a fifth-wheel, the combination of the axle-plate A^2 having a lip a^2, and a reach-iron E having a widened portion containing a semi-circular slot into which said lip extends, substantially as shown and described.

2. The combination, in a fifth-wheel, of the axle, the bolster, the fifth-wheel part A′ thickened and having an opening therethrough, a projection on the fifth-wheel part A′ passing below and entering the same, and a projection on the reach-iron E′ passing above and entering the same, the projections thus approaching each other, and the king-bolt passing through the several parts, substantially as shown and described.

In witness whereof I have hereunto set my hand and seal, at Indianapolis, Indiana, this 21st day of March, A. D. 1893.

TIMOTHY L. BOSART. [L. S.]

Witnesses:
CHESTER BRADFORD,
JAMES A. WALSH.