

(No Model.)

P. FEINBURG.  
FIFTH WHEEL FOR VEHICLES.

No. 549,712.

Patented Nov. 12, 1895.

Fig. 1.

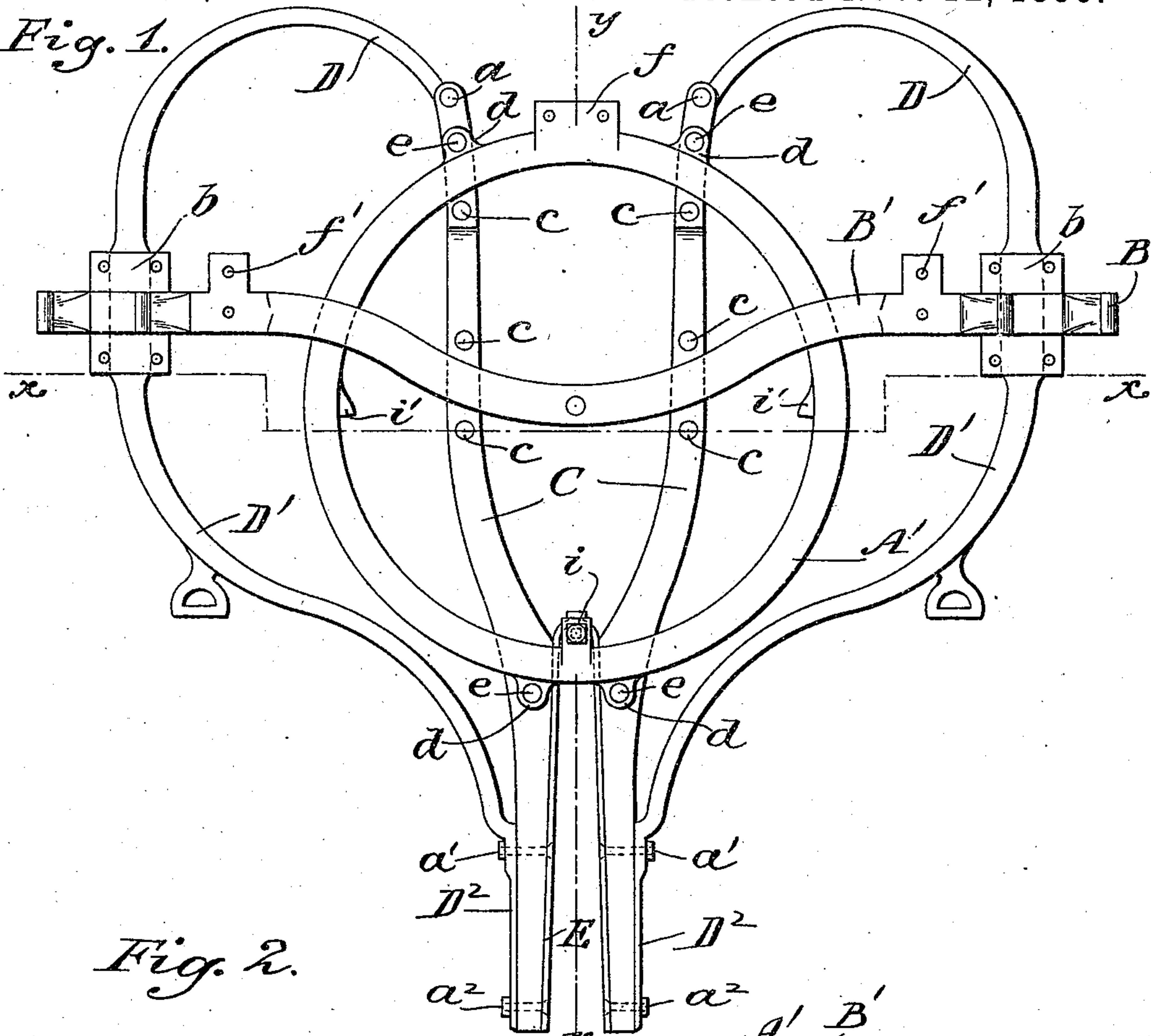


Fig. 2.

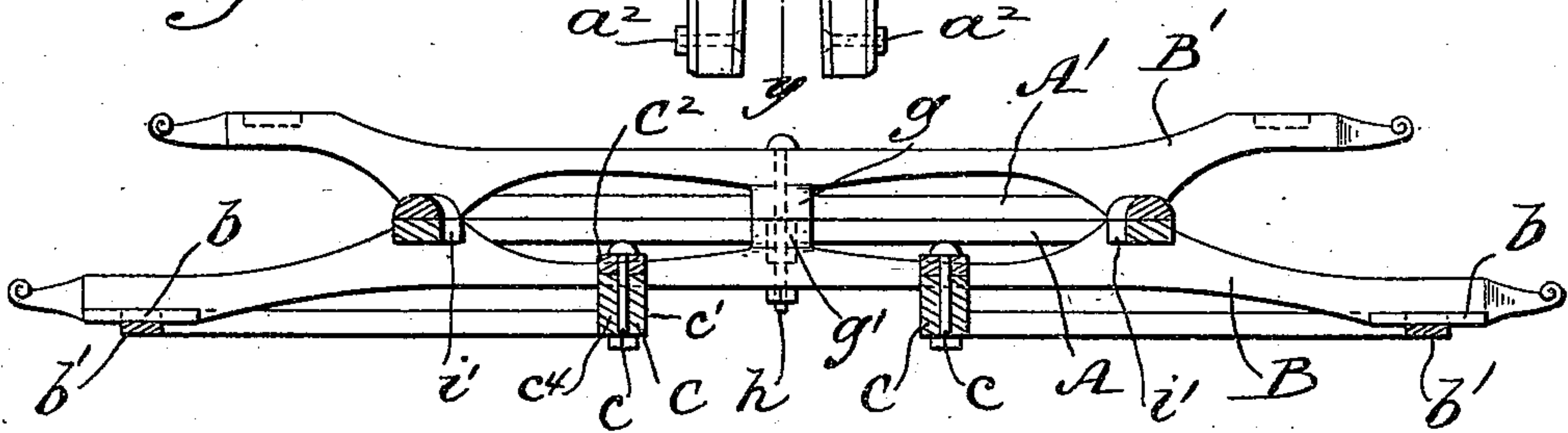
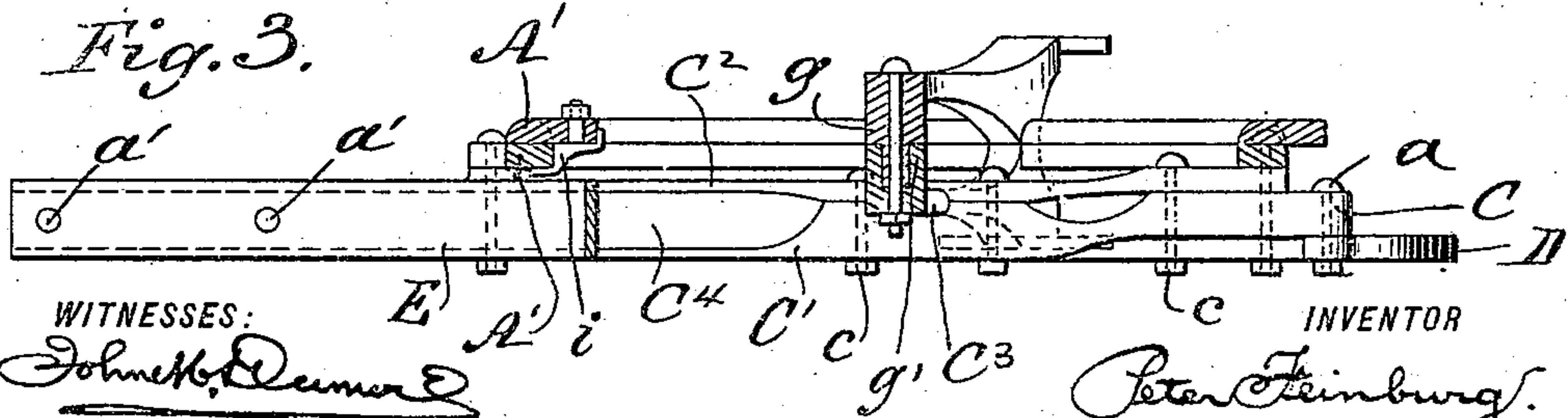


Fig. 3.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

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## FIFTH-WHEEL FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 549,712, dated November 12, 1895.

Application filed November 13, 1894. Renewed October 11, 1895. Serial No. 565,413. (No model.)

*To all whom it may concern:*

Be it known that I, PETER FEINBURG, a citizen of the United States, and a resident of Brooklyn, county of Kings, and State of New York, have invented certain new and useful Improvements in Fifth-Wheels for Vehicles, of which the following is a specification, reference being had to the accompanying drawings, forming a part thereof, in which similar letters of reference indicate corresponding parts in all the figures.

This invention relates to running-gears for carriages, wagons, and other vehicles, and particularly to the fifth-wheels thereof, and has for its object to provide means whereby the lower section of the wheel may be so secured that the fastenings thereof will be readily removable and repairable without removing the wheel or affecting the remainder of the gear, a further object being to provide divers other improvements in the various parts of the device which will produce a firmer, simpler, and better structure.

The invention consists in the novel construction and arrangement of parts hereinafter more fully described.

In the accompanying drawings, Figure 1 is a plan view of the gear. Fig. 2 is a transverse section taken upon the line  $x x$ , Fig. 1. Fig. 3 is a longitudinal section taken upon the line  $y y$ , Fig. 1.

In the practice of my invention I construct the lower section A of the fifth-wheel and the upper section A' thereof integrally with the lower and upper bolsters B and B', respectively. The said lower bolster B in practice rests upon the hounds C, and I connect each side of the same to the forward and rear ends of the hounds by means of the braces D D', secured by means of bolts  $a$  at the rear and having horizontal forwardly-ranging extensions D<sup>2</sup>, which are secured to the forward ends of the hounds by means of bolts  $a'$  and  $a^2$ . The braces D and D' are joined together or formed integrally and at their junction are centrally countersunk or laterally grooved at  $b'$  to receive therein plates  $b$ , which are formed upon each end of the lower bolster B therein.

The hounds C are formed of two hollow or angular sections C' and C<sup>2</sup>, secured together by means of bolts  $c$ , the said hounds being cut out at C<sup>3</sup> for the passage of the bolster B

therethrough. At the front the hounds have an interior core or filling of wood C<sup>4</sup> and upon their inner faces have secured thereto a substantially U-shaped metallic strip E, which adapts the same for the entrance of the usual tongue and serves to maintain the hounds rigidly together, said strip being secured upon the said hounds by means of the bolts  $a'$  and  $a^2$ , which attach the extensions D<sup>2</sup> thereto.

Upon each side of the lower section A of the fifth-wheel I cast or otherwise form projecting flanges  $d$ , through which the said lower section is secured to the hounds C by means of bolts  $e$ . Ordinarily this section of the wheel is secured by bolts passing directly through the same, but any repairing thereof or removal of the bolts necessitates taking the wheel apart.

The upper section A' has a double flange  $f$  thereon by which it is secured to the vehicle-frame, and the bolster B' has near each end a flange  $f'$ , by which it is similarly secured. Both sections of the wheels have the engaging tubular shoulders  $g g'$  at their central point of junction, through which shoulders and the said section extends a king-bolt  $h$ .

At the front of the wheel the upper section A' has bolted thereto or otherwise mounted thereon an angular lug  $i$ , which projects downwardly and beneath the lower section A to hold the two together and to serve as a guide to facilitate the rotation of the wheels. Upon the lower section, appreciably in front of the bolsters B', I form a shoulder  $i'$ , which when the lug  $i$  comes in contact therewith limits the movement of the wheel-sections relatively and prevents the said lug  $i$  from striking either bolster.

The operation of the device is as ordinarily, the advantages of my invention, which will be manifest to all who are conversant with the general class of devices to which the same appertains, residing in the improved construction whereby the parts are simplified, cheapened, strengthened, and generally rendered more durable and perfectly operating.

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

1. A fifth wheel mechanism comprising the upper and lower wheel sections, bolsters secured thereto, and hounds secured to the lower



bolster, braces from the front and rear of the hounds to each end of the lower bolster, said braces being joined and countersunk or grooved, and plates formed upon the bolsters which fit in such countersunk portion.

2. A fifth wheel mechanism comprising the upper and lower wheel-sections, the bolsters secured thereto, hounds formed in two sections and cut out to receive the lower bolster there-  
10 through, said lower section of the wheel being secured to the said hounds, braces from the front and rear of the hounds to each end of the lower bolster, said braces being joined and countersunk or grooved, and plates formed  
15 upon the bolsters which fit in such countersunk portion.

3. A fifth wheel mechanism comprising the upper and lower wheel-sections having the upper and lower vehicle bolsters formed integrally, therewith, sectional hounds cut out to receive the lower bolster therethrough, said hounds having a U-shaped strip secured between the same, for the reception of the wagon tongue, braces secured to each end of the  
25 hounds and secured to the ends of the lower bolster, said braces being joined together and countersunk or grooved, plates upon the ends of the bolster to rest therein, and projecting flanges upon the lower section of the wheel  
30 at front and rear through which the said section is secured to the hounds.

4. A fifth wheel mechanism comprising upper and lower wheel-sections having the vehicle bolsters formed integrally therewith, hounds formed of two sections of angular or  
35 hollow metal cut out to receive the lower bolster between the same, and secured together by bolts, said hounds having a core of wood at the front, and a U-shaped strip connecting the hounds at the front, braces secured to each  
40 end of the hounds and to each end of the lower bolsters, said braces being joined together and countersunk, plates upon the bolster to fit therein, horizontal extensions upon the forward braces resting against the hounds, bolts  
45 securing the said extensions, hounds, and the U-shaped strip together, integral flanges upon the front and rear of the lower wheel-section at each side and bolted to the hounds, a lug upon the upper wheel section clasping the  
50 lower, and a shoulder upon said lower section to restrict the rotation of the upper section, substantially as shown and described.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of two witnesses, this 23d day of October, 1894.

PETER FEINBURG.

Witnesses:

THOS. H. DYER,

PERCY T. GRIFFITH.