

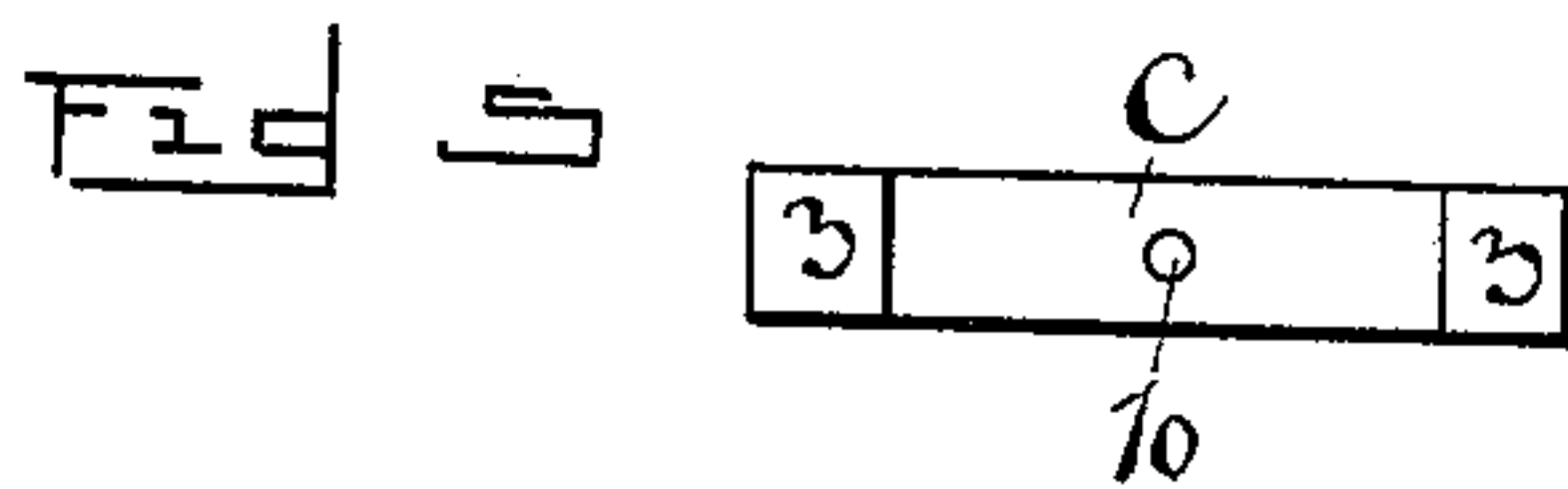
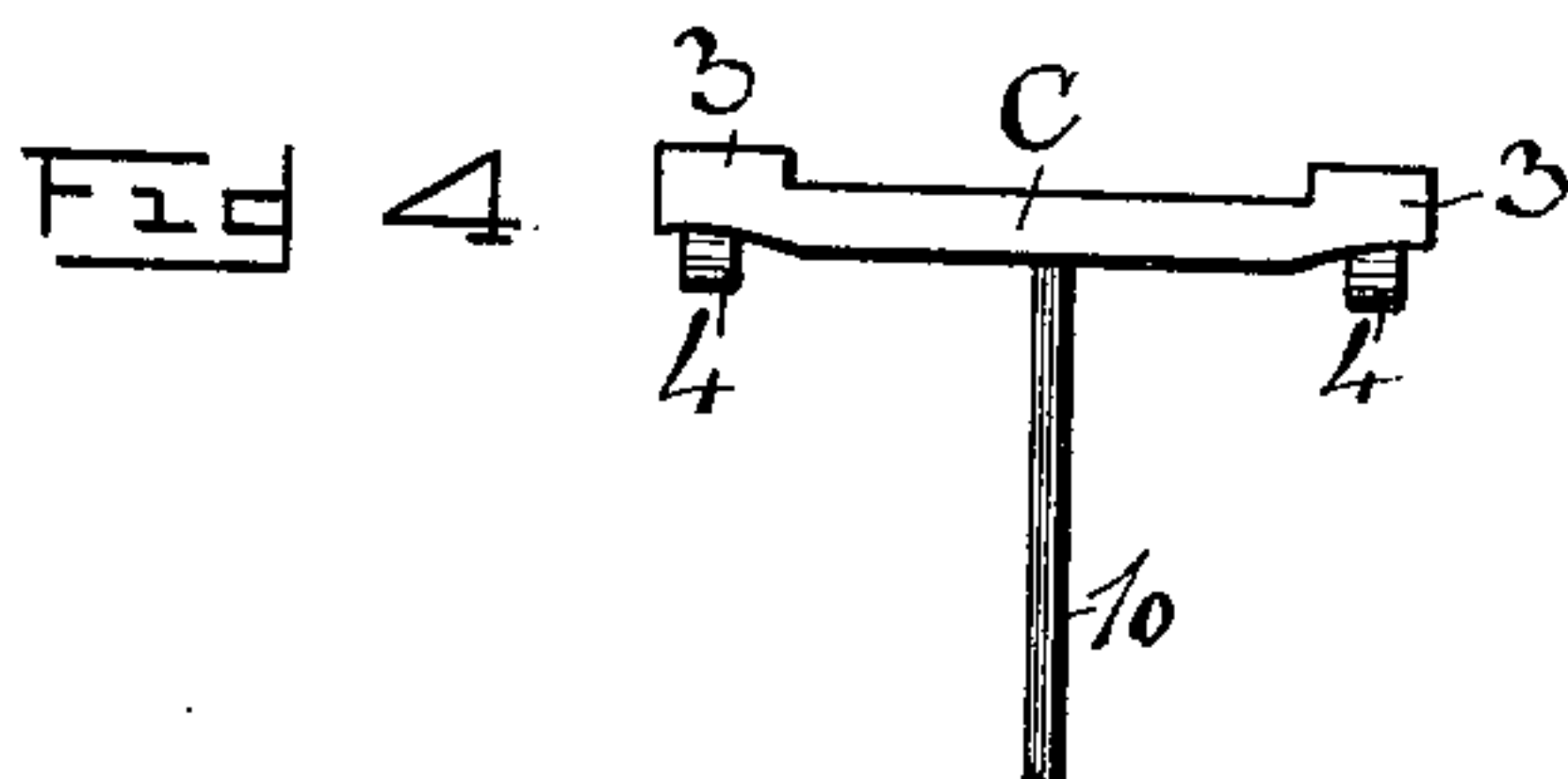
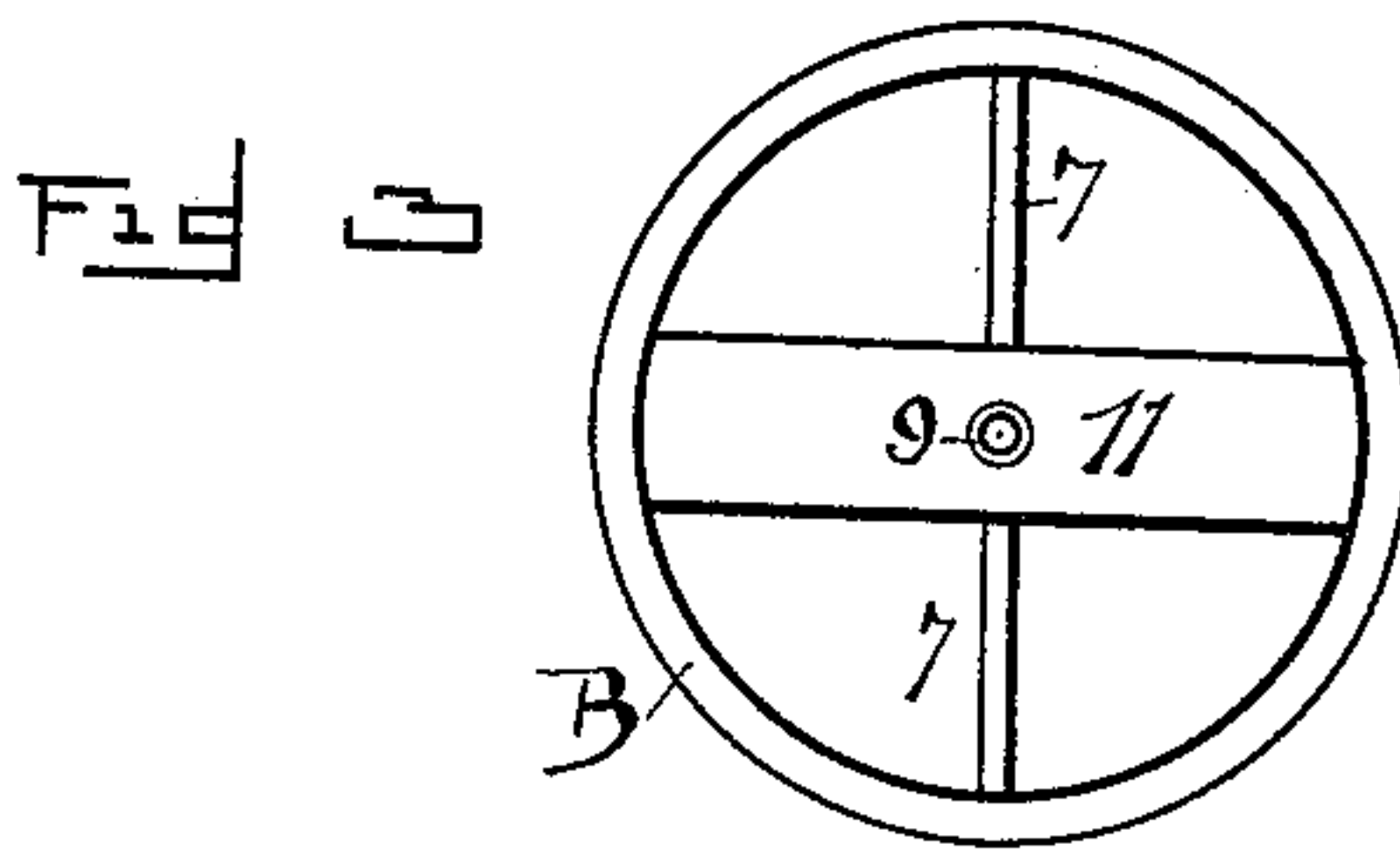
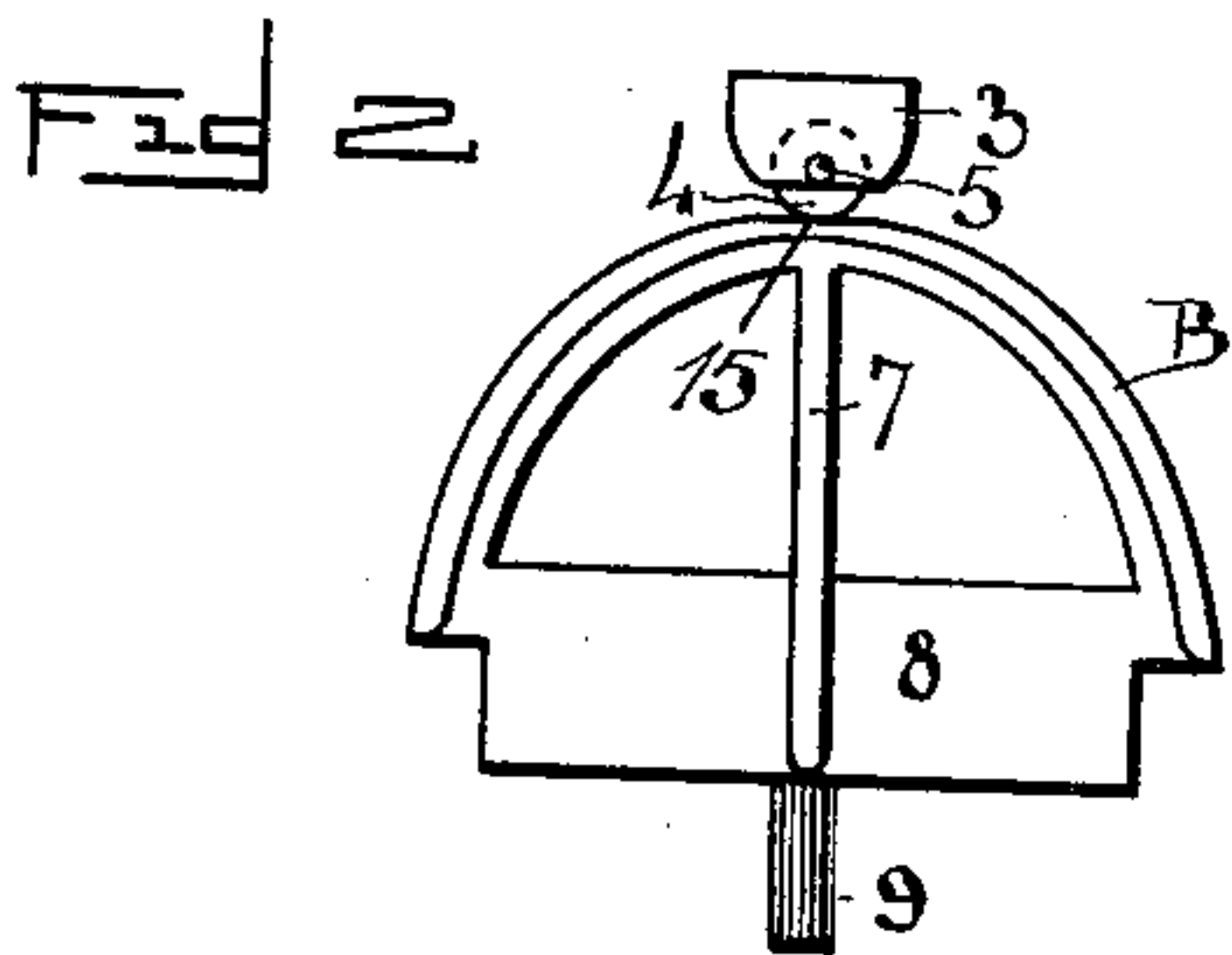
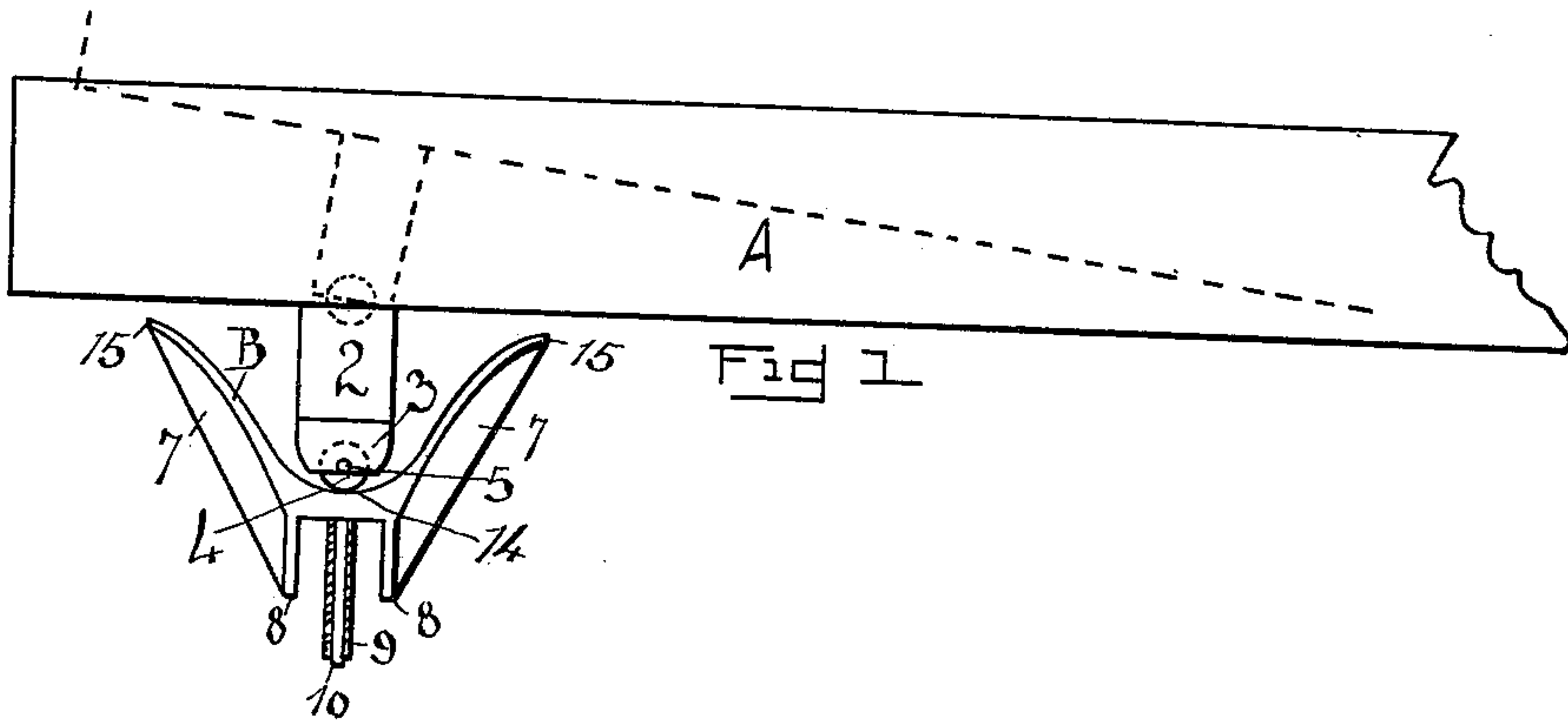
No. 613,215.

Patented Oct. 25, 1898.

H. C. McHENRY.  
FIFTH WHEEL.

(Application filed June 24, 1898.)

(No Model.)



WITNESSES:  
M. Wilson  
Grace Gray

Henry C. McHenry

INVENTOR.

BY W. H. S. S.

ATTORNEY.

# UNITED STATES PATENT OFFICE.

HENRY C. MCHENRY, OF FREMONT, NEBRASKA, ASSIGNOR TO JOHN W. SCHADT, OF SAME PLACE.

## FIFTH-WHEEL.

SPECIFICATION forming part of Letters Patent No. 613,215, dated October 25, 1898.

Application filed June 24, 1898. Serial No. 684,352. (No model.)

*To all whom it may concern:*

Be it known that I, HENRY C. MCHENRY, residing at Fremont, in the county of Dodge and State of Nebraska, have invented certain useful Improvements in Fifth-Wheels; and I do hereby declare that the following is 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, reference being had to the accompanying drawings, which form a part of this specification.

This invention has relation to a novel improvement in fifth-wheels, the object being to provide a fifth-wheel so arranged that when the forward axle is turned the fifth-wheel will raise the body of the wagon to permit the wheel working under the body of the vehicle.

In the accompanying drawings, Figure 1 shows a side elevation, partly in section and with a portion removed, of a wagon-body provided with my improved fifth-wheel. Fig. 2 shows a front view of the fifth-wheel with the bolster upon the same in its uppermost position. Fig. 3 shows a top view of my fifth-wheel, while Figs. 4 and 5 show, respectively, a side top view of the riding bolster as is used in my invention.

My improved fifth-wheel is more particularly adapted to be used in connection with vehicles used in carrying loads and in wagons of the cheaper kind.

The aim of my invention is to provide a fifth-wheel by means of which a low-down wagon-box—that is, one raised upon the bolster proper—can be turned without being provided with a cut-under wagon-body. This I accomplish in providing a dished fifth-wheel which is provided with a guide-tube and a riding bolster, with a guide-stem passing through said tube, as will be more fully described hereinafter.

My invention embodies, essentially, a ring B, which appears circular in looking at the same from above, as is shown in Fig. 3, but which is in the form of a saddle, forming an approximately U-shaped holder, within which holder is held a riding bolster, as is shown in Fig. 1. This fifth-wheel B is turned upward at opposite points, as is clearly shown, so as to provide a lower central seating 14, as is shown

in Fig. 5, which extends upward and forms a flat upper seating 15, as is more clearly shown in Fig. 4, so that while the riding bolster is in its two extreme positions the bolster is readily held upon the fifth-wheel, and in Figs. 1 and 2 I have shown the riding bolster comprising the bar C, having the ends 3, within which ends is held an ordinary pulley 4, supported by means of a pin 5. Extending transversely across the fifth-wheel is the main bar 11, referring now to Fig. 3, and from this bar 11 extend upwardly the supporting-flanges 7, which are used to strengthen the fifth-wheel. Extending downward from this bar 11 are the side flanges 8, which are adapted to receive the front axle of the vehicle.

The riding bolster used in my invention comprises a main bar C, as is shown in Figs. 4 and 5, which has the upwardly-extending ends 3, within which the pulleys 4 are held and from which bar C extends a guiding-stem 10, which reciprocates and works upwardly and downwardly within the guiding-tube 9.

Now should a vehicle provided with one of my improved fifth-wheels be turned the front axle would carry in a circle my peculiarly-shaped fifth-wheel, so as to raise the body of the vehicle, as is shown in dotted lines in Fig. 1, so that the wheel on one side would readily ride under the vehicle-body A, being provided with an auxiliary bolster 2, as is shown. The team or draft-animals could readily be held in a position at an angle to the wagon-body, for the reason that as soon as the pulley 4 rides upon the highest point of the fifth-wheel the flat surface 15 is encountered, so that the riding bolster is readily held in position.

The invention is noticeable because of its extreme simplicity; and,

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

1. The fifth-wheel bent upward upon the opposite sides to a line passing centrally through the same, the two highest points of said upwardly-bent fifth-wheel portions being flattened, a central bar passing through said fifth-wheel connecting the lowest portions of said fifth-wheel, downwardly-extending flanges extending from said central bar and



connecting-flanges extending from the highest portion of said fifth-wheel to said downwardly-extending flanges, as and for the purpose set forth.

5 2. The combination of the fifth-wheel B bent as is set forth and being provided with the central bar 11, the downwardly-extending flanges 8, 8 and the rim-supporting flanges 7, 7 in combination with the hollowed tubes 9  
10 extending downwardly from the bar 11, as and for the purpose set forth.

3. In the fifth-wheel the combination of a central bar, said wheel being curved upward from said bar upon opposite sides and provided with an upper flat riding-surface of  
15 downwardly - extending flanges, extending from said central bar of supporting-flanges extending from the highest portion of said fifth-wheel to downwardly-extending flanges,  
20 and tube extending downward from said cen-

tral bar, and a wheeled rider adapted to work upon said fifth-wheel, provided with a downwardly - extending pin working within said tube, all arranged substantially, as and for the purpose set forth.

4. The combination with the fifth-wheel B provided with the downwardly - extending flanges 8, 8 and supporting-flanges 7, 7, and the transverse bar 11, of the tube 9 extending from said bar 11, the rider C provided  
30 with the pulleys 4, 4 and the guiding-pin 10, said pin 10 being adapted to work within said tube 11, all arranged substantially, as and for the purpose set forth.

In testimony whereof I have affixed my signature in the presence of two witnesses.

HENRY C. MCHENRY.

Witnesses:

JNO. W. HYATT,  
S. F. STILES.