

No. 815,044.

PATENTED MAR. 13, 1906.

W. A. SCHLEICHER.

FIFTH WHEEL.

APPLICATION FILED MAY 9, 1904.

Fig. 2.

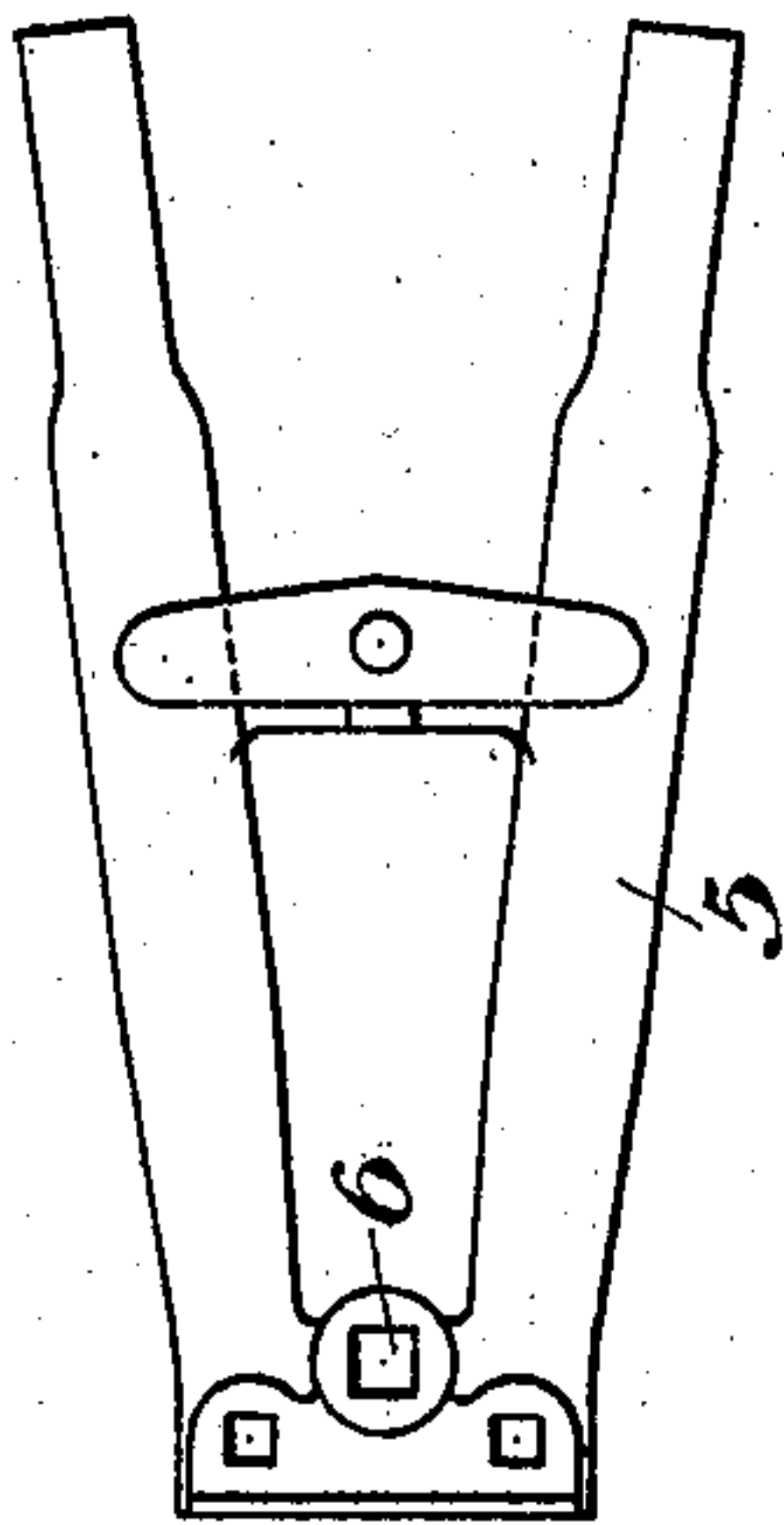


Fig. 4.

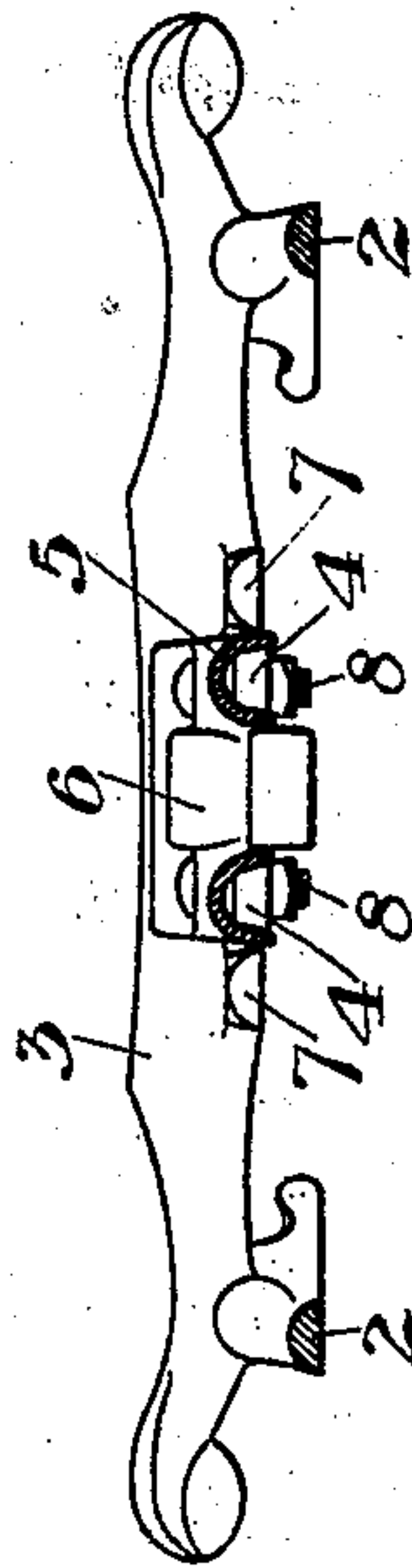


Fig. 1.

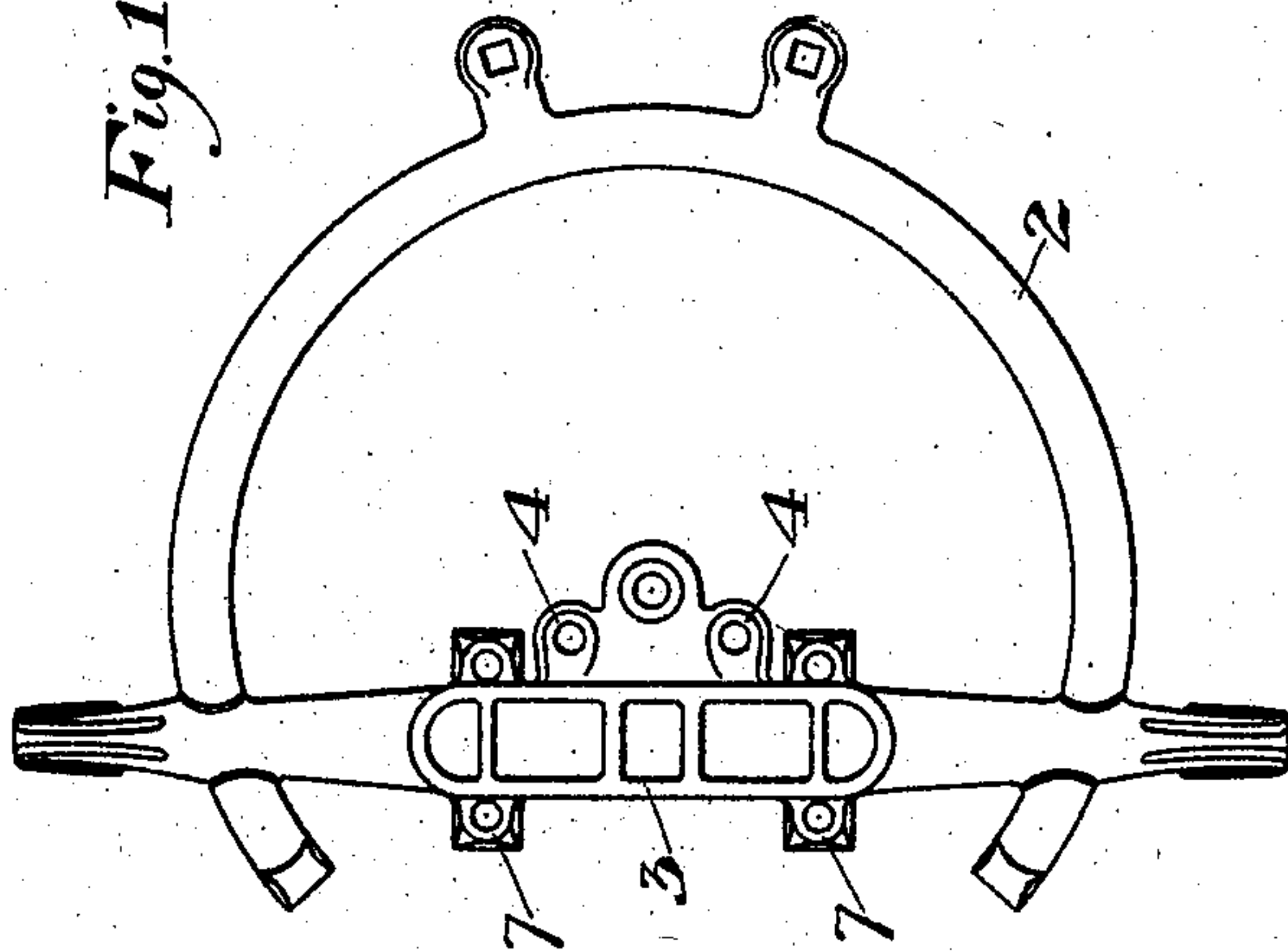
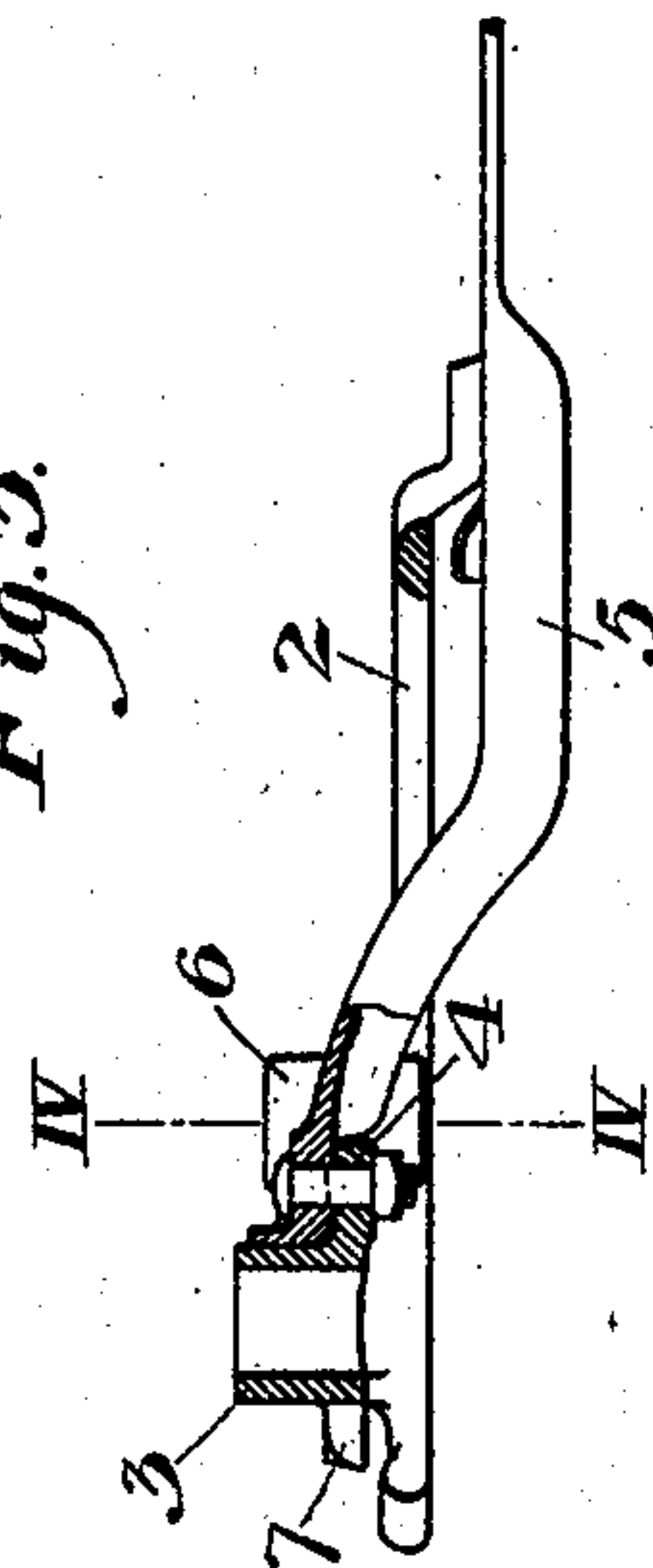


Fig. 3.



WITNESSES

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UNITED STATES PATENT OFFICE.

WILLIAM A. SCHLEICHER, OF CLEVELAND, OHIO.

FIFTH-WHEEL.

No. 815,044.

Specification of Letters Patent.

Patented March 13, 1906.

Application filed May 9, 1904. Serial No. 206,973.

To all whom it may concern:

Be it known that I, WILLIAM A. SCHLEICHER, of Cleveland, Cuyahoga county, Ohio, have invented a new and useful Fifth-Wheel, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a top plan view showing the upper circle-plate and head-block before attaching the perch-irons. Fig. 2 is a similar view of the perch-irons before attaching to the upper circle-plate and head-block. Fig. 3 is a longitudinal section showing these parts united, and Fig. 4 is a detail section on the line IV IV of Fig. 3.

In the drawings, 2 represents the upper plate of a fifth-wheel, and 3 is the head-block cast integrally with the circle-plate and having a rearwardly-projecting flange or lugs 4 4, provided with bolt-holes for the attachment of the front end of the perch-iron 5, which is made separate from the head-block and has a socket 6 for the king-bolt. The head-block has sockets 7 for the carriage-bolts.

The novel feature of the device consists in the separate perch-iron adapted to be seated on the flange or lugs and to be secured thereby to the head-block. It greatly facilitates the manufacture and assembling of the fifth-wheel, which can be taken apart and mount-

ed in the different departments of the factory before the parts of the vehicle are finally assembled. Thus the spring can be secured on top of the head-block, the reaches bolted to the perch-iron, and these parts stacked separately in their respective departments, and when they are finally assembled all that remains to do is to seat the ends of the perch-iron on the lugs or flange 4 4 and to secure it thereto by bolts 8 without the necessity for the passing of bolts horizontally through the head-block, which would appear on the face of the latter.

The parts may be modified in various ways to adapt them to vehicles and fifth-wheels of different types, since

What I claim is—

The herein-described fifth-wheel construction having an integral fifth-wheel plate and head-block, the latter having a rearward extension formed with a seat for a king-bolt, and a separate perch-iron having a registering seat for a king-bolt and secured to said extension at each side of the king-bolt by vertical connections; substantially as described.

In testimony whereof I have hereunto set my hand.

WILLIAM A. SCHLEICHER.

Witnesses:

ARTHUR E. BURT,
ERICH W. KATH.