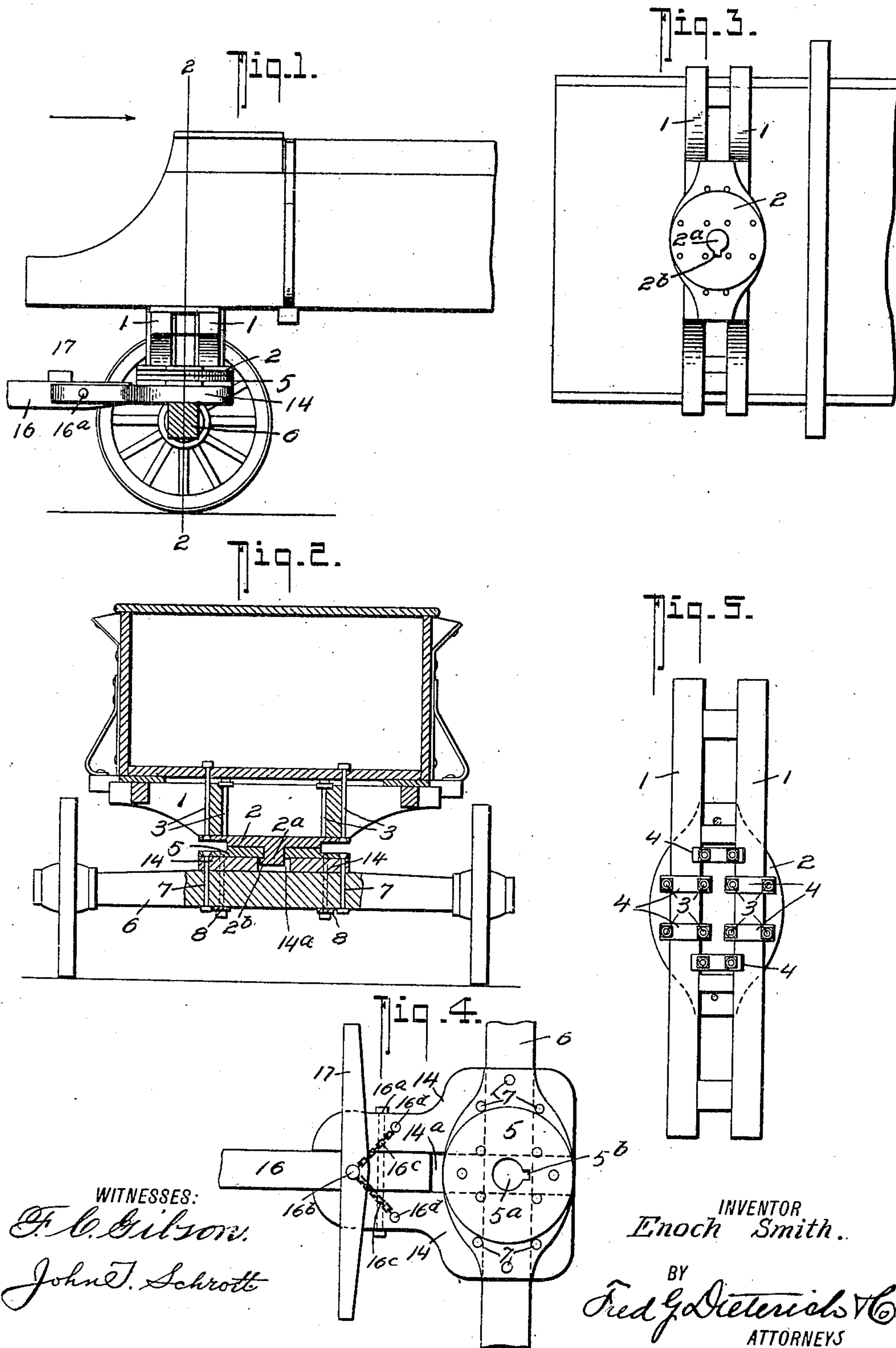


No. 837,513.

PATENTED DEC. 4, 1906.

E. SMITH.  
FIFTH WHEEL.

APPLICATION FILED APR. 18, 1906.



WITNESSES:

*Chas. C. Gibson.*  
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# UNITED STATES PATENT OFFICE.

ENOCH SMITH, OF SALT LAKE CITY, UTAH, ASSIGNOR OF ONE-THIRD TO  
GEORGE CURLEY, OF SALT LAKE CITY, UTAH.

## FIFTH-WHEEL.

No. 837,513.

Specification of Letters Patent.

Patented Dec. 4, 1906.

Application filed April 18, 1906. Serial No. 312,444.

*To all whom it may concern:*

Be it known that I, ENOCH SMITH, residing at Salt Lake City, in the county of Salt Lake and State of Utah, have invented certain new and useful Improvements in Fifth-Wheels, of which the following is a specification.

My invention relates to certain new and useful improvement in fifth-wheels construction, and it more particularly relates to fifth-wheels constructed for use in dumping-wagons of the class described in my co-pending application, Serial No. 258,449, of May 2, 1905.

My invention has for its object to provide a fifth-wheel construction of a simple and effective nature which will readily serve its intended purposes.

Generically my present invention embodies, in combination with a wagon-body, a pair of parallel beams secured beneath the front end thereof, a plate secured to said beams having a stud or king-bolt formed therewith and adapted to project through an aperture in another plate secured to the wagon-axle, said stud and said second plate having interlocking means for preventing the withdrawal of the stud from the second plate during the normal operation of the wagon.

With other objects in view than have been heretofore enumerated the invention comprises certain novel construction, combination, and detailed arrangement of parts, all of which will be first described in detail and then be specifically pointed out in the appended claim, reference being had to the accompanying drawings, in which—

Figure 1 is a side elevation, partly in section, showing my invention applied for use. Fig. 2 is a vertical cross-section on the line 2 2 of Fig. 1, taken in direction of the arrow. Fig. 3 is an inverted plan view of the upper fifth-wheel member, which is carried by the wagon-body. Fig. 4 is a similar view of the lower fifth-wheel member, carried by the wagon-truck. Fig. 5 is a detail top plan view showing the method of securing the plate to the wagon-beams.

Referring now to the accompanying drawings, in which like numerals of reference indicate like parts in all of the figures, 1 1 designate a pair of beams secured to the

under side of the wagon-body and spaced apart, as shown, to which beams the upper fifth-wheel member 2 is securely bolted by bolts 3 and tie-plates 4, as shown. The lower fifth-wheel member 5 is likewise bolted to the truck-axle 6 by bolts 7 and tie-plates 8, as shown. The lower fifth-wheel plate 5 is spaced upwardly from the axle by the draft-block 14, which is centrally apertured, as at 14<sup>a</sup>, to receive the stud or king-bolt 2<sup>a</sup>, that is integrally formed with the upper fifth-wheel member 2 and projects through the central aperture 5<sup>a</sup> thereof. The stud or king-bolt 2<sup>a</sup> is formed with a radial lug 2<sup>b</sup> to pass through the radial aperture 5<sup>b</sup> of the lower fifth-wheel member or plate 5, as shown, the lug 2<sup>b</sup> and the aperture 5<sup>b</sup> being so arranged as to be out of alinement with each other when the parts are in the position shown in Fig. 1.

The draft-block 14 is slotted, as at 14<sup>a</sup>, to receive the tongue 16, which is secured thereto by the bolt 16<sup>a</sup>, as shown. The equalizing-bar or doubletree 17 is pivotally secured to the tongue and draft-block 14 by the bolt 16<sup>b</sup> and the chains 16<sup>c</sup> 16<sup>c</sup>, which are secured at one end to the bolt 16<sup>b</sup> and at their other end to the draft-block 14, as at 16<sup>d</sup> 16<sup>d</sup>, as shown.

By constructing the fifth-wheel device as shown and described it will be readily seen that the body of the wagon can be detached from the front truck with the greatest of ease and replaced equally as well.

From the foregoing description it is thought the complete construction, operation, and numerous advantages of my invention will be readily understood by those skilled in the art to which it appertains.

What I claim is—

An apparatus of the class described, comprising in combination, the wagon-body having a pair of spaced cross-beams secured thereto, an upper fifth-wheel member consisting of a plate, means for securing said plate to the cross-beams of the wagon-body, said plate having a centrally-projecting king-bolt, a lower fifth-wheel member having a central aperture to receive said king-bolt, means for interlocking the said upper and lower fifth-wheel members, while permitting rotation thereof on a vertical axis passing

through the king-bolt of the upper fifth-wheel member, a wagon-truck having an axle, a draft-block secured to said axle, said lower fifth-wheel member secured to said  
5 draft-block, said draft-block having a passage to receive said king-bolt of the upper fifth-wheel member, and a wagon-tongue se-

cured to said draft-block, substantially as shown and described.

ENOCH SMITH.

Witnesses:

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