

No. 850,500.

PATENTED APR. 16, 1907.

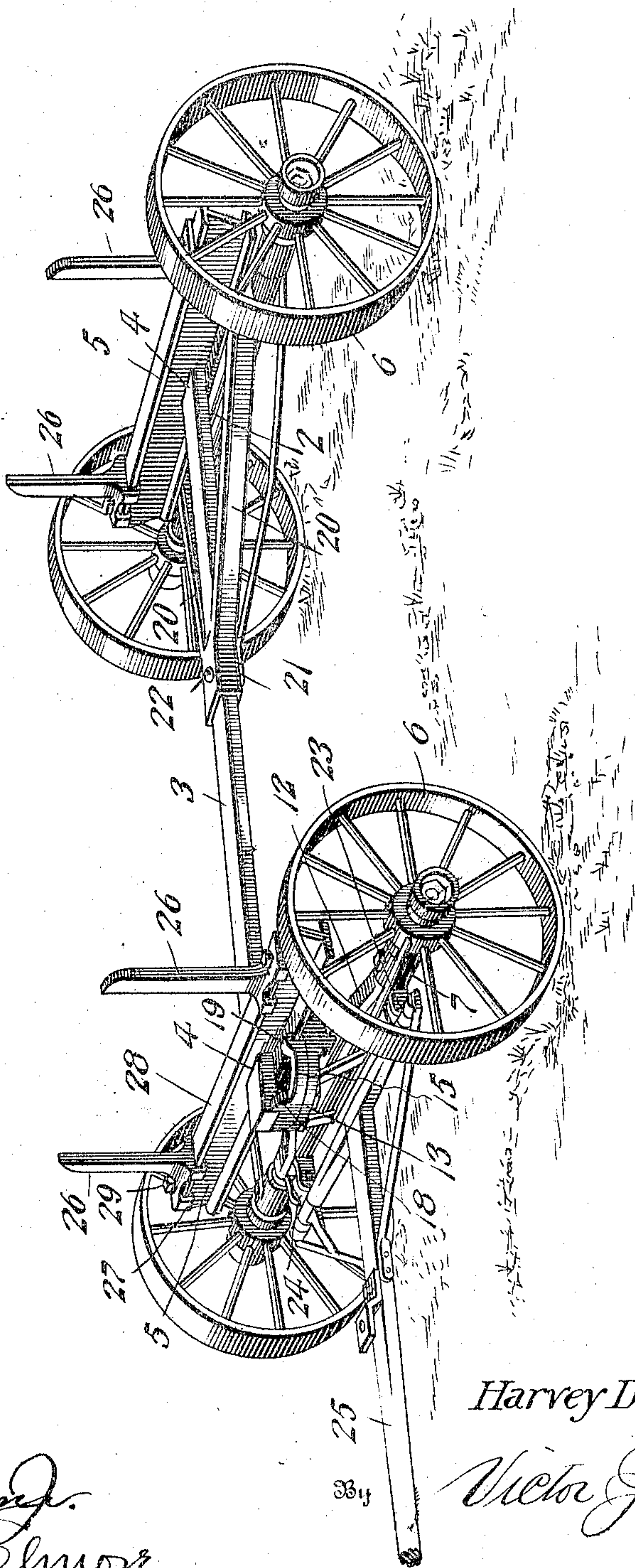
H. D. SMITH.

VEHICLE.

APPLICATION FILED DEC. 16, 1905.

2 SHEETS—SHEET 1.

Fig. 1.



Witnesses
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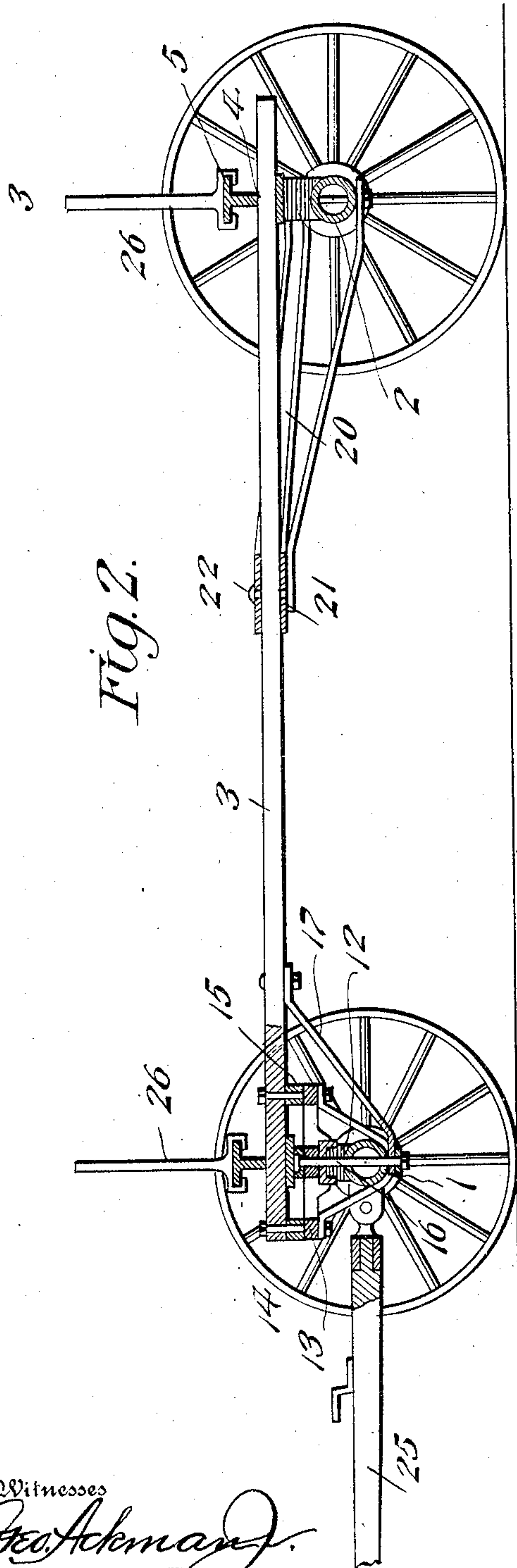
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UNITED STATES PATENT OFFICE.

HARVEY DANIEL SMITH, OF BATTLE CREEK, MICHIGAN.

VEHICLE.

No. 850,500.

Specification of Letters Patent.

Patented April 16, 1907.

Application filed December 16, 1905. Serial No. 292,072.

To all whom it may concern:

Be it known that I, HARVEY DANIEL SMITH, a citizen of the United States, residing at Battle Creek, in the county of Calhoun and State of Michigan, have invented new and useful Improvements in Vehicles, of which the following is a specification.

This invention relates to vehicles, being especially directed to the running-gear, and has for its objects to provide a comparatively simple inexpensive device of this character wherein a firm connection will be made between the bolster, reach-beam, and fifth-wheel, one in which the parts may be readily connected or disconnected, as circumstances require, and one wherein positive movement of the upper circle of the fifth-wheel with the bolster and beam is insured.

With these and other objects in view the invention comprises the novel features of construction and combination of parts more fully hereinafter described.

In the accompanying drawings, Figure 1 is a perspective view of a vehicle embodying the invention. Fig. 2 is a vertical longitudinal section centrally through the same.

Referring to the drawings, it will be seen that the vehicle running-gear includes a front axle 1, a rear axle 2, and a reach-beam 3, extended at its ends through openings 4, provided in the bolsters 5, mounted above the axles, which latter are equipped with transporting-wheels 6.

Sustained upon the front axle 1 by means of supporting members or bars 12 is the lower circle 13 of a fifth-wheel 14, the upper circle 15 of which is pivoted for rotation by a king-bolt 16, extended, as usual, vertically through the axle and rigidly supported by a brace 17, attached to the reach-beam 3, which latter seats in recessed ears 18 on the upper edge of the circle 15 for fixing the latter relative to the beam, there being also provided on the circle 15 recessed lugs 19, which engage the base-flange of the adjacent bolster 5, which, together with the rear bolster, is composed of a suitable length of bar metal of I shape in cross-section.

Connected at their rear ends between the axle 2 and overlying bolster 5 are a pair of forwardly-convergent hounds 20, preferably composed of angle-iron and terminating at their forward ends in a sleeve 21, slidably disposed upon the beam 3 and fixed thereto

by means of a pin or bolt 22, while provided on the front axle 1 are pairs of spaced forwardly-projecting ears 23, in which are pivoted thill-couplings 24, engaged with a draft-bar at the end of a tongue 25.

Carried by each of the bolsters 5 is a pair of vertical standards 26, having at their lower ends oppositely-disposed hooked engaging portions or lugs 27, adapted for engagement with the upper flange 28 of the bolster for holding the standards in position thereon, the standards, which are adjustable longitudinally of the bolster toward and from each other, being fixed against movement by set-screws 29, whereby the standards may be adjusted toward and from each other on the bolsters and fixed in their adjusted positions.

In practice, the upper and lower circles of the fifth-wheel having been connected together by the bolt 16 and attached to the axle through the medium of said bolt, the bolster 5 is entered through the lugs 19, by which it is fixed on the upper circle 15, after which the end of the reach-beam is introduced through the opening 4 and seated between the bearing-ears 18, after which the brace 17 is attached to the reach-beam and to the lower end of the bolt 16 for rigidly supporting the latter. It is to be particularly observed that in action the upper circle 15 of the fifth-wheel will be held rigidly by the bolster and reach-beam for rotation on the lower circle 13, which in turn is properly held for movement with the axle 1 by means of the straps 12.

Having thus described my invention, what I claim is—

In a device of the class described and in combination with a vehicle axle and bolster, a fifth-wheel arranged between said parts and comprising an upper and a lower circle, means for securing said lower circle to the axle, recessed lugs provided on the upper circle for engagement with the bolster, a reach-beam extended through the latter and recessed bearing-ears provided on the upper circle to receive the reach-beam.

In testimony whereof I affix my signature in presence of two witnesses.

HARVEY DANIEL SMITH.

Witnesses:

W. J. MULFORD,
W. S. POWERS.