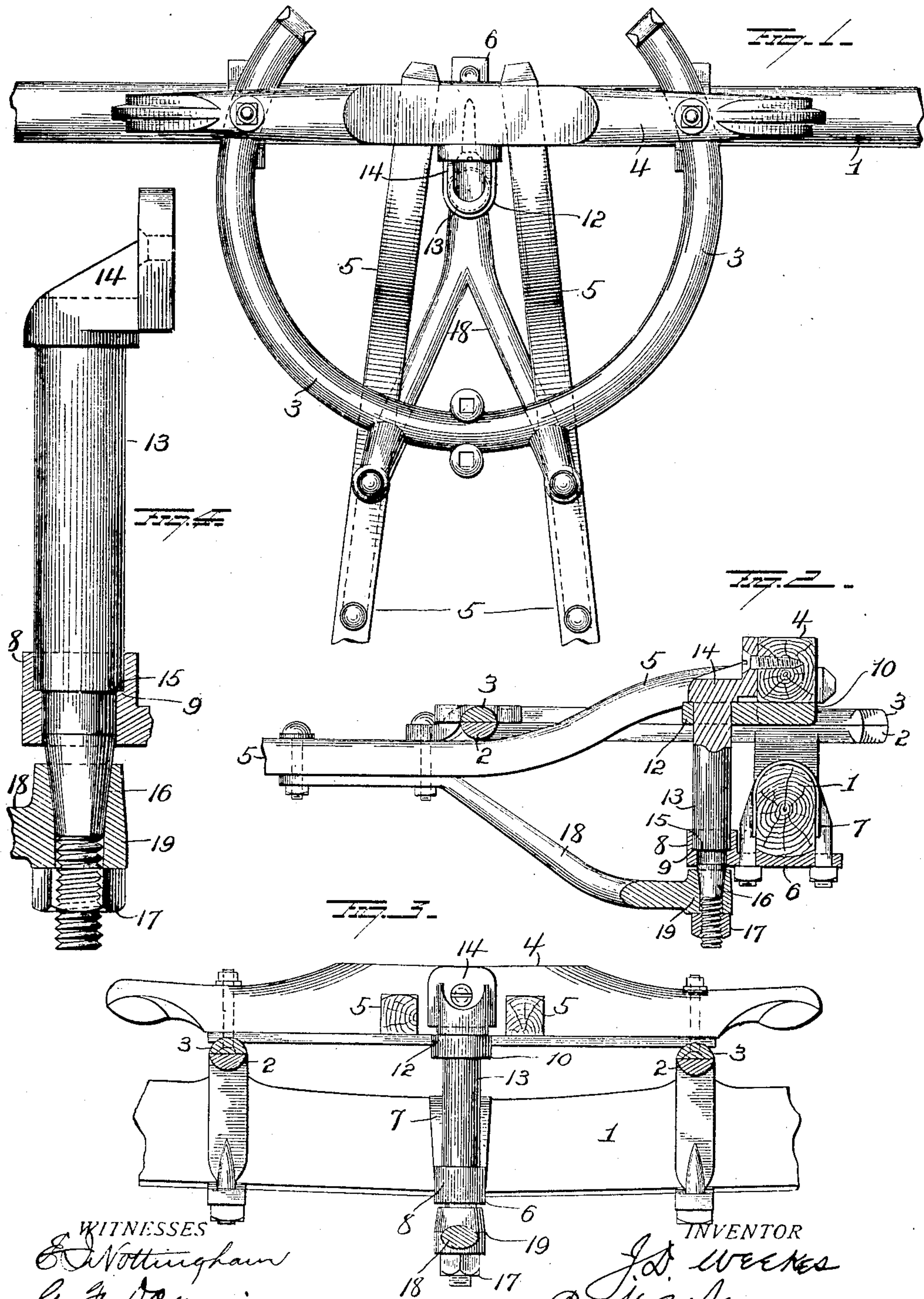


No. 876,032.

PATENTED JAN. 7, 1908.

J. D. WEEKES.
RUNNING GEAR FOR VEHICLES.

APPLICATION FILED JULY 23, 1907.



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RUNNING-GEAR FOR VEHICLES.

No. 876,032.

Specification of Letters Patent.

Patented Jan. 7, 1908.

Application filed July 23, 1907. Serial No. 385,132.

To all whom it may concern:

Be it known that I, JOHN DUDLEY WEEKES, of Northumberland, in the county of Northumberland and State of Pennsylvania, have invented certain new and useful Improvements in Running-Gears for Vehicles; and I do hereby declare the following to be 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.

My invention relates to an improvement in running-gear for vehicles, and more particularly to an improved rear-king-bolt construction used in conjunction with a fifth-wheel,—the object of the invention being to provide a king-bolt construction which shall comprise a minimum number of parts; one in which rattling will be avoided, and to provide simple and efficient means to compensate for wear.

With this object in view the invention consists in certain novel features of construction and combinations of parts as hereinafter set forth and pointed out in the claims.

In the accompanying drawings, Figure 1 is a plan view illustrating my improvements. Fig. 2 is a longitudinal sectional view; Fig. 3 is a cross section in rear of the king-bolt, and Fig. 4 is an enlarged view showing the king bolt in elevation and parts with which it is connected, in section.

1 represents the axle of a vehicle, to which one fifth-wheel member 2 is secured,—the other fifth-wheel member 3 being secured to the bolster 4 and to the hounds 5 which project rearwardly from said bolster. A plate 6 is secured to the axle by means of a clip 7 and projects rearwardly therefrom, the rear end of said plate being provided with a tubular boss or collar 8 having therein an annular shoulder 9. A bolster-iron 10 is secured to the bottom face of the bolster and provided with a rearwardly projecting arm 12, at its center, said arm being made with an opening for the passage of a king-bolt 13.

The king-bolt 13 is provided at its upper end, above the arm 12 with a head or enlargement 14 having a shoulder which rests upon the arm 12 and this head or enlargement is rigidly secured to the rear face of the bolster. The king-bolt 13 passes through the boss or collar 8 and that portion of the king-bolt which is located within said boss or col-

lar is contracted in size to form an annular shoulder 15 which rests upon the annular shoulder 9 in the boss or collar. Below the boss or collar 8, the king-bolt has a conical form, as shown at 16, and below this conical portion, the lower extremity of the king-bolt is threaded for the reception of a nut 17.

Brace arms 18 are secured to the hounds 5 and converge at their forward ends, thus forming a brace in a single piece. This brace is provided at its forward end with a boss 19 having a conical bore to fit over the conical portion 16 of the king-bolt. When the brace shall have been thus connected with the king-bolt the nut 17 is screwed on the lower end of the king-bolt. When this nut is forced up against the under face of the boss 19, said boss will be tightly wedged on the conical portion of the king bolt and the latter will be drawn downwardly so as to cause the shoulder 15 to be properly seated upon the annular shoulder 9 within the boss or collar 8. Should the bearing for the king-bolt formed by these shoulders become worn so as to permit vertical play of the parts,—such wear can be readily compensated for by screwing the nut 17 further on the bolt and thus cause the shoulder 15 to be maintained on the shoulder 9 in the boss or collar 8.

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

1. The combination with an axle and a bolster, of a plate secured to the axle and provided at its rear end with a boss having a shoulder therein, a king-bolt secured to the bolster and passing through said boss, said king bolt provided with a shoulder seated on the shoulder in the boss, said king-bolt having a conical portion below said boss, a brace a boss on said brace having a conical bore to engage the conical portion of the king-bolt, and a nut on the lower end of said king-bolt and engaging the boss on the brace.

2. The combination with an axle, a bolster, a bolster iron secured to the bolster, and a perforated arm projecting rearwardly from the bolster iron, of a plate secured to the axle and projecting rearwardly therefrom, a boss on the rear end of said plate and provided with an internal annular shoulder, a king-bolt secured to the bolster and passing through the rearwardly projecting arm

on the bolster iron, said king-bolt also passing through the boss on the plate secured to the axle and having an annular shoulder resting on the annular shoulder within said
5 boss, the lower portion of said king-bolt having a conical portion and a threaded portion below the conical portion, a brace provided at its forward end with a boss having a conical bore to engage the conical portion of the
10 king-bolt, and a nut screwed on the threaded

portion of the king-bolt and bearing against the boss on the brace.

In testimony whereof, I have signed this specification in the presence of two subscribing witnesses.

JOHN DUDLEY WEEKES.

Witnesses:

GILBERT R. VAN ALLEN,
CORNELIUS G. VAN ALLEN.