

(No Model.)

J. McLAUGHLIN.
FIFTH WHEEL FOR VEHICLES.

No. 586,911.

Patented July 20, 1897.

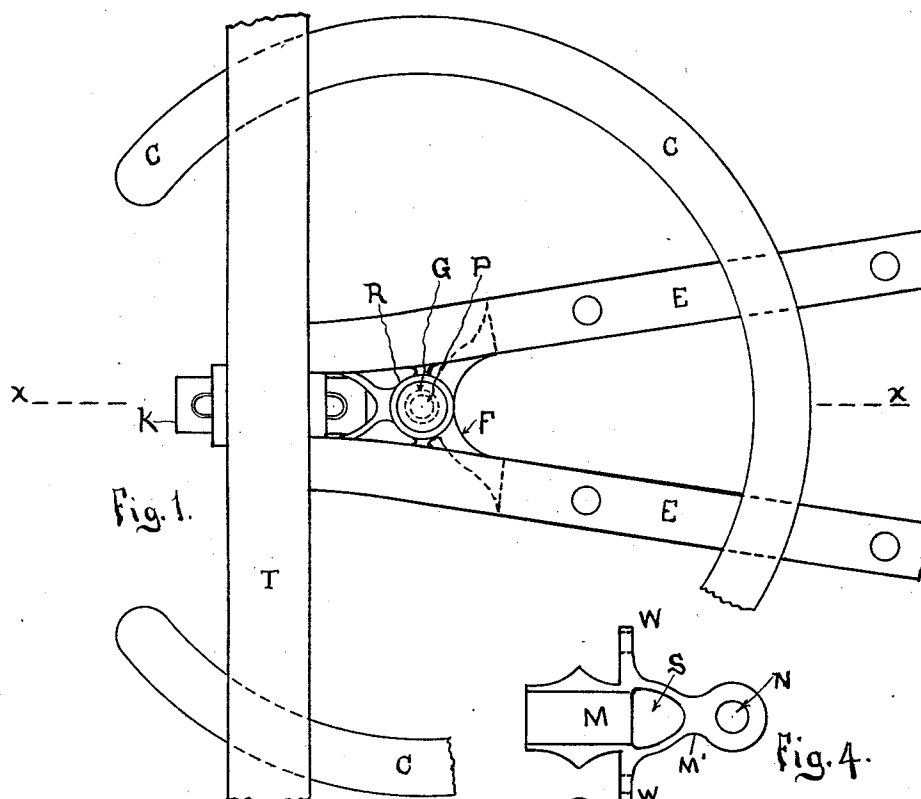


Fig. 1.

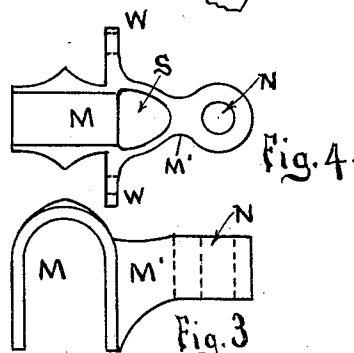


Fig. 4.

Fig. 3.

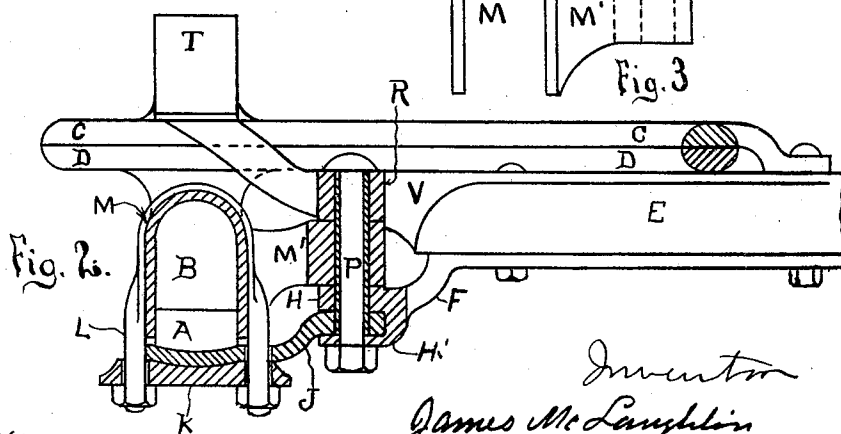


Fig. 2.

Witnesses:
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UNITED STATES PATENT OFFICE.

JAMES McLAUGHLIN, OF OVID, MICHIGAN.

FIFTH-WHEEL FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 586,911, dated July 20, 1897.

Application filed September 23, 1896. Serial No. 606,771. (No model.)

To all whom it may concern:

Be it known that I, JAMES McLAUGHLIN, a citizen of the United States, residing at the village of Ovid, in the county of Clinton and State of Michigan, have invented certain new and useful Improvements in Fifth-Wheels for Vehicles, of which the following is a specification.

This invention relates to that class of fifth-wheels for vehicles in which the king-bolt is located in the rear of the front axle of the vehicle; and the objects of my invention are, first, to form an eye-bearing with a yoke connection for the king-bolt which attaches the axle to the reach; second, to simplify the construction of the attaching mechanism which connects the reach to the front axle, and, third, to prevent the wearing of the eyes through which the king-bolt passes.

The invention consists in the combination of parts and the construction particularly described and pointed out in the following specification.

In the drawings, Figure 1 shows a plan view of a fifth-wheel containing my invention. Fig. 2 shows a sectional view of the same on line X X of Fig. 1. Fig. 3 is a side elevation of the attaching-yoke detached from the other mechanism; and Fig. 4 is a plan view of the attaching-yoke, showing the opening through which one of the legs of the clip is adapted to pass in my preferred form of construction.

Similar letters refer to similar parts throughout the several views.

A represents the front axle, constructed in any suitable manner.

B represents the bed, resting upon the front axle.

C and D represent the "fifth-wheel," as it is usually termed, C representing the upper part and D representing the lower part.

E E represent the reaches. The reaches are constructed, preferably, with an upper plate (shown by V) and a lower plate, (shown by F.) These are usually referred to as the "upper" reach-iron and the "lower" reach-iron. The lower reach-iron, in the form of my invention shown in the drawings, is constructed in a peculiar shape for the purpose hereinafter described.

In order to prevent wear upon the eyes through which the king-bolt passes, I provide

a bushing G, as hereinafter described, the king-bolt being shown by P.

M represents the yoke connection, which is adapted to fit upon the bed and axle, as fully illustrated in Fig. 2. It is provided with a projection shown by M', which projection is also provided with an eye N for the reception of the king-bolt and the bushing hereinafter described. This eye N registers with the eye R in the upper reach-iron V. The lower reach-iron is provided with two lugs or projections H and H', each of which is provided with an eye. The upper projection H is provided with an eye which registers with the eyes R and N and is of the same diameter, while H' is provided with an eye which registers with the eye in H, but is of less diameter.

The bushing G fits into the eyes R and N and the eye in H and also the eye in the brace J, hereinafter described, but rests upon the upper surface of the lug or projection H', while the king-bolt J passes through the entire bushing and through the eye in H' and is preferably provided with a nut or other means for retaining the same in place at a point below H'. The brace J is held in position beneath the axle A, as shown in Fig. 2, and has an end extending rearward and fitting between H and H', as above described. The yoke M is adapted to fit upon the axle and bed, and the clip L embraces the yoke M and is provided with projections which receive the clip-tie K and suitable nuts for attaching the clip-tie to the clip L.

It will be noted that the front end of the brace J is held securely between the clip L and the axle.

I prefer to have one leg of the clip pass through the opening S in the projection M', and I have shown my invention in this form, although I do not wish to limit it to the peculiar construction or method of attaching the yoke to the axle. In order to have the yoke M retain a firm position upon the axle and bed, I deem it desirable, though not absolutely necessary, to provide it with the lugs or projections W W, (shown in Fig. 4,) which projections will rest against the axle or bed, as the case may be, and thereby retain the yoke securely in place. The head-block is shown in the drawings by T, and the same may be constructed in any suitable manner.

Having thus described my invention, what I claim to have invented, and desire to secure by Letters Patent, is—

1. In combination with the front axle and bed of a vehicle, of a yoke adapted to embrace said axle and bed, said yoke being provided with a rearward projection, said projection provided with an eye adapted to receive the king-bolt, and also provided with an opening adapted to receive one leg of a clip, a clip adapted to clasp the yoke and attach the same to the axle, one leg of said clip passing through the opening, substantially as and for the purpose described.
2. In combination with an axle of a vehicle, a yoke provided with a projection as M', an eye as N, lugs adapted to rest against the bed, and a clip having one of its legs passing through an opening as S and adapted to attach the yoke to the axle, substantially as described.
3. The combination with an axle, of a yoke

provided with an eye N, upper reach-irons having an iron R, lower reach-irons having two registering eyes II, II', of unequal diameter, a brace J fixed to the axle provided with an eye arranged between and registering with the eyes II and II', a bushing arranged in the eyes R, N and II and resting at its lower end on the upper surface of the eye II', and a king-bolt fitted in the bushing, substantially as described.

4. In combination with a king-bolt of a vehicle, reaches, and reach-irons provided with two eyed projections as H and II', a brace as J having one end fitting between H and II' and the other end secured to the vehicle-axle, substantially as described.

In witness whereof I have hereunto set my hand and seal in the presence of two witnesses.

JAMES McLAUGHLIN. [L. S.]

Witnesses:

EDWARD TAGGART,

CHRISTOPHER HONDELINK.