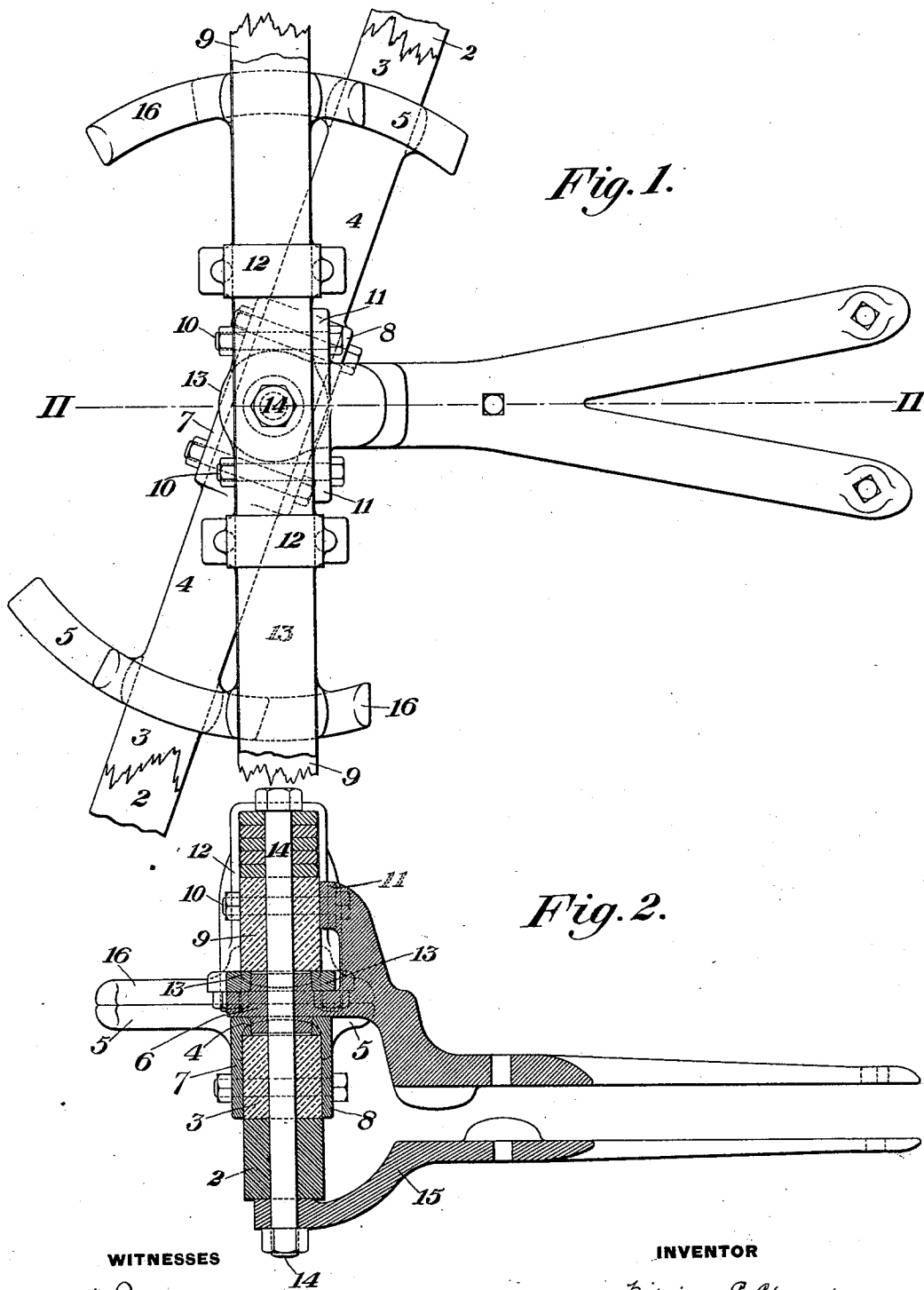


(No Model.)

W. P. CHAMPNEY.
FIFTH WHEEL.

No. 544,155.

Patented Aug. 6, 1895.



WITNESSES

C. Byrnes.
C. Anderson.

INVENTOR

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UNITED STATES PATENT OFFICE.

WILLIAM P. CHAMPNEY, OF CLEVELAND, OHIO.

FIFTH-WHEEL.

SPECIFICATION forming part of Letters Patent No. 544,155, dated August 6, 1895.

Application filed June 27, 1894. Serial No. 515,810. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM P. CHAMPNEY, of Cleveland, in the county of Cuyahoga and State of Ohio, have invented a new and useful Improvement in Fifth-Wheels, 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 of my improved fifth-wheel. Fig. 2 is a cross-section on the line II II of Fig. 1.

My invention relates to the McLaughlin type of fifth-wheels and is designed to strengthen and improve the construction of such wheels.

In the drawings, 2 is the axle, 3 the axle-bed, and 4 the top axle-plate, carrying at its outer ends the sections 5 of the lower circle-plate. This plate is provided with a central circular opening to receive a boss upon the tubular socket 6 of the upper perch-iron and is secured to the axle by front and rear flanges 7 and 8, which are bolted through the axle. The upper perch-iron is secured to the head-block 9 by bolts 10, passing through a flange 11, which is cast integral with the perch-iron, and secured to the head-block by clips 12 is

the head-plate 13, having a circular opening to receive an upwardly-projecting boss upon the tubular socket and carrying the segments 30 of the upper circle-plate 16. The king-bolt 14 passes through the head-block, tubular socket, and axle and is secured by end nuts, as shown, the lower nut holding the lower perch-iron 15 in place.

The advantages of my invention consist in the increased strength and durability of the wheel.

I claim—

A fifth-wheel, having a top axle-plate provided with a central aperture to receive a tubular socket upon the perch-iron, said plate having continuous depending front and rear flanges extending past the central aperture and arranged to strengthen the axle at the point where it is weakened by the king-bolt hole, said flanges being connected by transverse bolts, substantially as described.

In testimony whereof I have hereunto set my hand.

WILLIAM P. CHAMPNEY.

Witnesses:

MARTIN O. SENSENY,
EMIL W. JAITE.