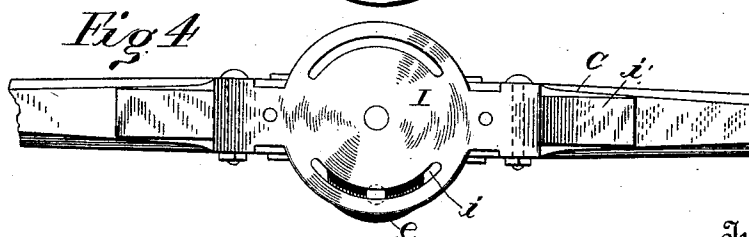
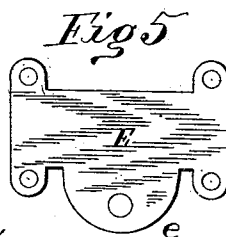
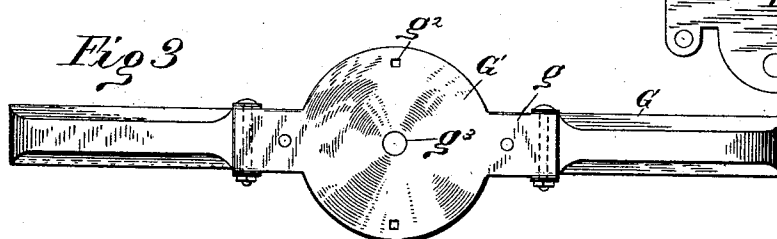
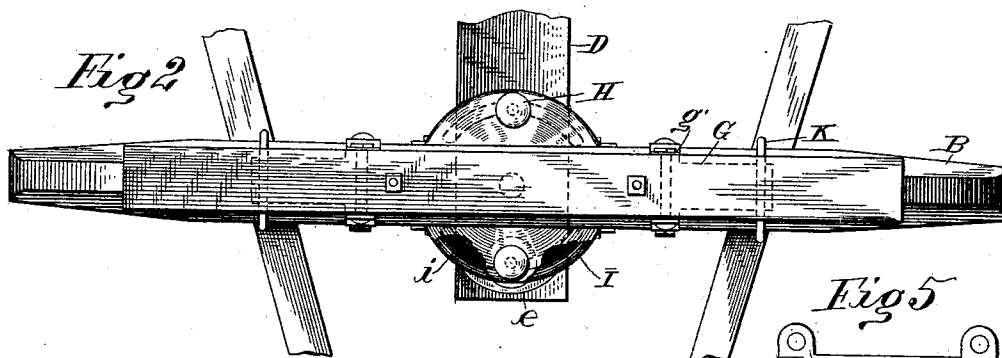
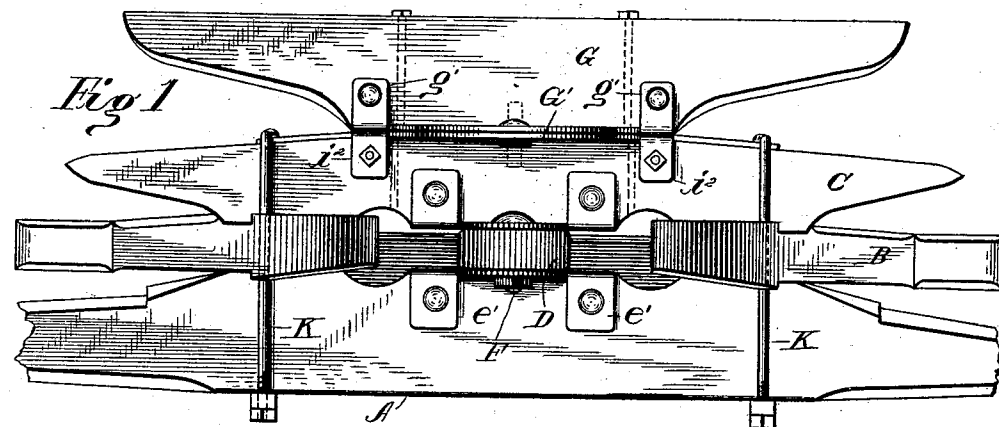


(No Model.)

S. H. SEXTON.  
FIFTH WHEEL.

No. 484,378.

Patented Oct. 11, 1892.



Witnesses  
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# UNITED STATES PATENT OFFICE.

STEPHEN H. SEXTON, OF TUCSON, ARIZONA.

## FIFTH-WHEEL.

SPECIFICATION forming part of Letters Patent No. 484,378, dated October 11, 1892.

Application filed April 19, 1892. Serial No. 429,799. (No model.)

*To all whom it may concern:*

Be it known that I, STEPHEN H. SEXTON, a citizen of the United States, residing at Tucson, in the county of Pima and Territory of Arizona, having invented a new and useful Improvement in Wagon Running-Gears, of which the following is a specification.

This invention relates to a new and useful improvement in wagon running-gears; and it consists in the construction and arrangement of parts hereinafter described, and definitely pointed out in the claims.

The object and purpose of this invention is the provision of improved means for coupling the reach with the forward axle and the forward bolster and axle. This object is obtained by the construction illustrated in the accompanying drawings, wherein like letters of reference indicate like parts, and in which—

Figure 1 is a front elevation of the front axle and its connections. Fig. 2 is a top plan view of the same. Fig. 3 is a bottom plan of the bolster. Fig. 4 is a top plan of the sand-board, and Fig. 5 is a detail view of one of the reach-holding plates.

In the drawings, A represents the axle; B, the hounds, located between the sand-board C in axle A. The upper edge of the axle A and the lower edge of the sand-board are cut away or separated to form an opening for the reception of the ends of the reach D. On the upper face of the axle and lower face of the sand-board are secured plates E, formed with the curved extension *e*, having a king-bolt hole therein, and the ears *e'*, which are bent down in right angles and secured to the respective members by suitable bolts passing therethrough, thus leaving the extension *e* projecting forward beyond the axle.

F is a king-bolt passing through the opening in the extensions in the plates E and through the end of the reach, its lower end being provided with a suitable nut. By this means the wagon-reach is permitted an extended swinging movement between the plates, thereby preventing the wear of the axle, and by the use of the plates the necessity of boring and perforating the axle and sand-board for the receipt of the king-bolt is avoided, thus rendering that portion of the gear upon which the greater amount of strain

comes much stronger than is the case in the present forms of construction.

G represents the bolster, which is formed on its under side with a metallic plate G', having circular center portion and the attaching-arm *g*, which have ears *g'* bent at right angles and secured on opposite sides of the bolster by suitable bolts. The circular central portion of the plate G' is formed at opposite sides with apertures *g*<sup>2</sup>, through which suitable rivets or bolts H pass, while at the center of the plate a cylindrical pin *g*<sup>3</sup> is formed, fitting in a depression in the under face of the bolster, as shown in dotted lines, Fig. 1.

The plate G' rests upon a similar plate I, secured to the top of the sand-board C. The plate I has a circular center portion formed with curved elongated slots *i*, through which the rivets H pass. On the ends of the plates I are formed the extensions *i'*, over which the U binding-bars K pass, whereby they are held firmly in position, and in addition to the binding-bars the extensions *i'* have the struck-up ears *i*<sup>2</sup>, embracing the opposite sides of the sand-board C, to which they are attached by suitable bolts. The center of the plate I is provided with a cylindrical pin, which projects down into a seat formed in the sand-board.

By the above-described construction it will be seen that the connection of the bolster and sand-board is made without the necessity of forming an opening for the king-bolt, and, further, the connection is greatly strengthened and the lateral movement or tilt of the bolster prevented.

I am aware that many minor changes in the construction and arrangement of the device may be made without in the least departing from the nature and principle of my invention.

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

1. In a wagon running-gear, the combination, with the axle and sand-board formed with an intervening space, a plate on the upper side of the axle, having a forwardly-extending perforated projection, and securing ears fastened to the axle, of a plate of like construction secured to the under side of the sand-board, a bolt passing through the per-

forations in the plates, and a wagon-reach between the plates, through which the bolt passes, substantially as described.

- 5 2. In a wagon running-gear, the combination, with the axle, of a plate secured thereon having an apertured extension projecting beyond the axle, a sand-board having a like plate thereon, a reach between the plates, a bolt passing through the plate and reach, a

bolster, a plate on the under side thereof, a plate on the upper face of the sand-board, formed with curved elongated slots therein, and bolts passing through the bolster-plate and said slots, substantially as described.

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Witnesses:

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