

(No Model.)

W. BLUME.

FIFTH WHEEL FOR VEHICLES.

No. 376,178.

Patented Jan. 10, 1888.

FIG. 1.

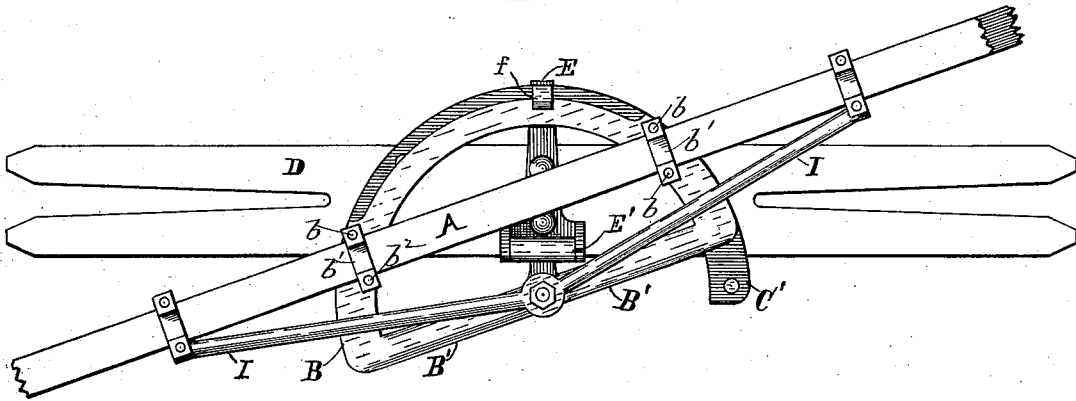


FIG. 2.

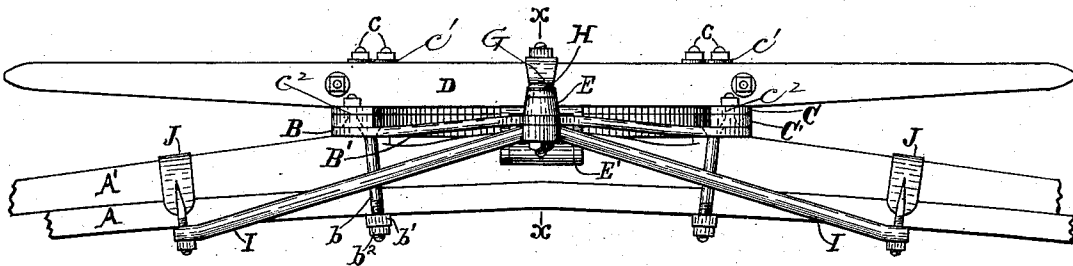
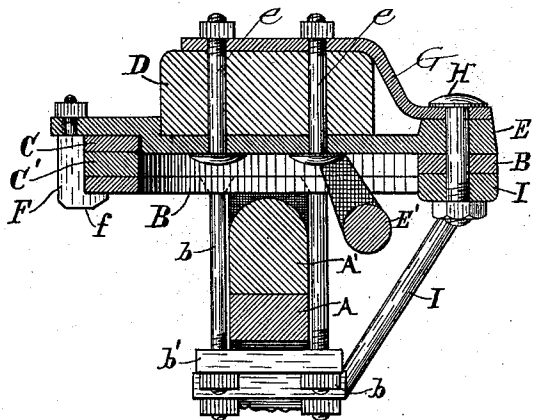


FIG. 3.



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UNITED STATES PATENT OFFICE.

WILLIAM BLUME, OF SCRANTON, PENNSYLVANIA.

FIFTH-WHEEL FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 376,178, dated January 10, 1888.

Application filed August 26, 1887. Serial No. 247,896. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM BLUME, a citizen of the United States, and a resident of Scranton, in the county of Lackawanna and State of Pennsylvania, have invented certain new and useful Improvements in Fifth-Wheels for Side-Bar Vehicles, of which the following is a specification.

My invention is an improvement in fifth-wheels for side-bar vehicles. It is especially intended for vehicles without center reach.

The invention will be first fully described in connection with the accompanying drawings, and then particularly referred to and pointed out in the claims.

Referring to the drawings, in which like parts are indicated by similar reference-letters wherever they occur throughout the various views, Figure 1 is an inverted plan view of the axle, fifth-wheel, and bolster. Fig. 2 is an elevation of the same looking from the rear, and Fig. 3 is a central vertical section taken in line *x x* of Fig. 2.

The axle *A* and the axle-cap *A'* are of the ordinary construction, except that the center of the cap is cut away on the top to facilitate the fitting of the segmental ring *B* of the fifth-wheel upon it. The segment *B* is secured upon the axle-cap by bolts *b* and clip-bars *b'*. The heads of the bolts are countersunk into the top of the ring and pass upon each side of the axle and axle-cap. The screw-threaded ends pass through the clips *b'* and receive nuts *b''* to firmly hold the segment *B* in the axle-cap. The upper portion of the fifth-wheel consists of the two segments *C* and *C'*, rigidly secured together and to the bolster *D* by bolts *c*, the heads of which are countersunk into the upper section of the segment. The bolts *c* pass through the head-block *D* and metal washers *c'* on top of it. The parts are firmly held by nuts upon the upper ends of the bolts.

The upper section, *C*, of the fifth-wheel is of iron or steel, like the lower segment, *B*, and the intermediate part, *C'*, is of hard wood, brass, or other anti-friction material. If of wood, which I prefer, for the reasons that it wears well, causes but little friction when in contact with metal, is easily lubricated, and can be cheaply replaced when worn, the countersunk head of the bolts *c* should bear

upon the metal part *C* to enable the upper section to be held firmly to the head-block. The bolts *c'* secure the ends of the segments *C* *C'* together.

To the under side of the bolster *D* is secured a plate, *E*, which extends forward and is bent up to cross the segments and receive the stud-bolt *F*. The segments *C* *C'* are notched to receive the bolt *F*, which passes outside of the cut-away portion of the segment *B*, and has a head or projection, *f*, upon which the segment *B* rests. The bolts *e*, which secure the plate *E* to the bolster, also pass through a bracket, *G*, which is secured on top of the bolster and has its rear perforated end extended and curved downward to meet the perforated boss upon the inner end of the plate *E*. The bottom of the plate rests upon the upwardly-curved bar *B'* of segment *B*, which has a perforated boss at the center to receive the pivot or king bolt *H*, which also passes through a boss in the center of the brace *I* and the bracket *G*. The ends of the brace *I* are bent to pass underneath the axle, and are perforated to receive the screw-threaded shanks of axle-clips *J*, thus serving as clip-bars, while the center of the brace supports the fifth-wheel.

The hanger *E'*, which projects from the underside of the plate *E*, is for the purpose of receiving the adjusting-strap of the center spring shown in my Patent No. 340,757, and also in my application filed of even date herewith, or to receive the end of any body-spring or spring-reach. The hanger is left off when the fifth-wheel is to be used upon the ordinary side-bar vehicle.

It is obvious that the intermediate segment, *C'*, may be omitted, and also that the shape of the parts may be varied, without departing from the principle of my invention, the essential features of which consist in the semicircular segments, the position on which they are respectively secured to the axle and head-block, and the means which enable me to place the king-bolt back of the axle, so as to make a short-turn fifth-wheel, firmly brace it in position, and insure its easy movement in use.

What I claim is—

1. The combination of the axle, the segment *B* *B'*, secured thereon, the head-block having

the upper track of the fifth-wheel, and the plate E, secured underneath it, the bracket G, secured on the head-block, the stud-bolt F f in plate E, the brace I and clips J, for securing it to the axle, said brace arching up in the center and being provided with a perforated boss, and the king-bolt H, passing through said brace-plate E and bracket G, substantially as shown and described.

10 2. In a fifth-wheel, the combination, substantially as set forth, of the segment B B', the segment C, and the intermediate wooden segment, C', secured to it, the plate E, bolt F f, and the king-bolt, with the axle and head-block.

3. The combination of the fifth-wheel segments, secured, respectively, to the axle and head-block, the king-bolt located back of the axle, the plate E, secured to the head-block and having hanger E' depending from it back of the axle, and the stud-bolt F f, substantially 20 as specified.

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Witnesses:

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