

EUGENE W. SILSBY.

Improvement in Fifth Wheel and Coupling.

Patented Sep. 26, 1871.

No. 119,417.

Fig 1.

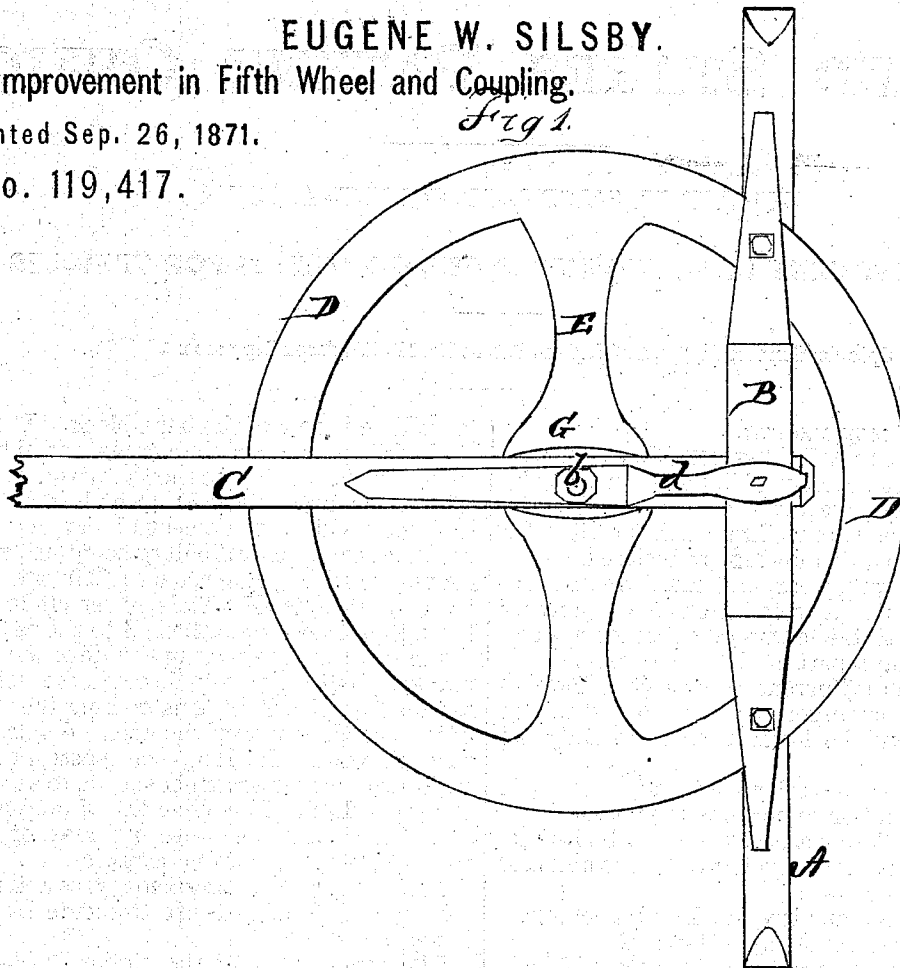
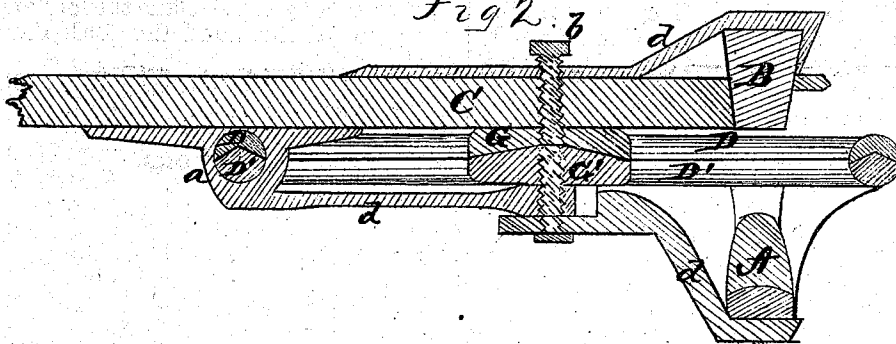


Fig 2.



Witnesses

J. L. Durand

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UNITED STATES PATENT OFFICE.

EUGENE W. SILSBY, OF OTTUMWA, IOWA.

IMPROVEMENT IN FIFTH-WHEELS AND COUPLINGS FOR VEHICLES.

Specification forming part of Letters Patent No. 119,417, dated September 26, 1871.

To all whom it may concern:

Be it known that I, EUGENE W. SILSBY, of Ottumwa, in the county of Wapello and in the State of Iowa, have invented certain new and useful Improvements in Circle and Coupling for Spring-Vehicles; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing and to the letters of reference marked thereon making a part of this specification.

The nature of my invention consists in the construction and arrangement of a fifth-wheel for vehicles, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, in which—

Figure 1 is a plan view, and Fig. 2 a longitudinal vertical section of my fifth-wheel.

A represents the front axle, B the head-block, and C the reach of a vehicle. To the under sides of the head-block and reach is secured the upper circle D. This is a complete circle, with a V or other-shaped groove on the under side, and is provided with a central arm, E, of any suitable size and shape. In the center of the arm E, which is also the center of the circle D, is a circular enlargement, G, made concave on the under side, as shown in Fig. 2. The entire upper circle D thus constructed is secured to the head-block and reach in such a manner that the cen-

ter will be in rear of the head-block. The lower circle D' is also a complete circle, and shaped on its upper side to fit into the groove on the under side of the upper circle D. The lower circle D' is also provided with a central bar or arm, E', with a circular central enlargement, G', which is convex on its upper surface to fit in the concavity of the circle G. This lower circle passes through a bracket, a, attached to the reach, and is firmly secured to the upper side of the axle A, the king-bolt b passing through the centers of the inner circles G G', thus making the coupling of the vehicle in rear of the axle. d d are braces through which the king-bolt passes, arranged substantially in the manner shown, to strengthen the fifth-wheel. The circles D D' may be made one of iron and the other of brass, or both of iron or any other suitable material.

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

The combination of the circles D D', arms E E', center circles G G', and king-bolt b, all constructed and arranged with the front axle A, head-block B, and reach C, substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 19th day of July, 1871.

EUGENE W. SILSBY.

Witnesses:

T. J. ZOLLARS,
U. F. WHITEMORE.