(No Model.)

B. F. GORSUCH.

FIFTH WHEEL.

No. 354,784. Patented Dec. 21, 1886.

Fig. 1.

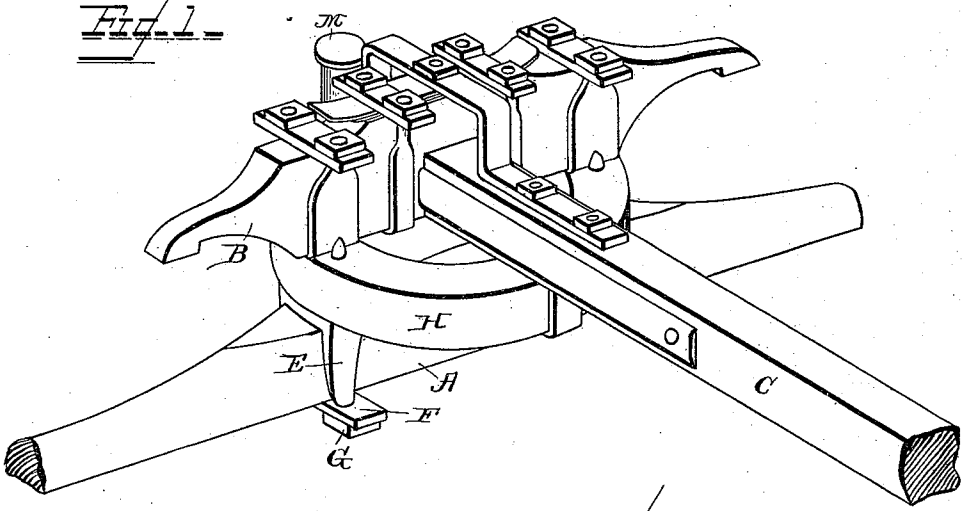


Fig. 2.

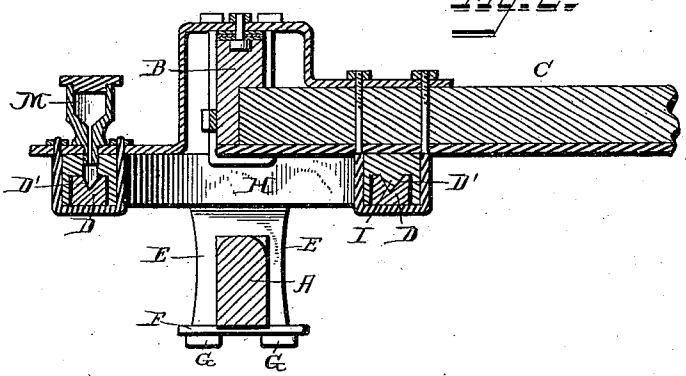
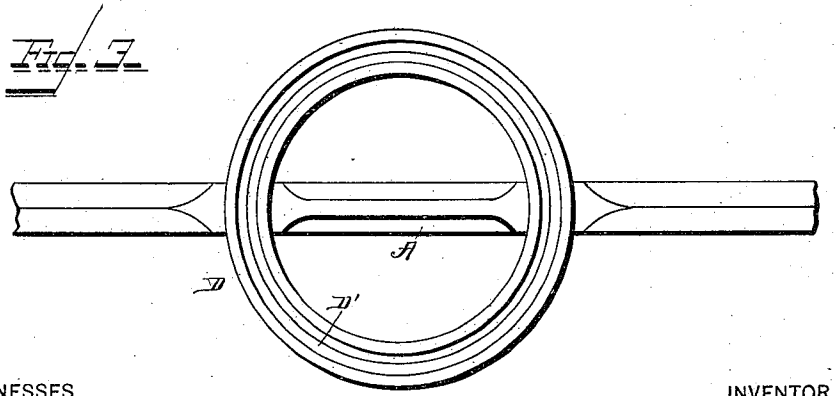


Fig. 3.



WITNESSES

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UNITED STATES PATENT OFFICE.

BENJAMIN F. GORSUCH, OF MARTINSBURG, PENNSYLVANIA.

FIFTH-WHEEL.

SPECIFICATION forming part of Letters Patent No. 354,784, dated December 21, 1886.

Application filed June 21, 1886. Serial No. 205,831. (No model.)

To all whom it may concern:

Be it known that I, BENJAMIN F. GORSUCH, a citizen of the United States, residing at Martinsburg, in the county of Blair and State of Pennsylvania, have invented certain new and useful Improvements in Fifth-Wheels; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a representation of my invention, and is a perspective view of the same. Fig. 2 is a vertical longitudinal section. Fig. 3 is a top view of the base-ring.

My invention relates to fifth-wheels for buggies, wagons, &c.; and it consists in the construction and novel combination of parts as hereinafter described, and pointed out in the claim.

Referring by letter to the accompanying drawings, A designates the front axle, B the head-block, and C is a portion of the reach, of a running-gear.

D designates the base-ring or circle of the fifth-wheel, and this base-ring is clipped to the axle by integral arms E E and tie-plates F F, secured in place by nuts G G, which hold the tie-plates firmly against the under face of the axle. The base-ring D is provided in its upper face with an annular V-shaped groove.

H designates the cap-ring or upper annular portion of the fifth-wheel, which is provided with annular vertically-depending side flanges. This part H is provided with an annular middle ring or rib, I, which is made integral therewith and fits the middle V-groove, D, of the base-ring, and equalizes all of the bearings, and prevents the usually greater pressure, strain, and wear upon the outside flanges that occur in nearly all of the constructions in common use.

M designates the oil-cup, which screws into the cap-ring H and supplies the oil to the interior of the fifth-wheel.

Normally there are spaces between the vertical flanges of the cap-ring and the vertical faces of the base-ring, so that said flanges and faces do not come in contact except when an overstrain comes upon the cap-ring, so that there is frictional contact only between the rib or ring and groove.

Having described this invention, what I claim, and desire to secure by Letters Patent, is—

The combination, with the base-ring having the middle V-groove in its upper face, of the cap-ring having the vertically-depending side flanges disposed to form spaces between the vertical walls of the base-ring and the vertical flanges of the cap-ring, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

his
BENJAMIN F. × GORSUCH.
mark.

Witnesses:
CHRISTOPHER EMIGH,
U. G. LEHMAN.