(No Model.)

J. G. EBKEN.

FIFTH WHEEL GEAR FOR VEHICLES.

No. 338,394. Patented Mar. 23, 1886.

Fig. 1

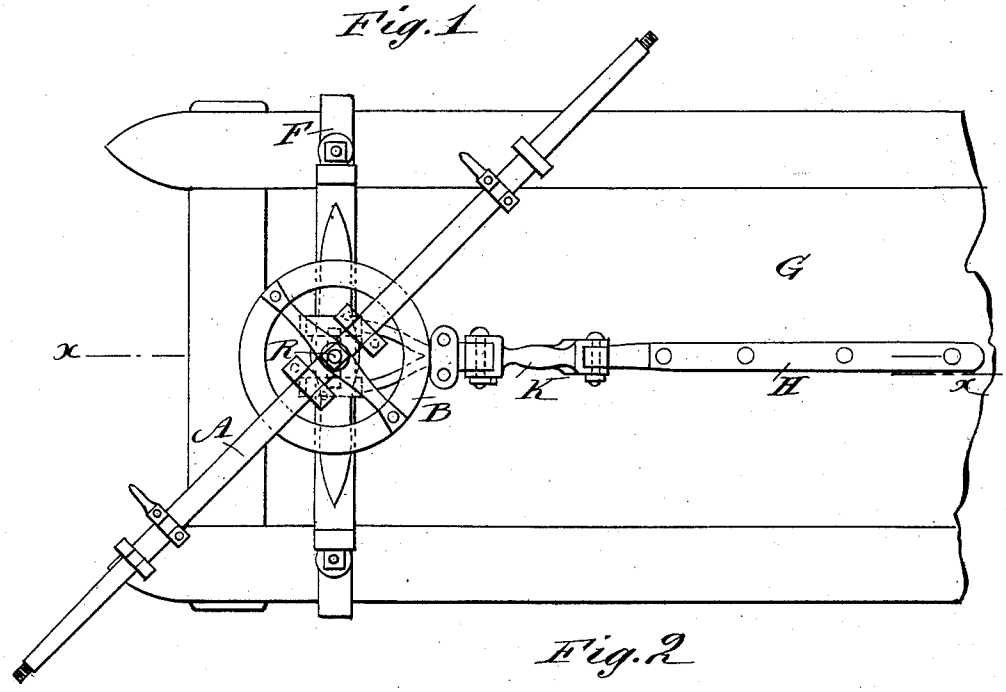


Fig. 2

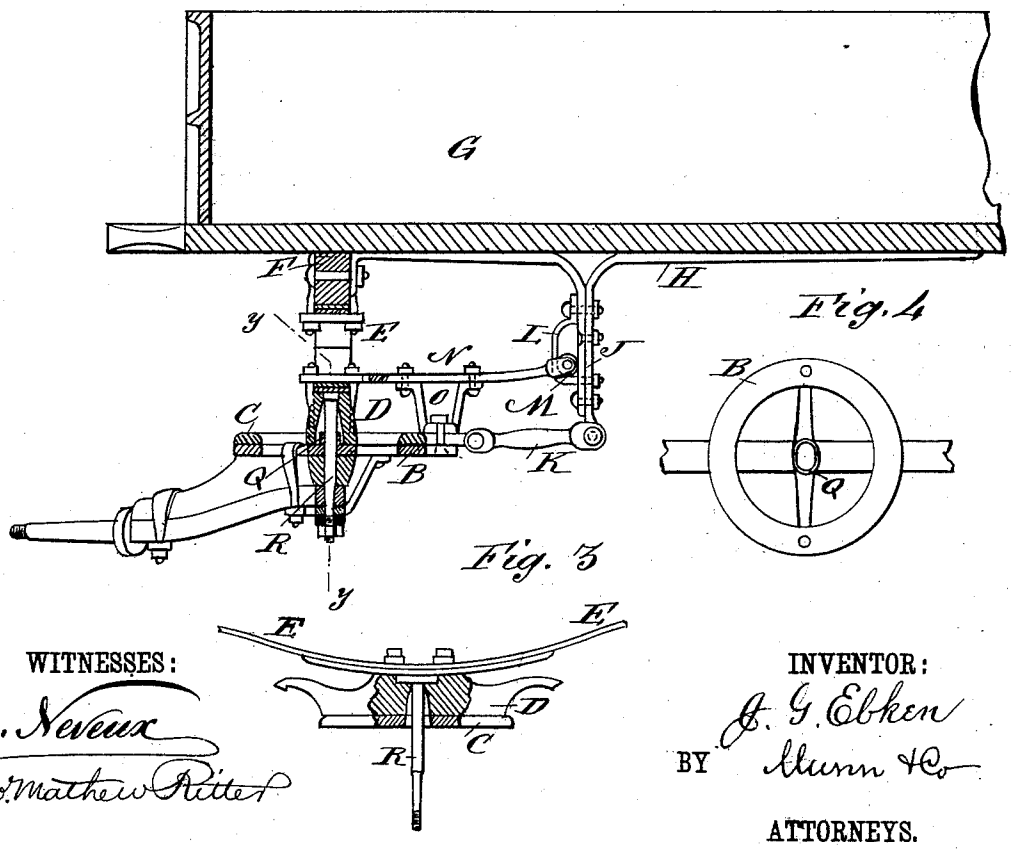


Fig. 4

Fig. 3

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UNITED STATES PATENT OFFICE.

JOHN G. EBKEN, OF PITTSBURG, PENNSYLVANIA.

FIFTH-WHEEL GEAR FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 338,394, dated March 23, 1886.

Application filed July 23, 1885. Serial No. 172,426. (No model.)

To all whom it may concern:

Be it known that I, JOHN G. EBKEN, of Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented a new and Improved Fifth-Wheel Gear, of which the following is a full, clear, and exact description.

The object of my invention is to provide a new and improved fifth-wheel gear for vehicles, which is simple in construction, strong and durable, and not apt to get out of order.

The invention consists in certain improvements in fifth-wheel gear, for which Letters Patent No. 268,391 were granted me December 5, 1882, as will be hereinafter fully described and claimed.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a plan view of the under side of a vehicle provided with my improved fifth-wheel gear. Fig. 2 is a longitudinal sectional elevation of the same on the line *x x*, Fig. 1. Fig. 3 is a cross-sectional view of the same on the line *y y*, Fig. 2. Fig. 4 is a plan view of the lower ring.

On the front axle, A, the flat ring B is secured, and on the same the flat ring C is mounted to turn, which ring C is secured to the bottom of the bolster D, and to bolster D the spring E is secured, which supports the cross-bar F, on which the wagon-box G rests. A bar, H, is secured to the under side of the box, and is doubled over to form a downwardly-projecting hanger, J, to the lower end of which one end of a link, K, is pivoted, having its other end pivoted to the upper ring, C. On the hanger J a guard, L, is formed, between which and the hanger a roller, M, runs, which is pivoted on the end of a bar, N, secured on the top of the bolster, that end of the bar secured on the bolster being forked.

By the above construction it will be seen that the bar N and the hanger O serve to support the fifth-wheel—that is, to prevent it from tilting—and the said parts act as a brace. When the road is uneven, the bar N must have a slight swinging movement up and down, and for the purpose of reducing the friction the roller M is provided on the end of the bar N. The connecting-bar K connects the fifth-wheel with the hanger J, and is very essential. A U-shaped piece, O, is secured to the under side of the bar N and to the upper ring, C. The lower ring, B, has a central neck, Q, which is shorter in the direction of the length of the axle than in the transverse direction. The king-bolt R is passed through said neck Q.

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

1. The combination, with a vehicle-box, of a hanger projecting downward from the box, a bar secured to the bolster and having a roller running on the hanger and a piece secured to said bar and to the upper fifth-wheel section, substantially as herein shown and described.

2. The combination, with a vehicle-box, of a hanger projecting downward from the bottom of the same, a bar extending from the bolster to said hanger and having a roller running on said hanger, a piece connecting the upper fifth-wheel section with the above-mentioned bar, and of a link pivoted to the hanger and to the upper fifth-wheel section, substantially as herein shown and described.

JOHN G. EBKEN.

Witnesses:
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