No. 631,393. Patented Aug. 22, 1899.

W. H. BRADSHAW.

FIFTH WHEEL.

(Application filed Aug. 7, 1897. Renewed Sept. 21, 1898.)

(No Model.)

FIG. 1.

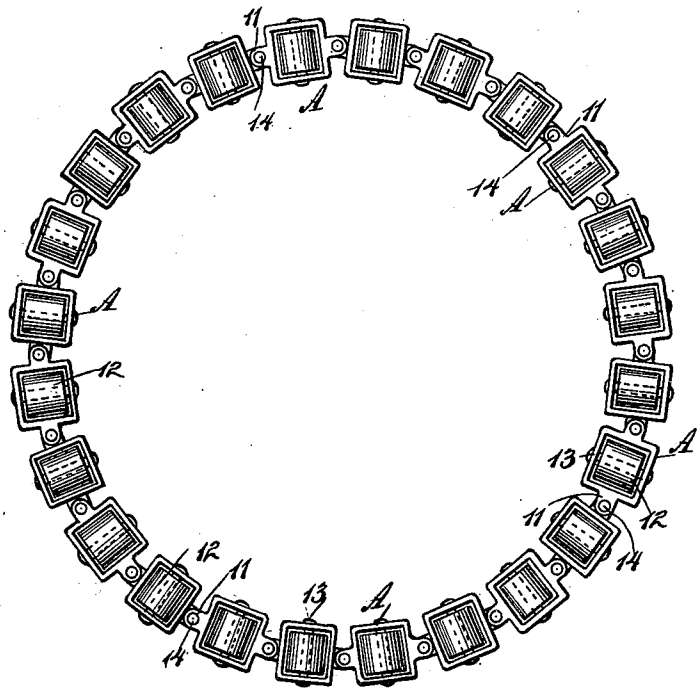


FIG. 2.

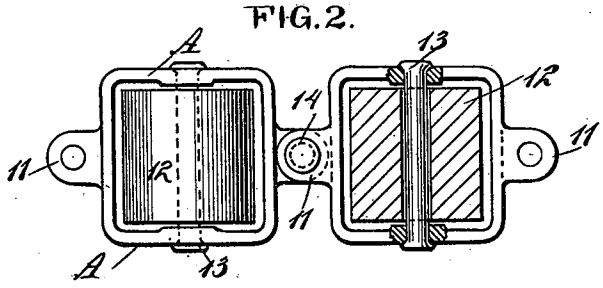
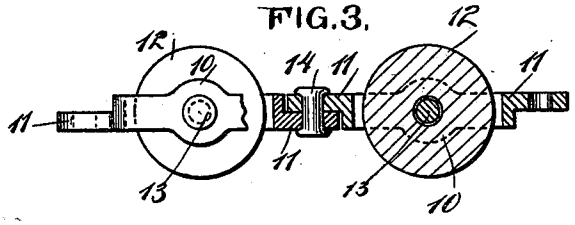


FIG. 3.

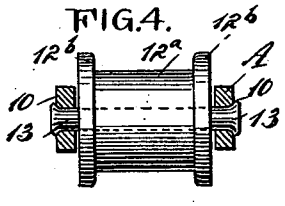


WITNESSES:

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FIG. 4.



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WILLIAM H. BRADSHAW, OF ORANGE, NEW JERSEY.

FIFTH-WHEEL.

SPECIFICATION forming part of Letters Patent No. 631,393, dated August 22, 1899.

Application filed August 7, 1897. Renewed September 21, 1898. Serial No. 691,540. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. BRADSHAW, of Orange, in the county of Essex and State of New Jersey, have invented a new and useful Improvement in Fifth-Wheels, of which the following is a full, clear, and exact description.

The object of this invention is to provide a fifth-wheel for vehicles which may be made at a minimum of cost and in a simple manner and which in use will cause only a minimum of friction.

Another object of the invention is to construct the fifth-wheel in sections in such manner that each section will comprise a frame, a friction-roller, and a spindle for the roller, enabling the parts to be quickly and conveniently assembled and providing a fifth-wheel which will wear longer and give more satisfaction than wheels of similar character now in use.

The invention consists in the novel construction and combination of the several parts, as will be hereinafter fully set forth, and pointed out in the claims.

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

Figure 1 is a plan view of the improved fifth-wheel. Fig. 2 is a plan view of one member of the fifth-wheel and a horizontal section through a second member of the same; and Fig. 3 is a vertical section through one of the members of the fifth-wheel, the second member being shown partially in side elevation and as partially broken away. Fig. 4 is a section through a frame and a side elevation of a modified form of roller.

Each member of the fifth-wheel consists of a frame A, comprising side and end pieces, the side pieces being preferably enlarged or widened at their centers, and at each end of the frame a horizontal lug 11 is formed, the lugs of one section being below the plane of the upper face of the frame, while the lugs of the adjoining section will be above the plane of the lower face of the frame.

Within each frame a roller 12 is located, and each roller is held to turn upon an independent spindle 13, the spindles passing through the enlarged portions 10 of the frame.

In assembling the parts of the fifth-wheel the lugs at the upper portion of one member will be carried over the lugs at the lower portion of the opposing member, and pivot-pins 14 are passed through suitable openings in the overlapping lugs. It will be understood that the pivot-pins 14 for the members and the spindles 13, provided for the rollers, have their end portions preferably enlarged or headed, as illustrated.

I desire it to be further understood that the completed wheel, which will be of circular shape, may be used in connection with any form of track and that tracks of some character must necessarily be provided for the pivotally-connected members of the wheel.

In Figs. 1, 2, and 3 the form of rollers shown are adapted to travel upon a depressed track—as, for example, upon the bottom member of a channel-iron. In Fig. 4 I have illustrated a roller 12^a, provided with end flanges 12^b, such roller being intended to travel upon a raised track, the flanges engaging with the sides of the track. It is therefore obvious that the form of roller may be changed.

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

1. In the construction of fifth-wheels for vehicles, a series of frames, the adjoining members of the frames being provided with pivotally-connected lugs, a roller located in each frame, and spindles supporting the rollers and supported by said frames.

2. In the construction of fifth-wheels for vehicles, a series of frames, the adjoining members of the frames being provided with overlapping and pivotally-connected lugs, a roller located in each frame, and spindles for the rollers secured in the said frames, for the purpose specified.

3. In the construction of fifth-wheels, a series of members adapted to be pivotally connected, each member consisting of a frame comprising end and side pieces, and lugs projected from the end portions of the frames, a roller held to turn in the frame, and a spindle for the roller, carried from side to side of the frame and loosely through the said roller, for the purpose set forth.

4. In the construction of fifth-wheels for vehicles, a series of pivotally-connected mem-

bers, each member consisting of a frame comprising side and end pieces, the side pieces at their central portions being vertically enlarged, and lugs projected from the end pieces of the frames, the lugs being of less thickness than the thickness of the portions to which they are attached, a roller within the said frame, and a spindle secured to the frame, extending from side to side, and loosely passed through the said roller, for the purpose specified.

5. In a fifth-wheel for vehicles, the combination of a concentric support consisting of a skeleton frame provided with means for attachment to a second frame, a roller journaled in the said frame, the said roller being provided with a continuous peripheral flange at each end, and a spindle loosely passed through the roller and secured at its ends to the said frame, for the purpose specified.

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Witnesses:

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