

(No Model.)

D. A. PLECKER.

FIFTH WHEEL.

No. 495,833.

Patented Apr. 18, 1893.

Fig. 1.

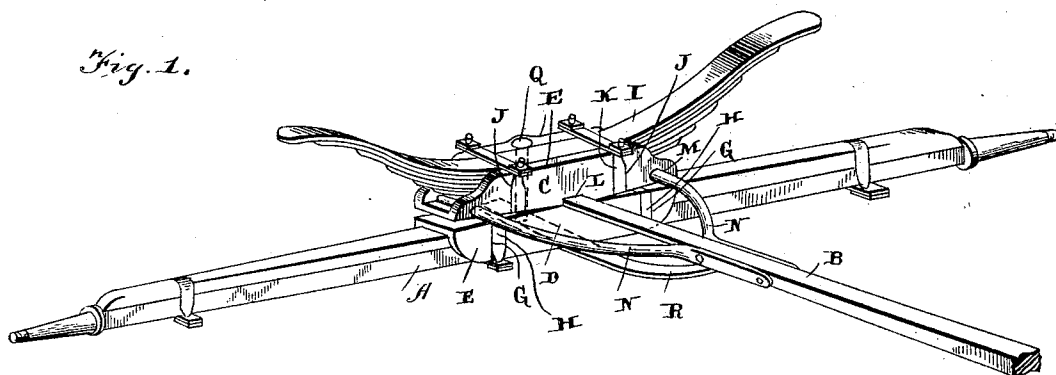


Fig. 2.

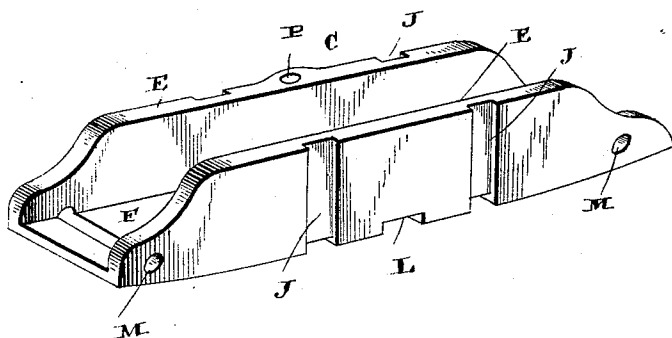
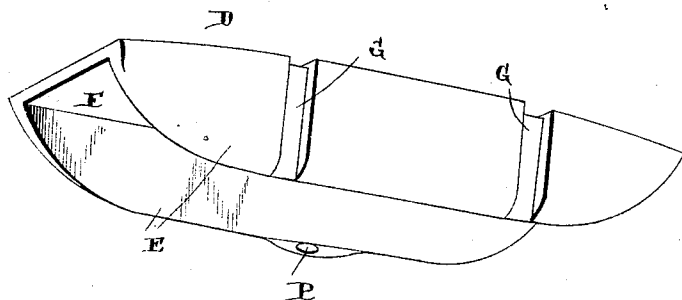


Fig. 3.



WITNESSES.

Geo E Treck
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INVENTOR.

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per
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UNITED STATES PATENT OFFICE.

DAVID A. PLECKER, OF MOUNT CRAWFORD, VIRGINIA.

FIFTH-WHEEL.

SPECIFICATION forming part of Letters Patent No. 495,833, dated April 18, 1893.

Application filed November 23, 1892. Serial No. 452,942. (No model.)

To all whom it may concern:

Be it known that I, DAVID A. PLECKER, of Mount Crawford, in the county of Rockingham and State of Virginia, have invented certain new and useful Improvements in Head-Blocks; and I do hereby 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 pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to improvements in fifth wheels for the running gear of vehicles, and it consists in the special construction thereof, as will be fully described hereinafter and particularly referred to in the claims.

The object of my invention is to produce fifth wheels for the running gear of vehicles, which is so constructed that they lower the body thereof considerably which makes the vehicle safer; does away with the necessity of the ordinary fifth wheel; allows a transverse rock of the body; does away with the old wooden head block that raises the body and makes the vehicle liable to tilt; and by these advantages the invention is much simpler, and considerably cheaper to manufacture, and owing to its simplicity is more durable.

In the accompanying drawings:—Figure 1 is a perspective view of the front axle of a vehicle with my invention applied thereto. Fig. 2 is an enlarged perspective view of the upper portion of the fifth wheel. Fig. 3 is a similar view of the lower portion of the fifth wheel.

A indicates the front axle of a vehicle, and B the reach thereof.

My invention consists of the upper and lower castings C, and D, each one of which is provided with the longitudinal flanges E, which form a longitudinal recess F, as illustrated. The casting D is placed upon the axle with the flanges thereof embracing the sides of the axle, and the flanges of the said lower casting D are provided with grooves G, and these grooves continue on across the upper face thereof. Placed within these grooves are the clips or bands H, which embrace the casting and the axle, and secures the casting firmly to the axle as will be understood. The upper casting C, has the spring I placed between its

flanges, and the flanges of this casting are also provided with grooves J, which grooves extend over the lower surface of the said casting, and placed within these grooves are the bands or clips K, which embrace the casting and the spring, thus securely holding the spring in place. Made in the under side of the upper casting is a transverse groove L which receives the front end of the reach, and made through the flanges of this casting near its ends are the horizontal openings M, which receive the forward ends of the braces N, that have their opposite ends connected with the reach. Made vertically through the center of the front flanges of the two castings C and D, are the openings P, through which the king bolt Q passes, and by means of which the upper and lower castings are pivoted together, and the axle allowed to turn under the vehicle body. A bar R extends from the under side of the reach forward, and has the king bolt passed through the front end thereof. Owing to this construction there are no holes made in the axle for the king bolt, or for other portions of the head block, which very materially strengthens the axle, and avoids the breaking thereof because of the opening, as is so frequently the case. The underside of each of the castings is made slightly rounding as shown, so that the two are allowed a slight rocking motion independent of the other, so that the axle can rock longitudinally, without affecting the body.

By means of the above described invention, I am enabled to produce a fifth wheel which is very simple in construction, cheap to manufacture, and which will enable the body to be considerably lowered, and the ordinary fifth wheel head block done away with.

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

1. A fifth wheel comprising two castings, each provided with longitudinal flanges at each edge, and placed with their faces together, and each provided with a vertical central opening one registering with the other, the said openings made in the front flange to receive the king bolt, combined with the axle, the spring, the reach, and braces securing the reach to the upper casting, and to the lower end of the king bolt, substantially as specified.

2. A fifth wheel composed of a casting having longitudinal flanges at opposite edges, grooves in the outer sides of the flanges and in the face to receive clamping bands, and a vertical king bolt opening in the center of the front flange, substantially as described.

3. A fifth wheel casting having longitudinal flanges at opposite edges, grooves in the outer sides of the flanges and in the face to receive clamping bands, a central transverse groove in the face to receive the front end of the reach, and a central vertical opening in the front flange, substantially as set forth.

4. A fifth wheel casting having longitudinal flanges at opposite sides thereof, grooves in

the outer sides of the flanges and in its face to receive clamping bands, a central transverse groove in its face to receive the front end of the reach, horizontal openings in its ends to receive the forward ends of reach stays, and a central vertical opening in the front flange for the king bolt, substantially as specified.

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

D. A. PLECKER.

Witnesses:

J. S. MESSERLEY,
S. L. SLUSSER.