

# JAMES P. SMITH. Improvement in Fifth-Wheels for Vehicles.

No. 115,122.

Patented May 23, 1871.

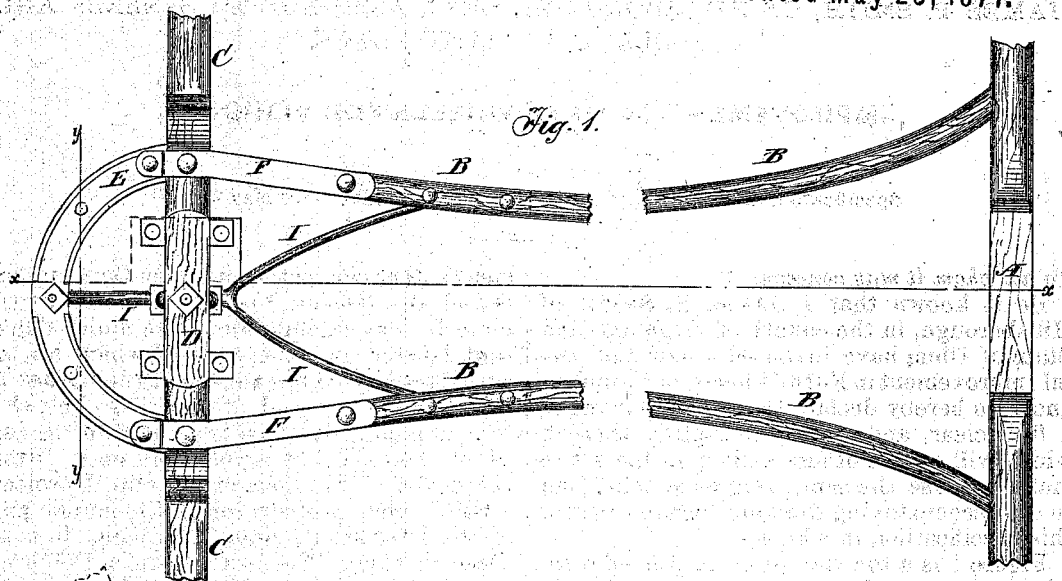


Fig. 1.

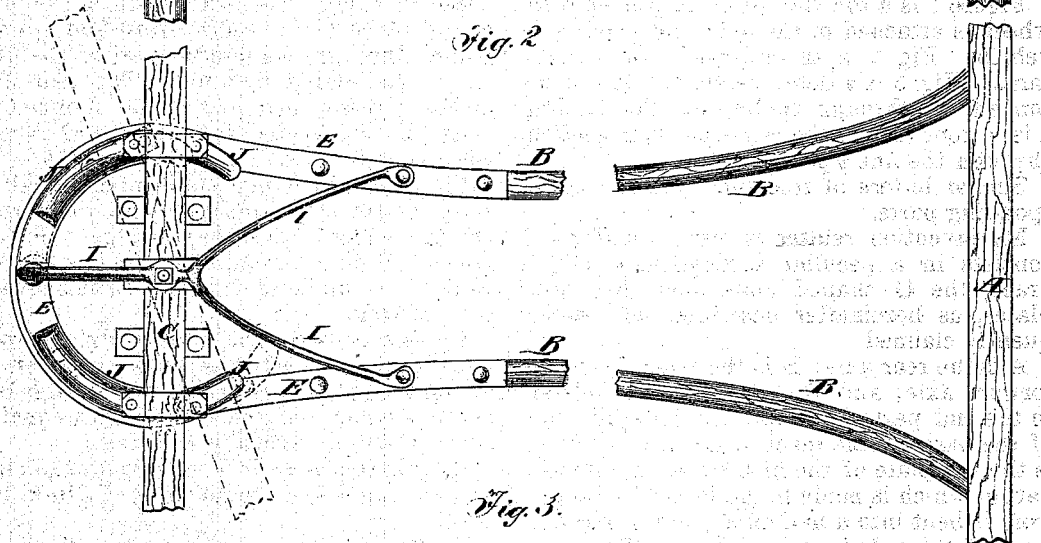


Fig. 2.

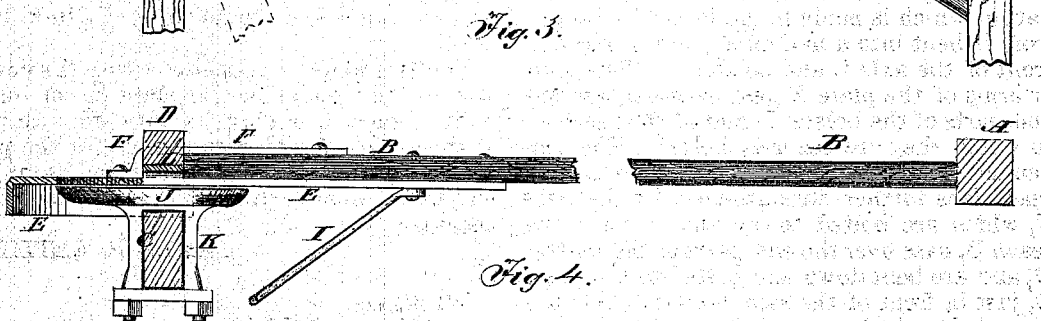


Fig. 3.

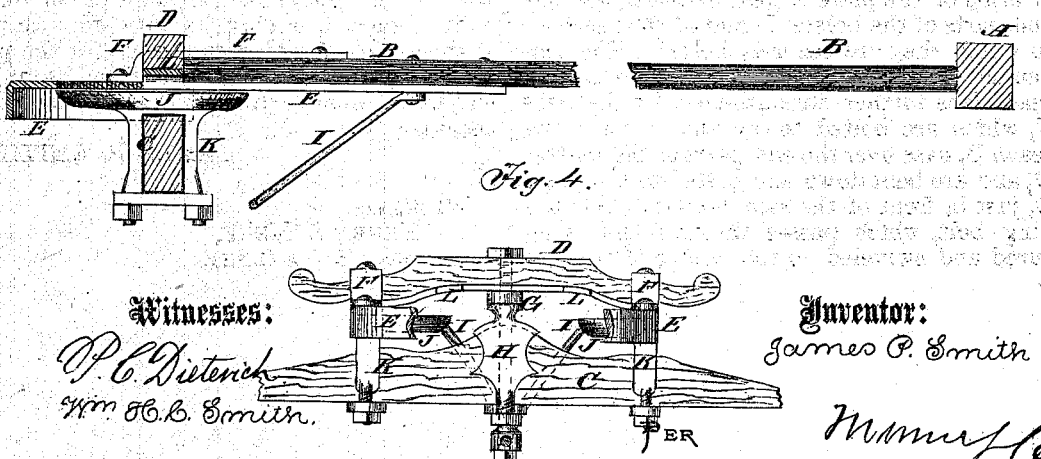


Fig. 4.

Witnesses:

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# UNITED STATES PATENT OFFICE.

JAMES P. SMITH, OF HILLSBOROUGH, OHIO, ASSIGNOR TO HIMSELF AND  
J. S. BLACK, OF SAME PLACE.

## IMPROVEMENT IN FIFTH-WHEELS FOR VEHICLES.

Specification forming part of Letters Patent No. 115,122, dated May 23, 1871.

*To all whom it may concern:*

Be it known that I, JAMES P. SMITH, of Hillsborough, in the county of Highland and State of Ohio, have invented a new and useful Improvement in Fifth-Wheels for Vehicles; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawing forming part of this specification, in which—

Figure 1 is a top view of my improved fifth-wheel as attached to the axle and reach of a vehicle. Fig. 2 is an under-side view of the same. Fig. 3 is a detail sectional view of the same taken through the line *x x*, Fig. 1. Fig. 4 is a front view of the same, partly in section, through the line *y y* of Fig. 1.

Similar letters of reference indicate corresponding parts.

My invention relates to fifth-wheels, and consists in a peculiar arrangement of the brace, the U-shaped plate, and the under plates, as hereinafter described and subsequently claimed.

A is the rear axle; B is the reach; C is the forward axle; and D is the forward bolster, to the end parts of which the forward ends of the parts of the reach B are attached. E is the top plate of the fifth-wheel, the middle part of which is made in the form of an angle-iron, is bent into a half circle, and projects in front of the axle C and bolster D. The ends or arms of the plate E pass back beneath the end parts of the bolster D and of the reach B, to which they are securely bolted. The connection between the plate E, bolster D, and reach B is further strengthened by the bars F, which are bolted to the end parts of the reach B, pass over the end parts of the bolster D, and are bent down and bolted to the plate E, just in front of the said bolster. G is the king-bolt, which passes through and is secured and swiveled to the center of the bol-

ster D. The connection between the king-bolt G and the bolster D is strengthened by the plate L, that extends along the under side of said bolster, and the ends of which are secured between the plate E and the bolster D. Upon the lower end of the king-bolt G is formed a clip, H, which is secured to the center of the axle C by a yoke and nuts. From the center of the yoke of the clip H projects a bolt, which passes through the middle part of the three-armed brace I, to which it is secured by a nut. The forward arm of the three-armed brace I is curved forward and upward, passes through the middle part of the plate E, and is secured by a nut. The rear arms of the three-armed brace I are inclined upward, and are bolted to the forward parts of the reach B. J are the lower plates of the fifth-wheel, which may be a quarter, half, or three-quarter circle, and upon which are formed clips K, which are secured to the axle C by yokes and nuts. The plate or plates J fit and work in the angle of the plate E, as shown in the drawing.

By this construction a neat, light, strong, and durable connection is formed between the forward axle C and the reach and bolster B D, and one which may be applied with equal facility to a light or heavy vehicle.

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

The two plates J, movable within the flange and on the circular face of plate E, combined with a brace, I, having its forward arm fast to the center of said circular face, for the purpose of preventing the axle from having a movement more extended than is absolutely necessary.

JAMES P. SMITH.

Witnesses:

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