

(No Model.)

J. HOUGH & E. SPENCER.

VEHICLE FIFTH WHEEL,

No. 304,646.

Patented Sept. 2, 1884.

Fig. 1.

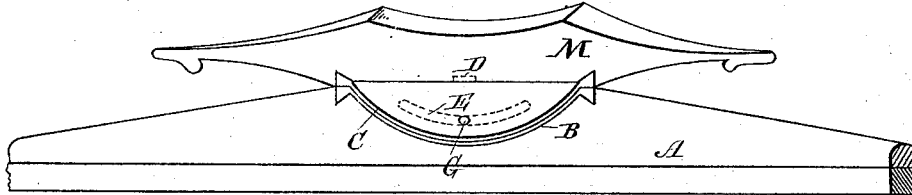


Fig. 2.

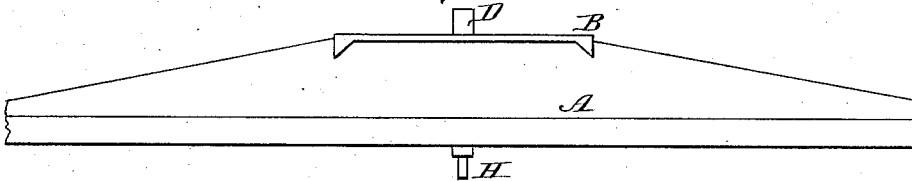


Fig. 3.

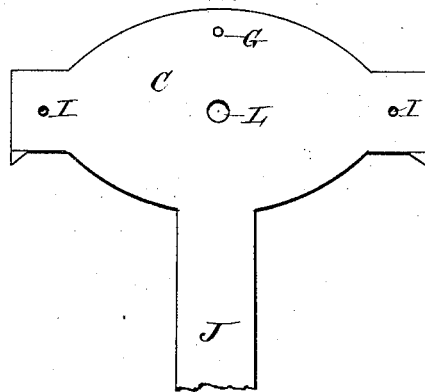
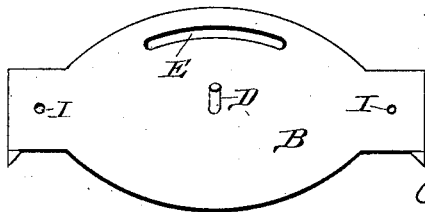


Fig. 4.



Witnesses:

J. W. Garner
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Inventors:

J. Hough and
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per James H. Vermilyea Atty

UNITED STATES PATENT OFFICE.

JACOB HOUGH AND EUGENE SPENCER, OF LANCASTER, WIS., ASSIGNORS
OF ONE-THIRD TO LEMUEL J. ARTHUR, OF SAME PLACE.

VEHICLE FIFTH-WHEEL.

SPECIFICATION forming part of Letters Patent No. 304,646, dated September 2, 1884.

Application filed August 27, 1883. (No model.)

To all whom it may concern:

Be it known that we, JACOB HOUGH and EUGENE SPENCER, citizens of the United States, residing at Lancaster, in the county of Grant and State of Wisconsin, have invented a new and useful King-Bolt, or King-Bolts, for
5 there are two king-bolts combined, which we call the "Anti-Rattling Double King-Bolt," of which the following is a specification.

10 Our invention relates to an improvement in fifth-wheels for vehicles; and it consists in the peculiar combination and construction of parts that will be more fully set forth hereinafter, and particularly pointed out in the
15 claim.

In the accompanying drawings, Figure 1 is a perspective of our invention complete. Fig. 2 is a side elevation of the axle with the base-plate attached thereto. Fig. 3 is a detailed
20 plan view of the upper plate. Fig. 4 is a detailed plan view of the lower plate.

A represents an axle of the ordinary construction, on the upper side of which, at the center, is secured the base-plate B, which is of
25 the contour nearly of a circle, and which has a stud, D, projecting upward from its center, and the side extensions, I. Drawn on a radius from the stud D is a segmental slot, E, on the front side of the base-plate. The side extensions have projecting downwardly-turned bearing-points, as shown. The stud D is preferably formed integrally with the base-plate, or may be rigidly attached thereto and form
30 the king-bolt.

35 M represents a head-block, on the under side

of which, at its center, is attached a bearing-plate, C, which is of the same size and shape as the plate B. This plate C has a central opening, L, to receive the king-bolt, and a
40 downwardly-projecting stud, G, registering with and extending into the slot E. The side extensions of this plate are provided with upwardly-projecting lugs for embracing the head-block, similar to those employed on the base-plate for embracing the axle. Extending
45 from the rear side of the plate C is a tongue, J, which is adapted to be bolted to the reach. From the under side centrally of the axle depends a pivotal bolt, H, to which the irons which extend from the under side of the front
50 end of the reach are secured.

A fifth-wheel thus constructed insures a strong connection of the parts and their ready operation, and dispenses with a king-bolt passing through the front axle, and thereby
55 weakening and wearing it away.

Having thus described our invention, we claim—

The combination of the plate B, having side extensions and bearing-lugs, stud D, and slot
60 E, with the plate C, having opening L, stud G, side extensions having bearing-lugs, and tongue J, substantially as described.

Lancaster, Wisconsin, August 21, 1883.

JACOB HOUGH.
EUGENE SPENCER.

Witnesses:

L. J. ARTHUR,
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