

(No Model.)

S. H. CAWLEY.
FIFTH WHEEL FOR VEHICLES.

No. 458,942.

Patented Sept. 1, 1891.

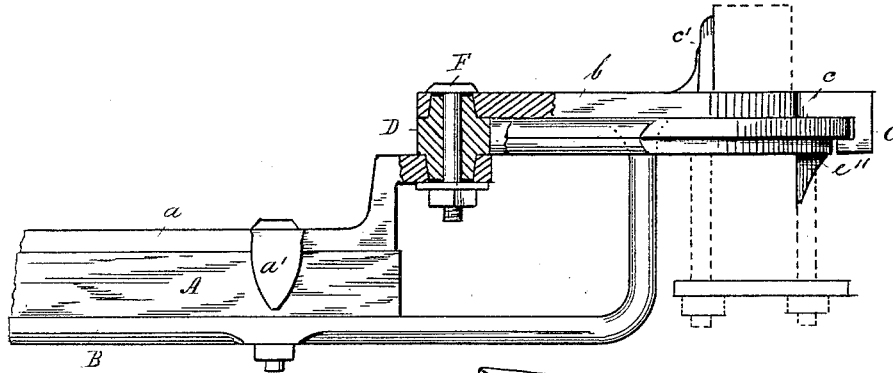


Fig. I.

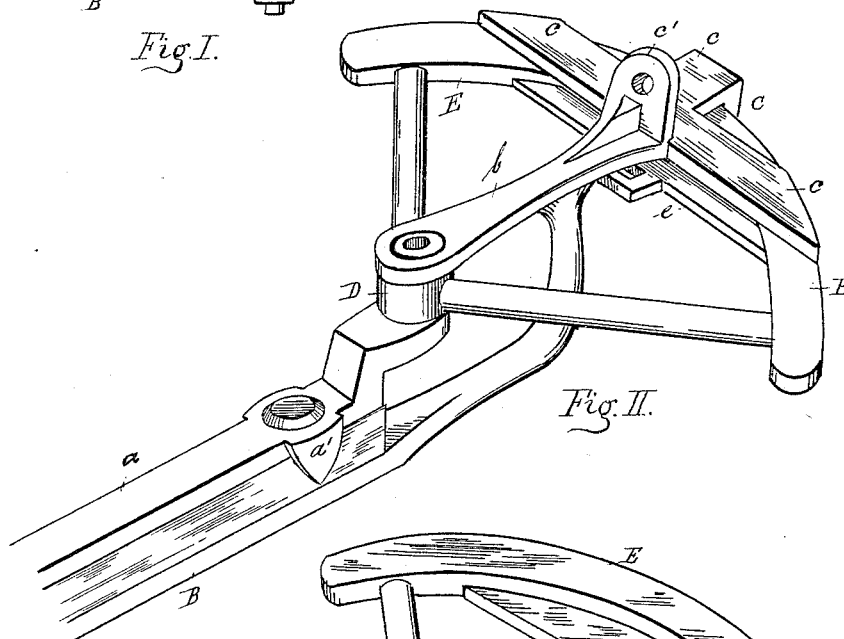
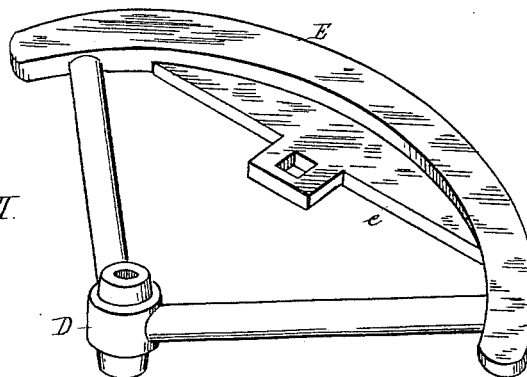


Fig. II.

Fig. III.



WITNESSES:

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SAMUEL H. CAWLEY, OF TROY, OHIO.

FIFTH-WHEEL FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 458,942, dated September 1, 1891.

Application filed February 24, 1891. Serial No. 382,553. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL H. CAWLEY, of Troy, in the county of Miami and State of Ohio, have invented a new and useful Improvement in Fifth-Wheels for Vehicles, which improvement is fully set forth in the following specification and accompanying drawings, in which—

Figure 1 is a side elevation, partly in section, of my improved fifth-wheel; Fig. 2, a perspective view of the same, and Fig. 3 a detail view of the fifth-wheel segment.

My invention relates to improvements in fifth-wheels for vehicles; and its object is to provide a simple, substantial, and durable device exempt from the admitted defects which are involved by the use of king-bolts or other similar appliances, and in which the bearings are arranged in relation to each other and to the other parts of the vehicle in such a manner that the stress is distributed and balanced so that no part is subjected to undue strain. The friction is thus reduced to a minimum and the running-gear rendered more durable and less liable to wear or clatter.

Referring to the accompanying drawings, A designates a reach or coupling-pole. The upper strap *a* has dependent lugs *a'*, which clamp the reach and strengthen the connection therewith. The lower strap B extends horizontally forward to allow sufficient lateral play to the fifth-wheel, and then rises and forms a junction with its integral limb *b*, having on its front end a hooked jaw C, which engages a rabbet on the periphery of the wheel, a transverse plate *c*, to which the head-block is secured, a bracket *c'* to provide a lateral support for the head-block, and a rear extension having an aperture, which en-

gages the pivot D on the wheel E. The wheel is provided with a segmental plate *e*, to the under side of which the axle is attached by suitable clips. It also has a dependent bracket *e''*, which engages the front of the axle and relieves the strain on the clip-bolts. The pivot is integral with the wheel, and its upper and lower ends are slightly tapered to compensate for wear. It is also bored longitudinally through its center for a bolt F.

It will be observed that the ends of the pivot are shortened to prevent contact with the head of the bolt or the nut which secures it. It necessarily follows that the nut is not exposed to the rotary movement of the fifth-wheel and cannot become loose or disengaged. It will also be seen that the reach-irons and their adjuncts are practically integral, and the several advantages thus obtained will be readily understood.

What I claim as new is—

In a fifth-wheel for vehicles, the combination, with the axle and the body of the vehicle, of the reach-irons A and B, the latter having a vertical limb joined to the integral horizontal arm *b*, which comprises a hooked jaw C, the transverse block-plate *c*, the bracket *c'*, the rearward extension adapted to engage the hollow pivot D, and the movable wheel-segment E, having a bracket *e''*, substantially as herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 11th day of February, 1891, in the presence of witnesses.

SAMUEL H. CAWLEY.

Witnesses:

H. M. STEPHEN,
JAMES H. MEANS.