(No Model.)

W. E. ROTHWELL.

FIFTH WHEEL.

No. 383,323. Patented May 22, 1888.

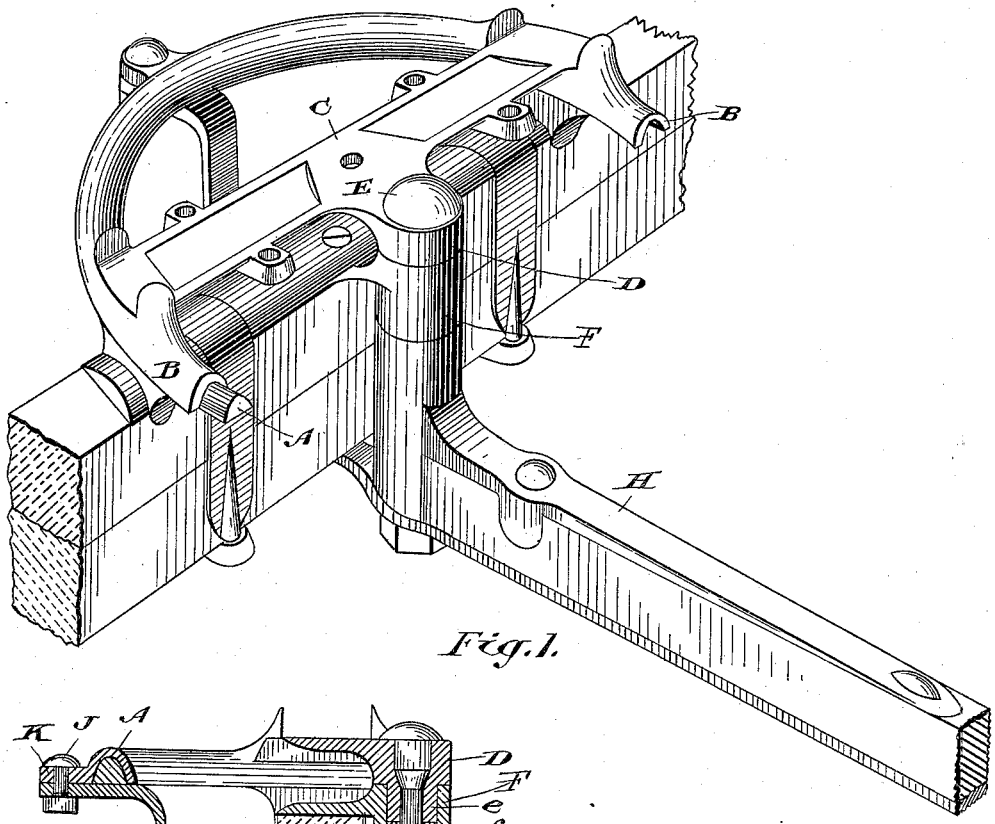

Fig. 1.

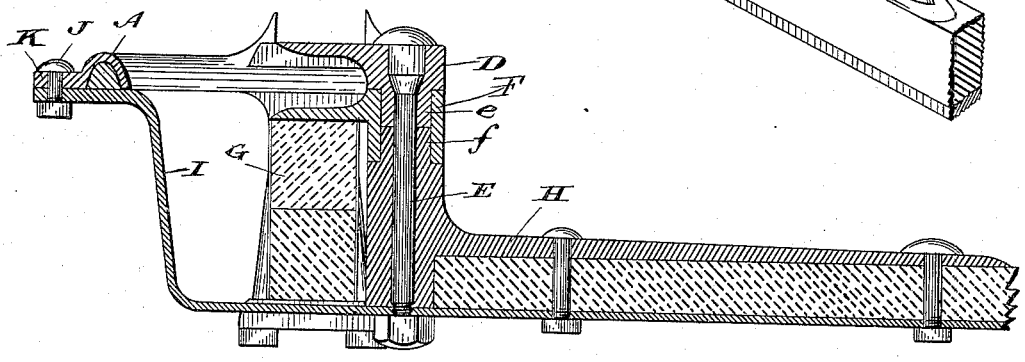

Fig. 2.

Witnesses.
F. B. Fetherstonhaugh.
J. Edw. Maybee

Inventor:
W. E. Rothwell
by Donald C. Ridout & Co
Attys

UNITED STATES PATENT OFFICE.

WILLIAM E. ROTHWELL, OF GALT, ONTARIO, CANADA, ASSIGNOR TO WARNOCK & CO., OF SAME PLACE.

FIFTH-WHEEL.

SPECIFICATION forming part of Letters Patent No. 383,323, dated May 22, 1888.

Application filed February 9, 1888. Serial No. 263,493. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM EDWARD ROTHWELL, of the town of Galt, in the county of Waterloo, in the Province of Ontario, Canada, master blacksmith, have invented a certain new and useful Improvement in Fifth-Wheels, of which the following is a specification.

This invention relates to certain new and useful improvements in fifth-wheels; and the novelty consists in the peculiar combination, arrangement, and adaptation of parts, all as more fully hereinafter described and claimed.

Figure 1 is a perspective view of my improved fifth-wheel. Fig. 2 is a longitudinal section of same.

In both figures it will be noticed that the bottom half, A, of the rim of the fifth-wheel is made substantially V-shaped, and is designed to fit into a correspondingly-shaped concave made in the top half, B, of the fifth-wheel. By thus forming a joint between the two halves of the rim of the fifth-wheel a large bearing-surface is secured without increasing the width of the rim, and it, moreover, forms a joint between the two halves, which, while permitting a free circular movement, effectually prevents either half of the rim spreading.

Of course I do not wish to confine myself to the exact V shape shown, as it will be understood that this shape might be varied without affecting the accomplishment of the objects I have named. The cross bar forming the head-block bearing C has a lug, D, projecting from it, through which the king-bolt E passes.

A hub, *e*, (see Fig. 2,) is made on the bottom of the lug D, and is designed to fit into a hole made to fit it in the lug F, which projects from the cross-bar or axle-bearing G. A corresponding hub, *f*, (see Fig. 2,) is made on the reach-bracket H, and fits into the hole, before referred to, in the lug F. These hubs *e* and *f* will therefore receive the entire strain of the connection between the reach and the axle. All that the king-bolt E is called upon to do is to hold the parts together, all lateral strain upon the bolt being borne by the hubs *e* and *f*, which fit the hole made in the lug F. It will be noticed that the reach-iron I is bent so as to extend below the bottom half, A, of the fifth-wheel rim, and that it is bolted to the top half, B, of the fifth-wheel rim by a bolt, J, passing through a lug, K, formed on the outside of the top half, B, of the fifth-wheel rim.

What I claim as my invention is—

A fifth-wheel having a lug, D, extending from its head-block bearing C, said lug having a hole to receive the king-bolt E, and a hub, *e*, surrounding the said hole and designed to fit into a hole made in the lug F, which extends from the axle-bearing G, in combination with a reach-bracket, H, having a hole in it to receive the king-bolt E, and a hub, *f*, to fit into a hole made in the lug F, substantially as and for the purpose specified.

Galt, January 20, 1888.

W. E. ROTHWELL.

In presence of—
A. WARNOCK,
JAMES E. KERR.