R. W. McCLELLAND.

Fifth-Wheel for Carriages.

No. 161,348. Patented March 30, 1875.

Fig. 1.

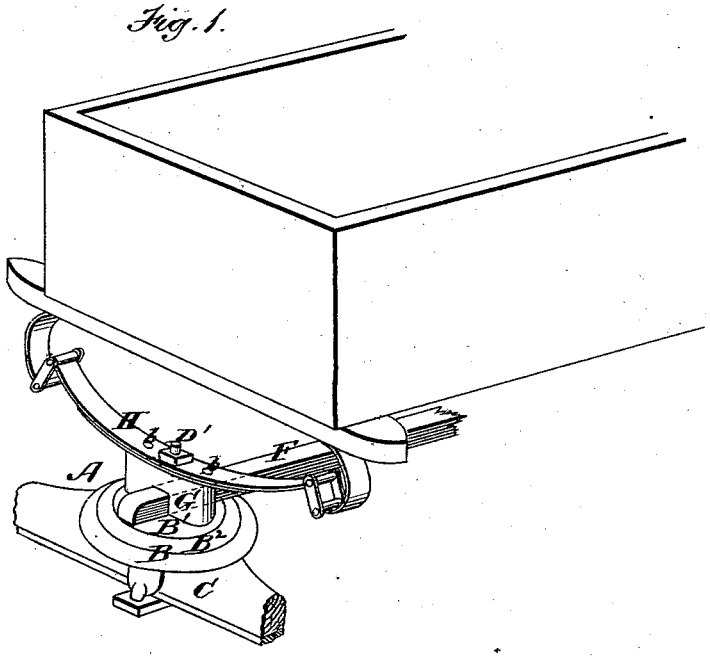
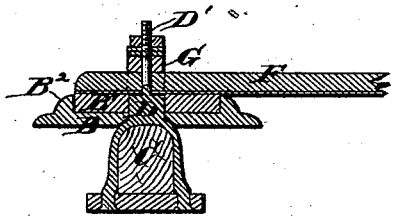


Fig. 2.



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UNITED STATES PATENT OFFICE.

ROBERT W. McCLELLAND, OF CERRO GORDO, ILLINOIS.

IMPROVEMENT IN FIFTH-WHEELS FOR CARRIAGES.

Specification forming part of Letters Patent No. **161,348**, dated March 30, 1875; application filed October 30, 1874.

To all whom it may concern:

Be it known that I, ROBERT W. McCLELLAND, of Cerro Gordo, in the county of Piatt and State of Illinois, have invented certain new and useful Improvements in a Fifth-Wheel; and I do hereby declare the following to be a full and exact description of the same, reference being had to the accompanying drawings forming part of this specification, in which—

Figure 1 is a perspective view, showing my improved fifth-wheel; and Fig. 2 a transverse section of the same.

Similar letters of reference in the accompanying drawings denote the same parts.

My invention has for its object to improve the construction of fifth-wheels in respect to strength and durability. To this end my invention consists in the peculiar construction, which I will now proceed to describe.

In the drawings, A represents the fifth-wheel, composed of two circular plates, B B^1, the lower plate being of greater diameter than the upper, as shown. The lower plate B is securely attached to the axle C, and has an orifice in its center, through which projects a circular boss, D, formed on the clip king-bolt D′. The upper surface of the plate B has a circular recess formed by a raised rim, B^2, concentric with the boss D, and of sufficient diameter to receive the upper plate B^1, the latter being provided with a circular recess in its center fitting over the boss D and a vertical socket receiving the king-bolt D′. The end of the reach F is inserted in a mortise in a bench or block, G, cast upon the upper side of the plate B^1 and supporting the front spring H of the wagon, the king-bolt passing through the reach, bench, and spring, and being secured by a nut on its upper end or other suitable means, as shown in Fig. 2.

By this construction it will be seen that the top plate B^1 is securely attached to the reach, the end of the latter being fitted snugly in the recess of the bench. The diameter of the upper plate being smaller than that of the lower, it naturally follows that the lateral strain on the upper plate, when the wagon is inclined, is much less than if the plates were of equal diameters; consequently said plate is much less liable to breakage. The raised rim B^2, in connection with the boss D and king-bolt D′, holds the upper plate securely in place, while the recessed bench G affords convenient and efficient means for connecting the upper plate B^1 to the reach and spring, and enables me to dispense with the full head-block usually employed, the spring being attached to the block by bolts *b b*. The construction of the lower plate B enables me to employ a clip king-bolt in connection with a solid as well as with an open fifth-wheel.

I claim as my invention—

1. In a fifth-wheel the small upper plate B, fitting into the large recessed lower plate B^1, and carrying the reach-rod F, all combined substantially as and for the purpose specified.

2. The combination, in a fifth-wheel, of the lower plate B, having the rim B^2, the upper plate B^1, having the recessed bench G, and the clip king-bolt D′ having the boss D, all to operate substantially as described.

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