

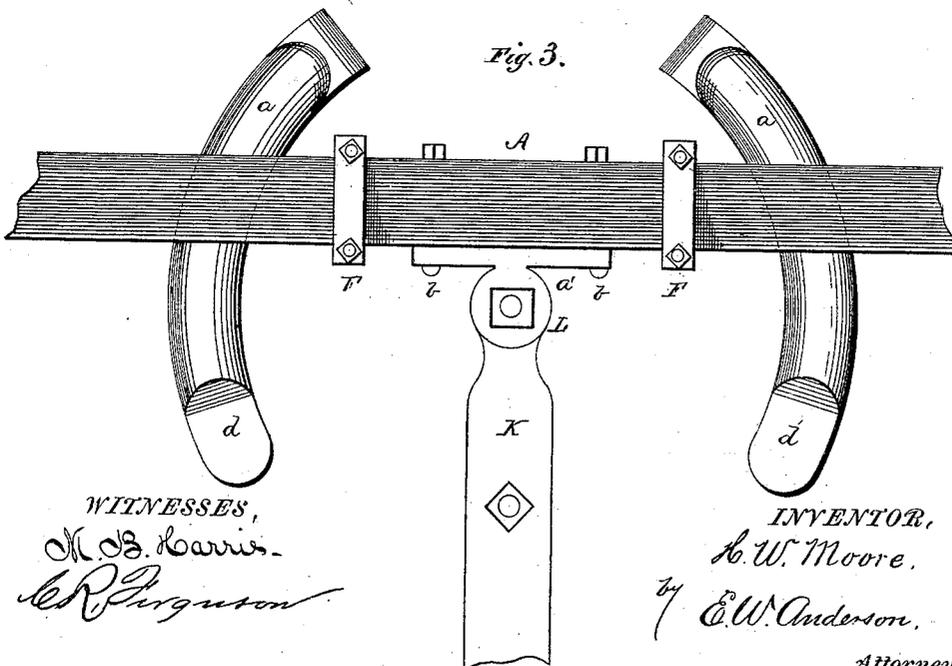
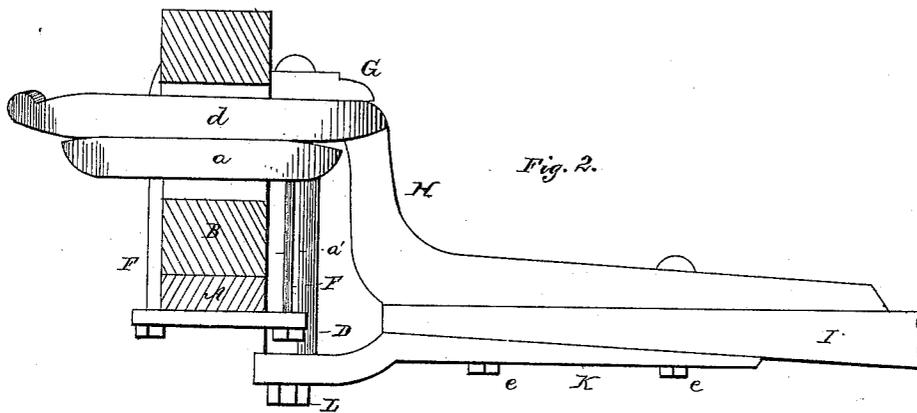
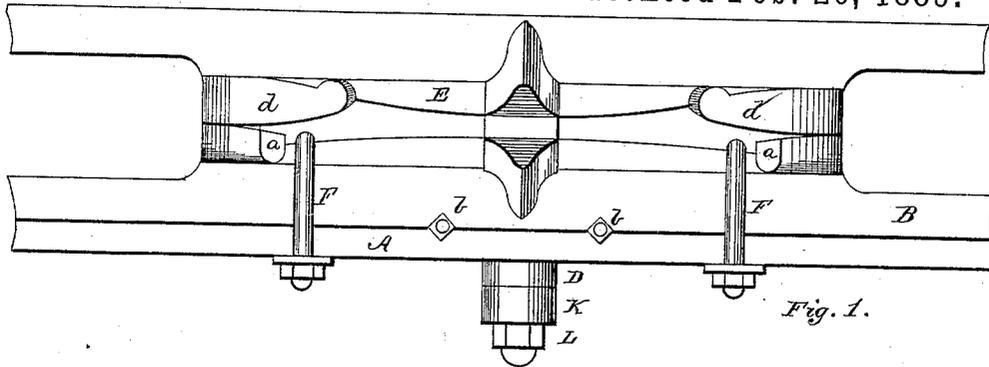
(No Model.)

2 Sheets—Sheet 1.

H. W. MOORE.  
VEHICLE FIFTH WHEEL.

No. 398,434.

Patented Feb. 26, 1889.



WITNESSES,  
M. S. Harris.  
J. R. Ferguson

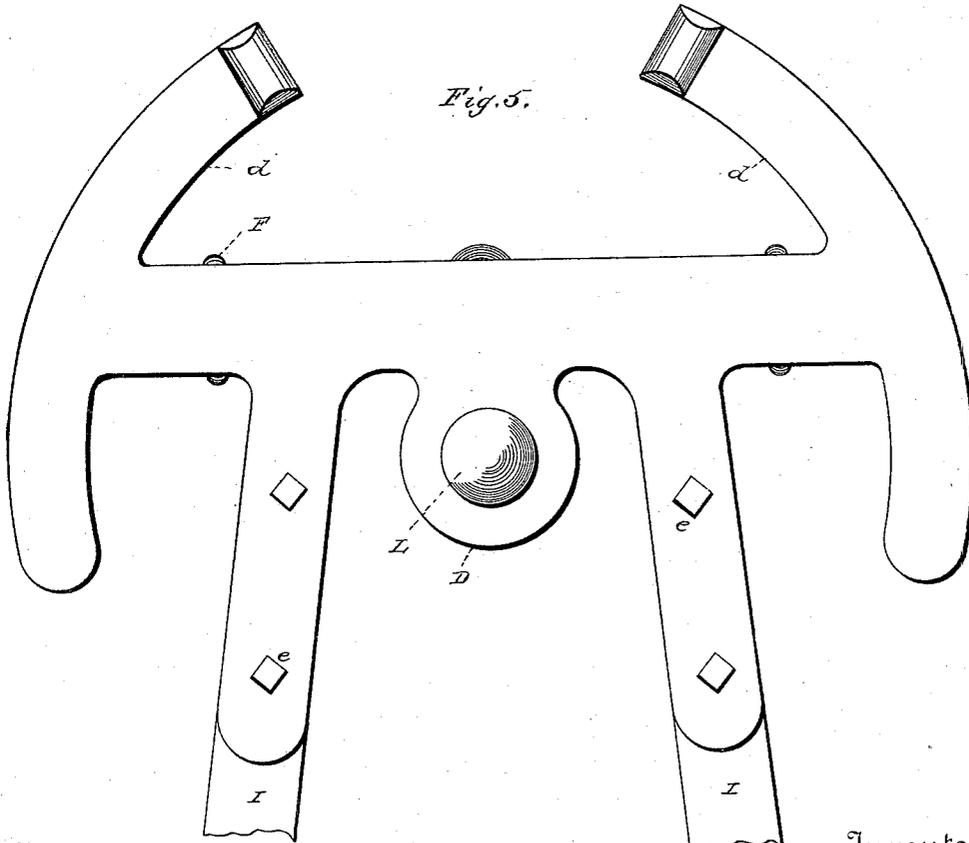
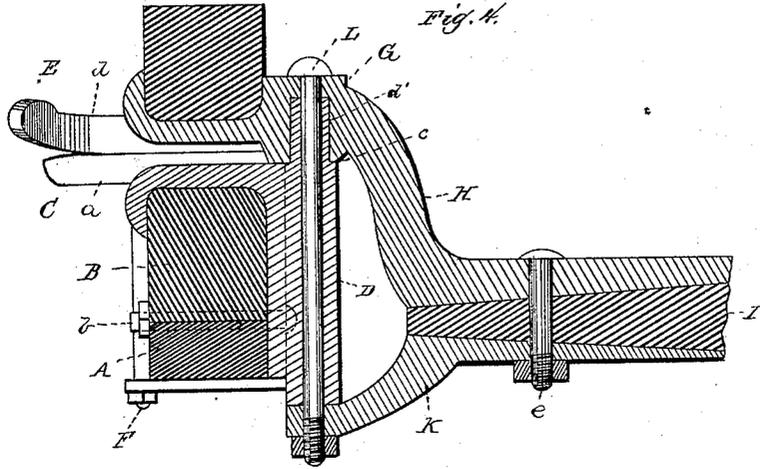
INVENTOR,  
H. W. Moore.  
by E. W. Anderson,  
Attorney.

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A. R. Ferguson.

Inventor,

Hollis W. Moore,

By his Attorney E. W. Anderson.

# UNITED STATES PATENT OFFICE.

HOLLIS W. MOORE, OF OLEAN, NEW YORK.

## VEHICLE FIFTH-WHEEL.

SPECIFICATION forming part of Letters Patent No. 398,434, dated February 26, 1889.

Application filed February 13, 1888. Serial No. 263,916. (No model.)

*To all whom it may concern:*

Be it known that I, HOLLIS W. MOORE, a citizen of the United States, residing at Olean, in the county of Cattaraugus and State of New York, have invented certain new and useful Improvements in Vehicle-Gearing; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a representation of a front view of my improved fifth-wheel. Fig. 2 is a side view of same. Fig. 3 is a bottom view. Fig. 4 is a vertical longitudinal section, on line *x x*, Fig. 1; Fig. 5, a plan view of modified form.

The invention relates to improvements in vehicle-gearing, the object being to simplify the fifth-wheel and so attach it as to avoid making a king-bolt opening in the axle; and the invention consists in the construction and novel combination of parts, as hereinafter set forth.

Referring to the drawings, A designates the iron portion, and B is the wooden portion of an axle. C is the main branch of the lower section of the fifth-wheel, provided at its outer ends with the segmental bearing-plates *a*, and centrally provided with the plate *a'*, depending from its rear edge. The branch C normally rests upon the upper surface of the wooden portion B of the axle, and the plate *a'* is brought against the rear surface of the wood and iron portion, where it is securely fastened by the bolts *b*, passing through transverse openings in the wooden portion near its junction with the iron portion, and through the openings provided in the plate. The object in placing the bolt-openings through the wood near its junction with the iron is to allow the head of the bolts to bear partly upon the iron, as shown, to prevent displacement. A vertically-bored sleeve, D, is made integral with the plate *a'* on its rear face, through which the king-bolt passes and engages the parts hereinafter described. The upper end of the sleeve D has an annular bearing-shoulder, *c*, on a plane with the top of the branch

C. Clips F are provided, as shown, to form a more rigid connection of the parts embraced by them.

E is the main branch of the upper section of the wheel, having the segmental plates *d* at its ends bearing and turning upon the plates *a*.

G is a vertically-bored lug on the rear of the branch E. The lower end of the opening in the lug is enlarged or shouldered, as at *d'*, and adapted to turn upon the shouldered portion *c* on the sleeve D. A brace-arm, H, extends downwardly and rearwardly from the lug G, and has its rearwardly-extending portion bolted to the reach I. The bolts *e* also pass through openings in the under brace-plate, K, the outer end of which is perforated and aligned with the opening in the sleeve D.

The king-bolt L passes through the openings in the lug G, the sleeve D, and the brace K. It will be observed that the king-bolt is held stationary by the lug G and the brace K, and that the long sleeve D turns upon the bolt. The long bearing of the sleeve will prolong the usefulness of the bolt.

The brace-arm H and the brace-plate K may be omitted without departing from the main features of the invention. In this event the reach plate or plates may be extended from the branch E, as shown in Fig. 5.

Having described my invention, what I claim is—

The fifth-wheel consisting of the main branch C, having the segmental plates at its ends, the integral centrally-depending plate *a'*, the screwing-bolts *b*, passing through opening in the wooden portion of the axle near its junction with the iron portion, the integral vertically-bored sleeve, having the annular bearing-shoulder on a plane with the top of the branch C, the branch E, having the segmental plates at its ends, and the vertically-bored lug enlarged at its lower end, and the brace-arm, in combination with the reach, the axle, and the brace K, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

HOLLIS W. MOORE.

Witnesses:

JOHN LITTLE, Jr.,  
FRED. L. EATON.