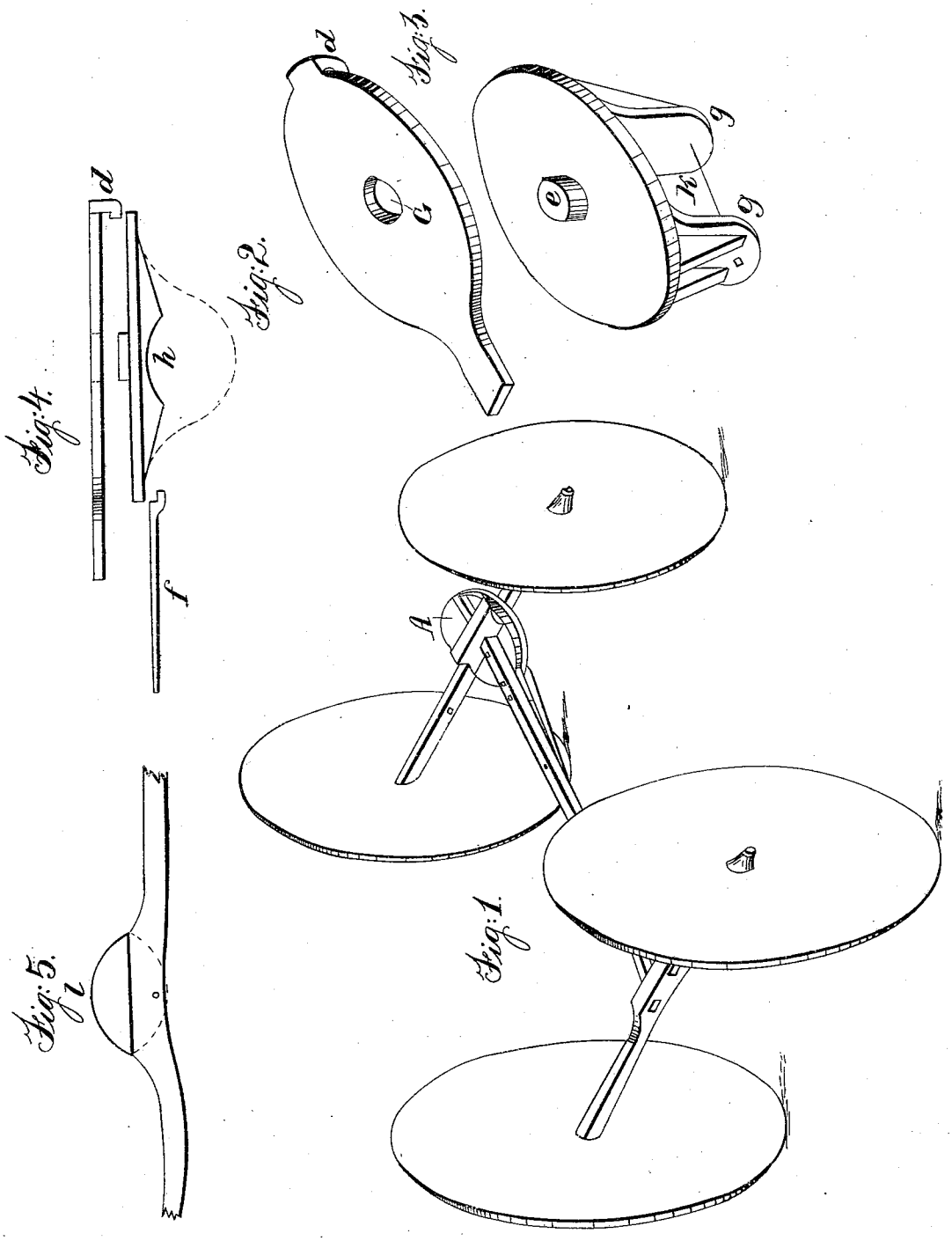
A. OSGOOD.

Fifth Wheel.

No 2,932. Patented Jan 27, 1843.



N. PETERS, PHOTO-LITHOGRAPHER, WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

ALFRED OSGOOD, OF CHARLESTOWN, OHIO.

MODE OF COUPLING FOUR-WHEELED CARRIAGES.

Specification of Letters Patent No. 2,932, dated January 27, 1843.

To all whom it may concern:

Be it known that I, ALFRED OSGOOD, of Charlestown, in the county of Portage and State of Ohio, have invented a new and Improved Mode of Coupling for Four-Wheeled Carriages, Wagons, or Vehicles; and I do hereby declare that the following is a full and exact description.

The nature of my invention consists in providing the forward axletree of a carriage, wagon, or vehicle with a double rotary coupling joint, as represented in Figure 1, letter A, the design of which is to give safety, freedom, and ease to the horizontal and vertical motion of the forward axletree of such vehicle.

To enable others skilled in the art, to make and use my invention, I will proceed to describe its construction and operation.

I construct my carriages or wagons in any of the known forms and provide two circular plates of iron, or other suitable material, (see Figs. 2 and 3). One of which (Fig. 2) is fastened to the lower side of the reach and head block of the carriage or wagon. In the center of this upper plate, is a hole (Fig. 2 letter *c*) of sufficient size to admit a gudgeon (Fig. 3, letter *e*) which projects from the center of the lower plate, and is of sufficient size and strength to hold the whole draft of the vehicle. The two plates are confined together by two hooks, one of which projects downward from the forward edge of the upper plate (Figs. 2 and 4, letter *d*) and shutting over the edge of the lower plate. The other hook (Fig. 4, letter *f*) is fastened to the reach and shuts over the hinder edge of the lower plate, thus confining them close together, and yet permitting them to play easily upon each other, on the central gudgeon projecting from the upper surface of the lower plate, thus securing to the forward axletree, an easy horizontal motion. The lower plate rests upon the forward axletree of the carriage, and is kept in its proper position by flanges or wings, projecting downward from the lower surface of the lower plate, and of sufficient distance apart, to admit the axletree between them, as shown in Fig. 3, letters *g*, *g*. The lower surface of the plate between the wings or flanges is hollowed out and forms a part of a circle (Fig. 4, letter *h*) and rests upon a piece of metal which is bolted to the axletree (Fig. 5, letter *i*) the upper surface of which is cylindrical and fits the hollow surface in the lower plate. A pin or bolt (Fig. 3, letter *k*) passes through the wings and axletree, at a point which will describe the circle in the lower plate, and in this manner secure the joints from rising up. By this operation the axletree has a free vertical motion.

What I claim as my invention and desire to secure by Letters Patent, is

Attaching the axle-tree to the lower rotating plate by a joint pin in the manner described, so that the front axle-tree can swivel horizontally and vertically, independent of the back axletree.

ALFRED OSGOOD.

Witnesses:

ENOCH JOHNSON,

CHARLES L. CARTER.