(No Model.)

R. D. & J. B. MORGAN.

FIFTH WHEEL.

No. 376,779. Patented Jan. 24, 1888.

Fig. 1.

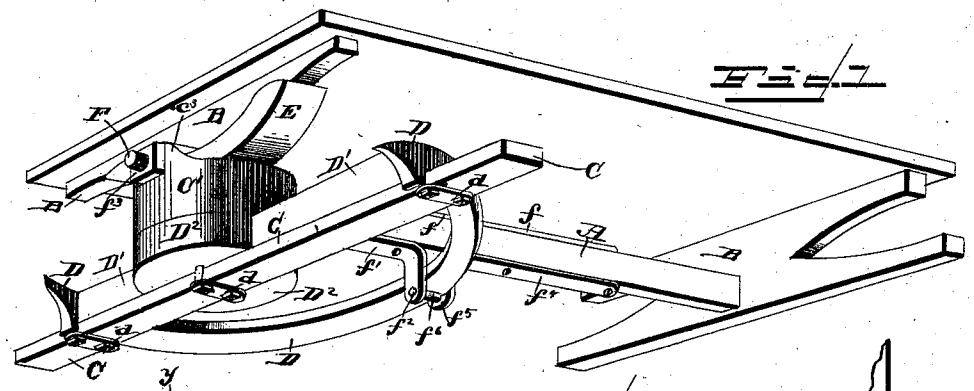


Fig. 2.

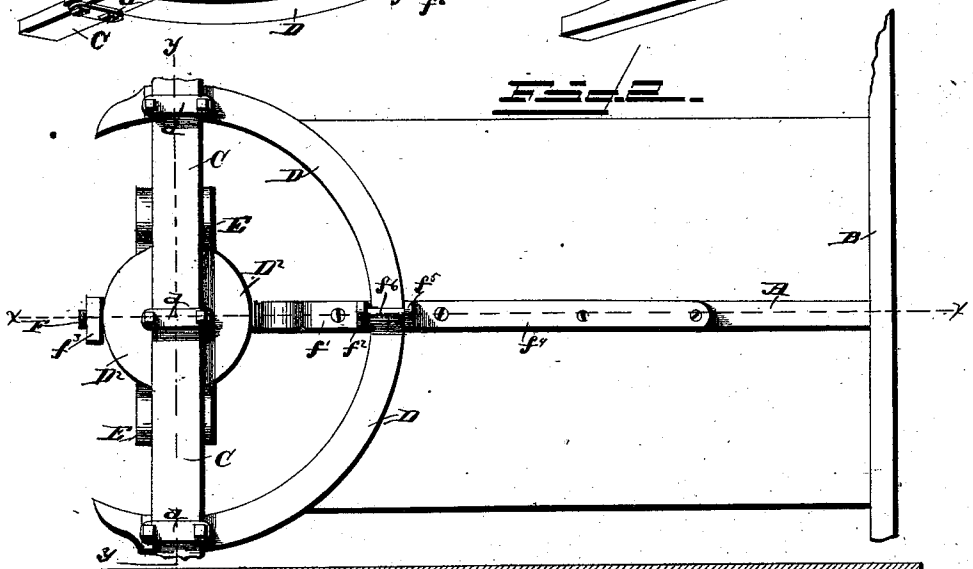


Fig. 3.

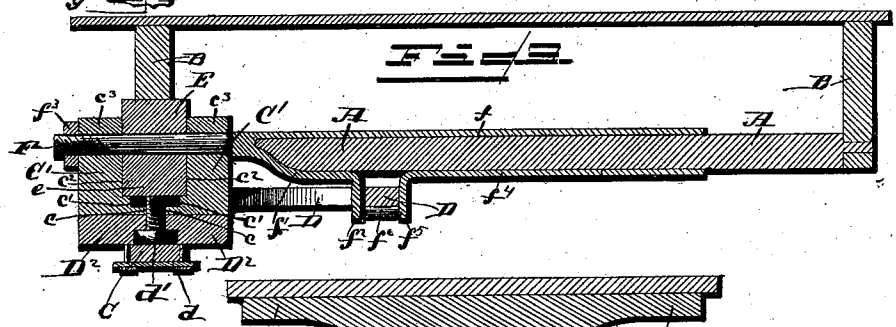
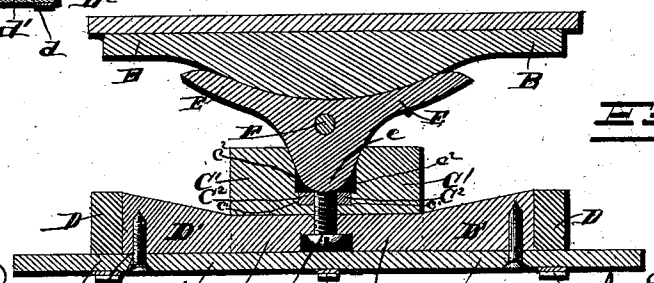


Fig. 4.



Witnesses

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UNITED STATES PATENT OFFICE.

ROBERT D. MORGAN AND JOSEPH B. MORGAN, OF MACON CITY, MISSOURI.

FIFTH-WHEEL.

SPECIFICATION forming part of Letters Patent No. 376,779, dated January 24, 1888.

Application filed September 22, 1887. Serial No. 250,425. (No model.)

To all whom it may concern:

Be it known that we, ROBERT D. MORGAN and JOSEPH B. MORGAN, citizens of the United States, residing at Macon City, in the county of Macon and State of Missouri, have invented a new and useful Improvement in Fifth-Wheels, of which the following is a specification.

Our invention relates to an improvement in fifth-wheels; and it consists in the construction and arrangement of the parts thereof, which will be more fully hereinafter described, and pointed out in the claims.

In the accompanying drawings, wherein like letters of reference indicate similar parts in the several views, Figure 1 is a perspective view of an improved form of fifth-wheel. Fig. 2 is a bottom plan view thereof. Fig. 3 is a longitudinal vertical section on the line *x x* of Fig. 2. Fig. 4 is a transverse vertical section on the line *y y* of Fig. 2.

A indicates the reach-bar, B B the bolsters, and C the axle-beam. Immediately above the axle-beam C, and secured thereto by suitable clip-plates, *d*, is the fifth-wheel frame, consisting of the semicircle D, the cross-beam D′, and the central disk-plate, D^2, all of which parts are integrally or otherwise formed. The central disk, D^2, has a bolt, *d′*, extending upwardly through the central portion thereof, which passes through a hole, *c*, in the top side of the disk C′. The hole *c* terminates in a square recess, *c′*, which in turn opens into a semi-cylindrical recess, c^2. A nut, C^2, is seated in the square recess *c′*, the sides of which bear against the sides of the said recess and is prevented thereby from turning. The bolt *d′* engages with nut C^2, and the disk C′ thereby united in movable connection with the disk D^2. The upper side of the disk C′ is formed with two integral apertured ears, c^3, adjacent to the semi-cylindrical recess c^2. To the front bolster of the body of the vehicle a curved plate, E, is secured, which has a central depending apertured lug, *e*. This lug *e* fits in the semi-cylindrical recess c^2 and the aperture therein aligns with the apertures in the ears c^3.

To the forward end of the reach-bar A a metallic end piece is secured, which consists, essentially, of two brace-pieces, *f f′*, the one *f* being longer than the other, and is secured to the under side of the said reach-bar. The lower brace, *f′*, is short and is provided with an upwardly-projecting apertured end, f^2. The two braces *f* and *f′* are integrally formed, and at their point of meeting a screw-threaded bolt, F, is integrally formed, which passes through the aperture in the ears c^3 and the lug *e* and unites the disks D^2 and C′ and allows them to have a slight rocking movement. The outer end of the bolt F is engaged by a nut, f^3, and the parts thus secured. The semicircle D rests in the rear of the upwardly-projecting end of the brace *f′*, and when in this position another plate, f^4, having a forward-projecting apertured end, f^5, is mounted on the reach-bar adjacent to the inner end of the brace *f′*, so as to give free movement of the semicircle D between said parts. A frictional roller, f^6, is then mounted in the projecting portions f^2 and f^5, and the circle D bears thereupon in its movement.

It will be observed that the improved form of fifth-wheel is not only strong and durable and readily applicable in connection with any form of vehicle or wagon, but at the same time allows a slight oscillating movement to be taken up by the springs and inequalities of travel provided for without injuring the fifth-wheel.

Having thus described our invention, what we claim as new is—

1. The combination of the reach A, the braces *f f′*, secured, respectively, to the upper and lower sides of the reach and uniting at their forward ends in a common bolt, F, the said brace *f′* having a depending portion, f^2, the strap f^4, secured to the under side of the reach, the friction-roller mounted between the parts f^2 f^4, the disk C′, and the semicircle D, as set forth.

2. The combination of the axle-beam C, the semicircle D, bolted thereto, the beam D′, secured to the beam C, the disk D^2, formed integrally with the beam D′, the disk C′, pivoted on the disk D^2, the plate E, the reach carrying a friction-roller which supports the semicircle, and the braces *f f′*, extending from the reach and uniting in a common bolt, F, which pivotally secures the plate E to the disk C′, substantially as specified.

In testimony that we claim the foregoing as our own we have hereto affixed our signatures in presence of two witnesses.

ROBERT D. MORGAN.
JOSEPH B. MORGAN.

Witnesses:
JNO. W. PATTON,
JOHN W. MITCHELL.