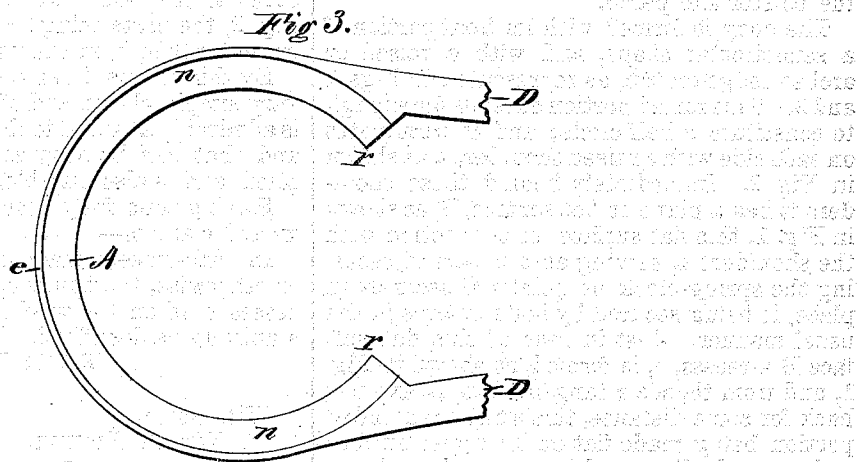
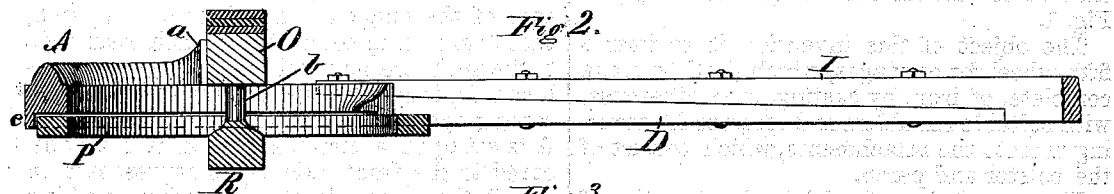
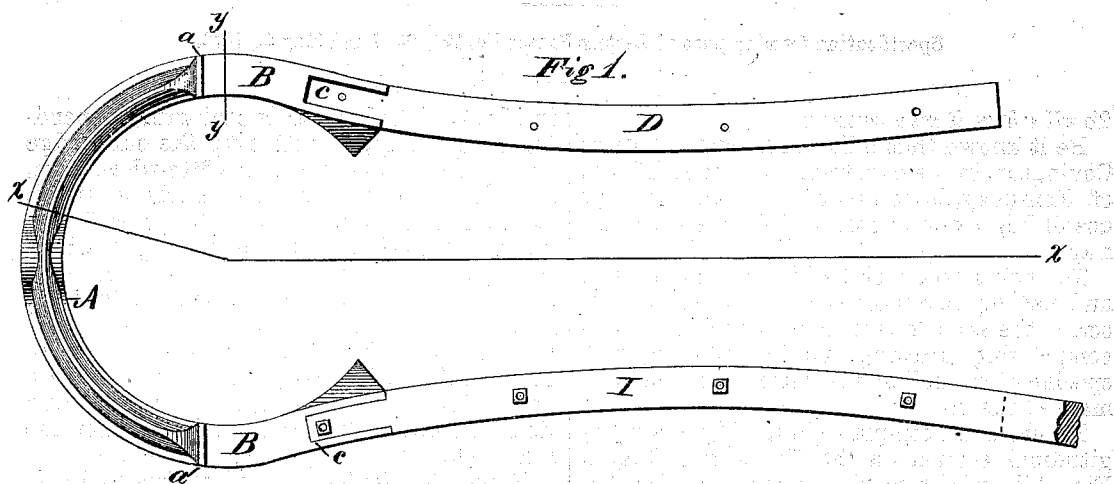


SAMUEL MORELAND.

Improvement in Fifth-Wheels for Vehicles.

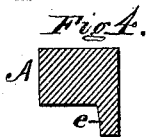
No. 127,093.

Patented May 21, 1872.



Witnesses.

Harry King.  
W. W. Dodge.



Inventor.

Samuel Moreland  
by Dodge Munn  
Atty.

# UNITED STATES PATENT OFFICE.

SAMUEL MORELAND, OF COVINGTON, KENTUCKY, ASSIGNOR TO HIMSELF,  
BERNARD HEGGE, AND THEODORE BRINKER, OF SAME PLACE.

## IMPROVEMENT IN FIFTH-WHEELS FOR VEHICLES.

Specification forming part of Letters Patent No. 127,093, dated May 21, 1872.

*To all whom it may concern:*

Be it known that I, SAMUEL MORELAND, of Covington, in the county of Kenton and State of Kentucky, have invented certain new and useful Improvements in Fifth-Wheels for Carriages.

To enable others skilled in the art to make and use my invention, I will proceed to describe the same, reference being had to the accompanying drawing making part of this specification, and to the letters of reference marked thereon.

Figure 1 is a top-plan view. Fig. 2 is a longitudinal section on the line *x x* of Fig. 1. Fig. 3 is a bottom-plan view, and Fig. 4 a transverse vertical section on the line *y y* of Fig. 1.

The object of this invention is to form a fifth-wheel for carriages, which shall be made complete, of iron, by casting it or otherwise, with suitable shoulders and recesses for securing thereto the attachments, which consist of the bolster and perch.

The body is formed with its front portion of a semicircular shape, and with a raised or arched ledge on top, as represented in Figs. 1 and 2. This raised portion extends far enough to constitute a half-circle; and it terminates on each side with a raised shoulder, *a*, as shown in Fig. 2. Immediately behind these shoulders it has a plane or flat surface, *B*, as shown in Fig. 1, this flat surface, in connection with the shoulders *a*, serving as a means of securing the spring-block or bolster *O* securely in place, it being secured by bolts or clips in the usual manner. Just in rear of this flat surface *B* a recess, *c*, is formed, as shown in Fig. 1, and from thence a tang or strap, *D*, extends back for some distance, this strap or extended portion being made flat on its upper surface and tapered off toward its rear end, as shown

in Fig. 2. The body *A* is cast with a depending flange or lip, *e*, to fit over the outer edge of the circle *P*, on which the fifth-wheel rests, and plays to and fro as the vehicle is turned, as represented in Fig. 2, this flange or lip being more clearly represented in Fig. 4, where it is shown enlarged. The under surface of the body *A*, inside of this flange *e*, is made flat, thus forming a uniform surface, *n*, to bear on the circle *P*, this bearing-surface being shown in Fig. 3, where it is shown forming about three-quarters of a circle, by extending its rear points *r* inward from the line of the straps *D*.

When the device is thus constructed it is used as follows: A wooden bar, *I*, is bolted to each of the straps or arms *D* to form a perch, these bars being connected at their rear ends to the hind axle, as usual. A bolster or spring-block, *O*, is secured upon the flat surfaces *B*, resting against the shoulders *a* when the body *A* is set upon a circle, *P*, which is firmly secured to the front axle *R*, as represented in Fig. 2, the parts being held together by a king or center bolt, *b*, in the usual manner.

By this means I am enabled to produce a very simple, cheap, and efficient article, which is admirably adapted to the wants of the trade, and that can be very easily and readily applied, and is also durable.

Having thus fully described my invention, what I claim is—

In fifth-wheels, made complete by casting or otherwise, the flange *e*, shoulders *a*, and recesses *c*, when the whole is constructed substantially as described.

SAMUEL MORELAND.

Witnesses:

WM. H. FISHER,  
WM. G. HOSEA.