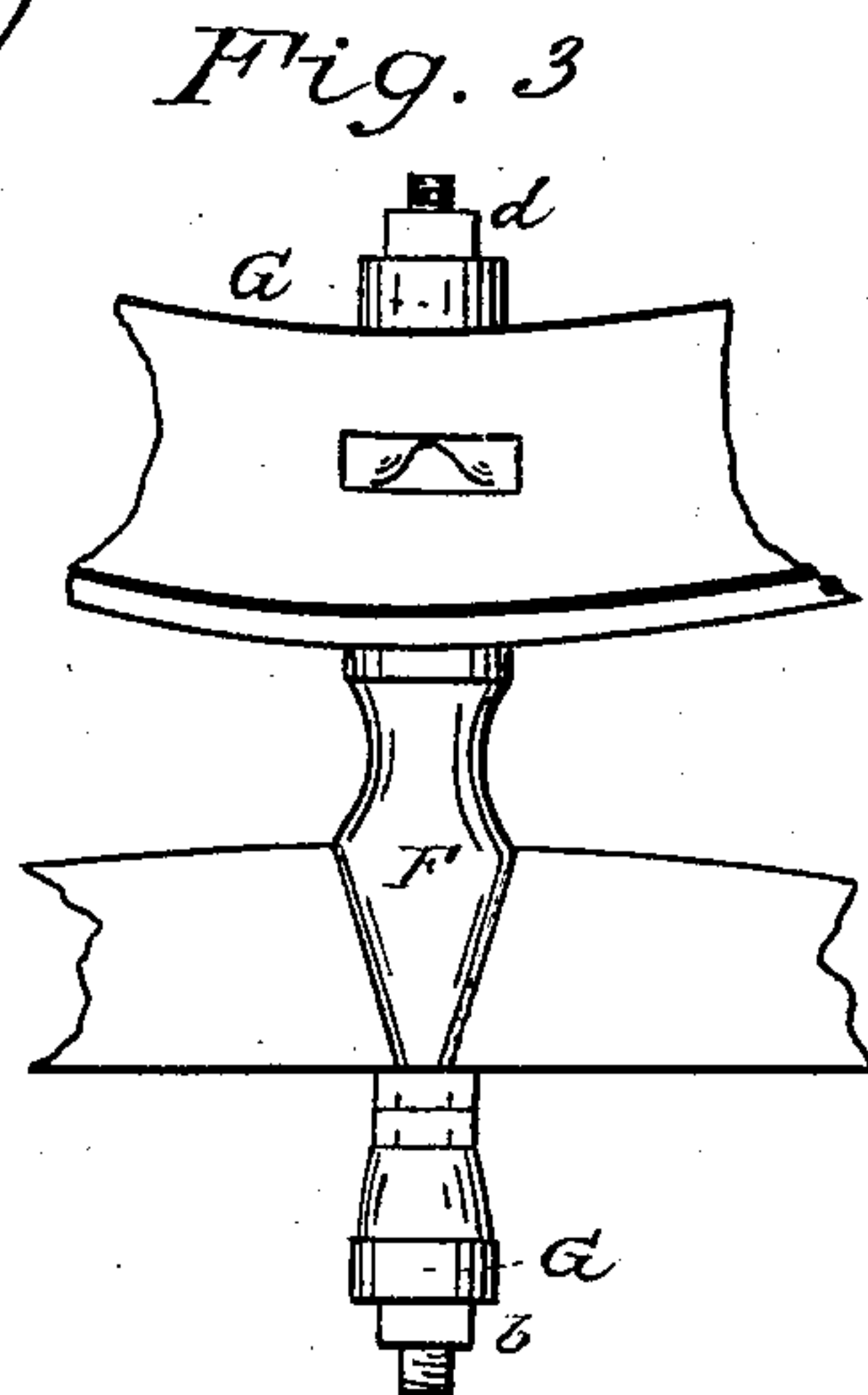
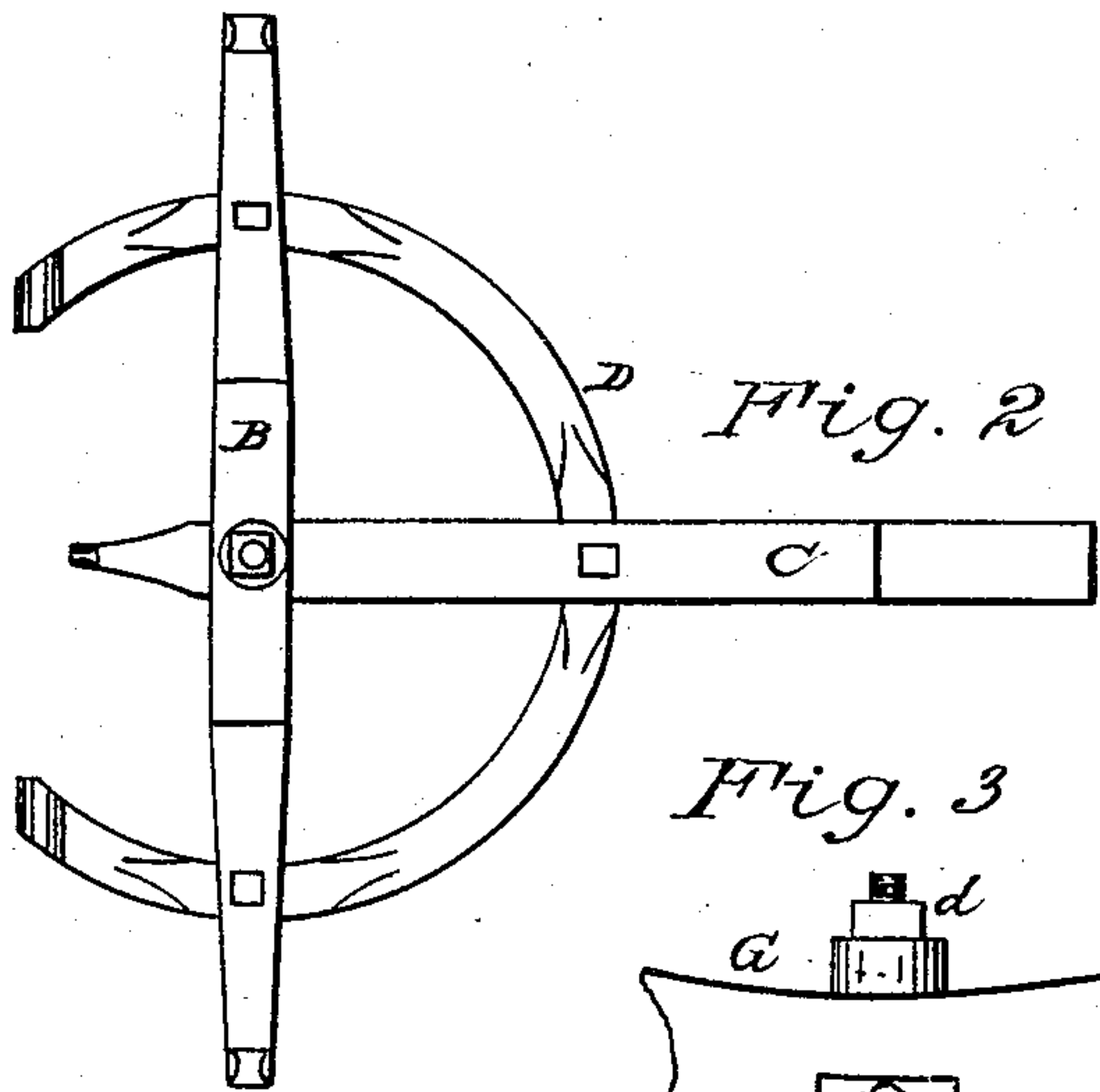
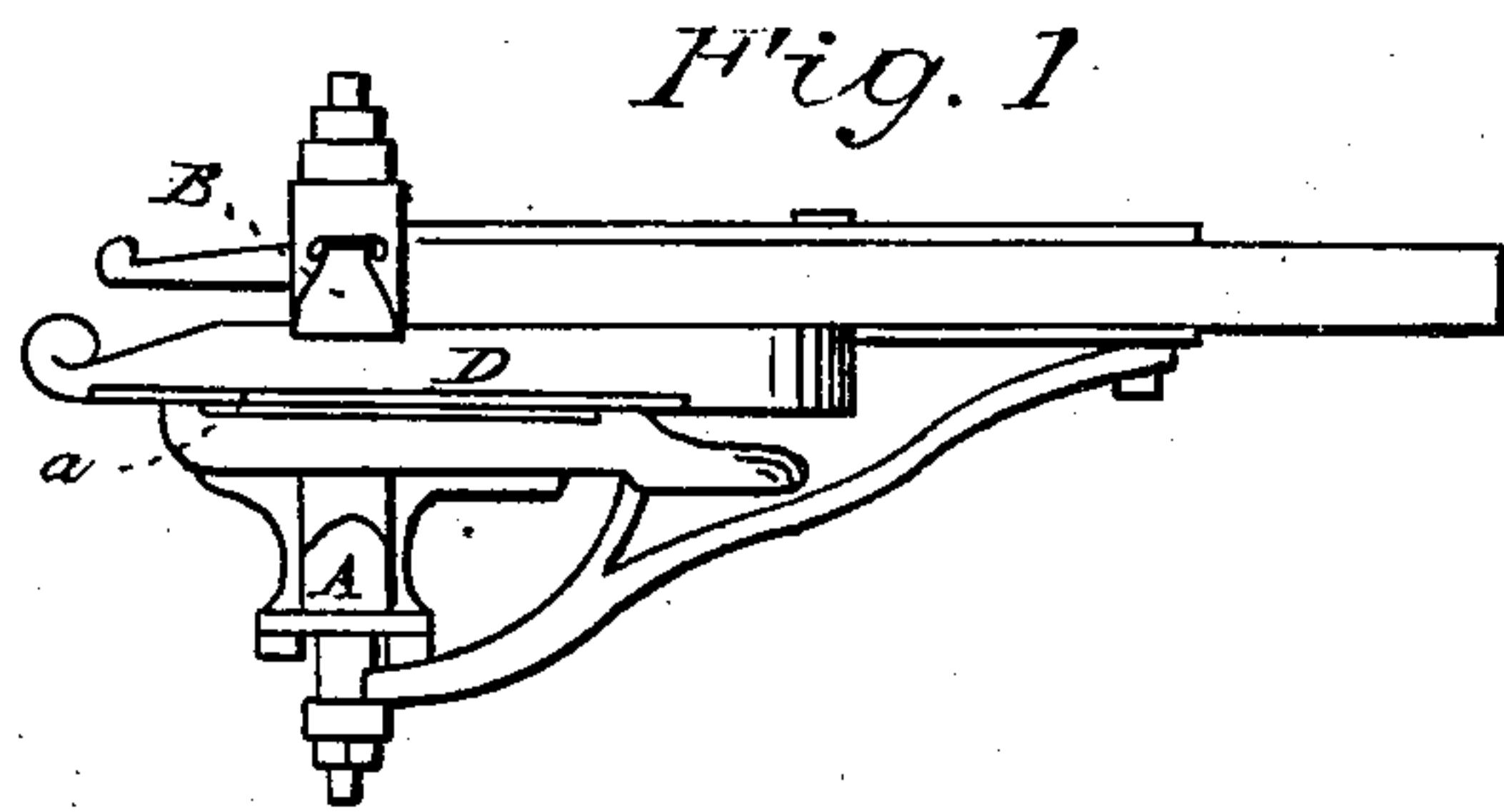


J. A. PECK.  
Fifth Wheel.

No. 97,111.

Patented Nov. 23, 1869.



Witnesses  
D. H. Shumway  
a. J. Tibbits

Inventor  
J. A. Peck  
By his Attorney  
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# United States Patent Office.

J. A. PECK, OF TAUNTON, MASSACHUSETTS, ASSIGNOR TO HIMSELF AND WILLIAM L. WHITE, JR., OF SAME PLACE.

*Letters Patent No. 97,111, dated November 23, 1869.*

## IMPROVEMENT IN FIFTH-WHEEL FOR CARRIAGES.

The Schedule referred to in these Letters Patent and making part of the same

*To all whom it may concern:*

Be it known that I, J. A. PECK, of Taunton, in the county of Bristol, and State of Massachusetts, have invented a new Improvement in Fifth-Wheel for Carriages; and I do hereby declare the following, when taken in connection with the accompanying drawings, and the letters of reference marked thereon, to be a full, clear, and exact description of the same, and which said drawings constitute part of this specification, and represent, in—

Figure 1, a side view;

Figure 2, a top view; and in

Figure 3, a rear view, enlarged, showing the king-bolt.

This invention relates—

First, to an improvement in the circle between the axle and carriage-rocker, known as the "fifth-wheel;" and

Secondly, to an improvement in the bolt, which secures the parts together, known as the "king-bolt."

Heretofore, the fifth-wheel of carriages has been formed from wrought-metal, which is an expensive construction, and requires a great deal of fitting, in order to work perfectly.

My invention, by which these difficulties are overcome, and a fifth-wheel equally as good produced, consists in forming the circles of wood, and plating their meeting-surfaces with metal.

The object of the second part of my invention is, to overcome the liability of the loosening of the king-bolt, which causes the same to rattle and loosen the parts of the carriage; and to accomplish this object, I place beneath the nuts, upon the two ends of the bolt, a washer, of India rubber or other elastic material, upon which the nuts are turned, to bind the parts together.

To enable others to construct and use my improvement, I will fully describe the same, as illustrated in the accompanying drawings.

A is the axle;

B, the rocker;

C, the pole or connection for the shafts;

D, the upper circle; and

E, the lower circle.

The two circles are formed from wood, by bending into the proper shape, as denoted in figs. 1 and 2, and the meeting-surfaces of the two plated with thin metal, as seen at *a*, fig. 1.

By this construction, the fitting and adjustment of the fifth-wheel are simplified, in proportion as it is easier to work wood than metal, and the wood properly bent and plated is, to all intents and purposes, equally as good, as to wear and strength.

The circles are secured to their respective parts in the usual or in any convenient manner. I would remark that the lower circle may be made in two parts, as it is not essential that the circle bear entirely around.

In adjusting the king-bolt, which binds the circles together, it is difficult to fix the nuts so that the operation of the circle will be as perfect as it should be, inasmuch as there is no elasticity in any part of the bolt, and the circles will fit either too tight or too loose, and the jar, which is occasioned by placing metal to metal, oftentimes loosens the nut, causing a rattling of the parts, and an increased wear upon the fifth-wheel.

To obviate these difficulties, I arrange the king-bolt *F* in the usual manner, but place beneath the outer nuts *b* and *d*, a washer or collar, *G*, of India rubber, and turn the nuts down sufficiently hard thereon to hold the parts firmly together, the India rubber being sufficiently elastic to allow the free movement of the fifth-wheel.

Having, therefore, thus fully described my invention,

What I claim as new and useful, and desire to secure by Letters Patent, is—

The fifth-wheel of a carriage, composed of a continuous strip of wood, bent into a circle, or an arc of a circle, when the same, or its bearing-bed or support, is plated with hardened steel, or its equivalent.

J. A. PECK.

Witnesses:

J. H. SHUMWAY,

A. J. TIBBITS.