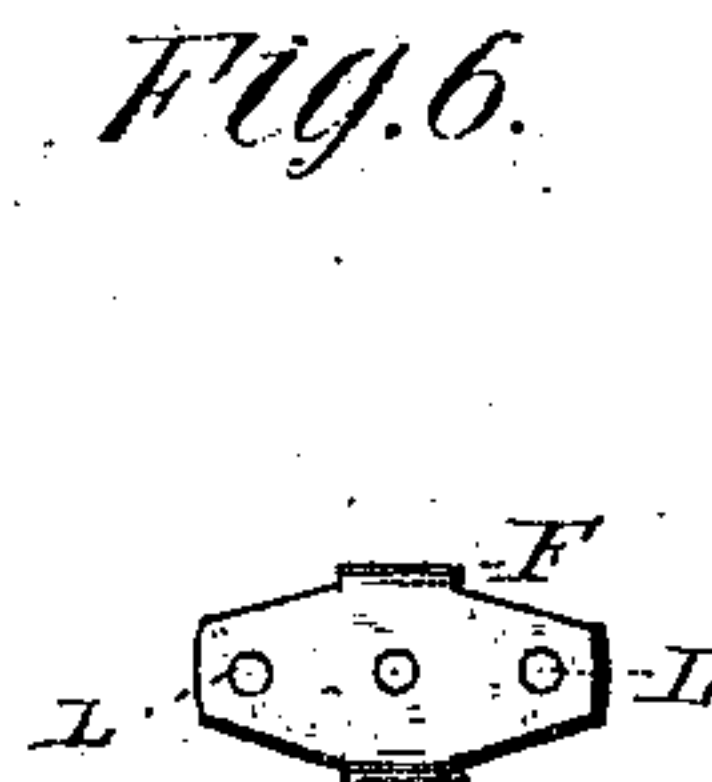
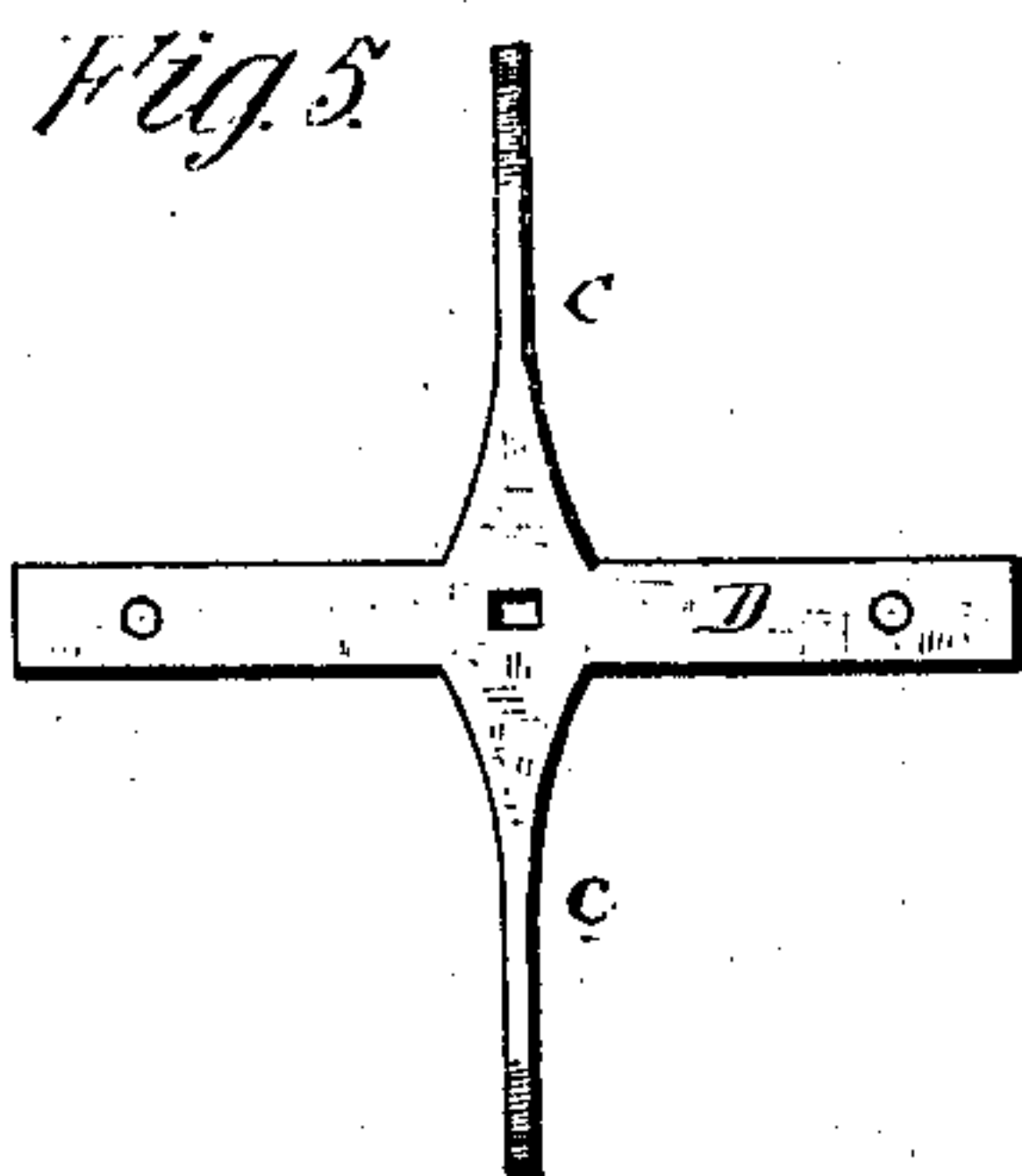
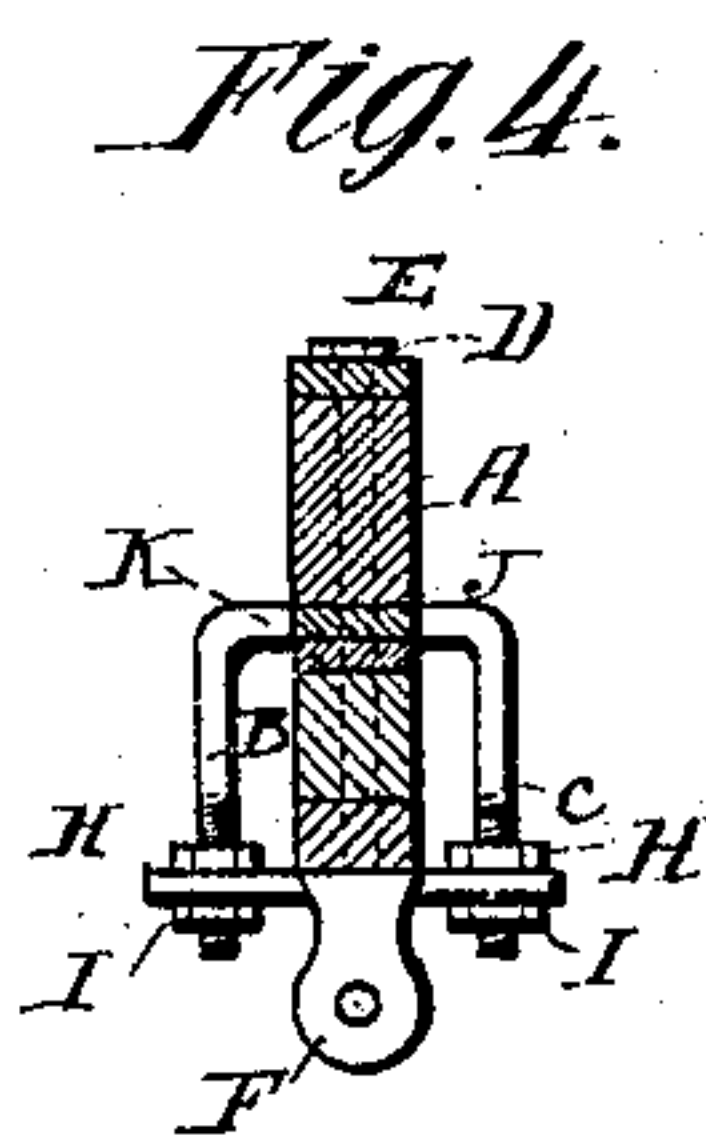
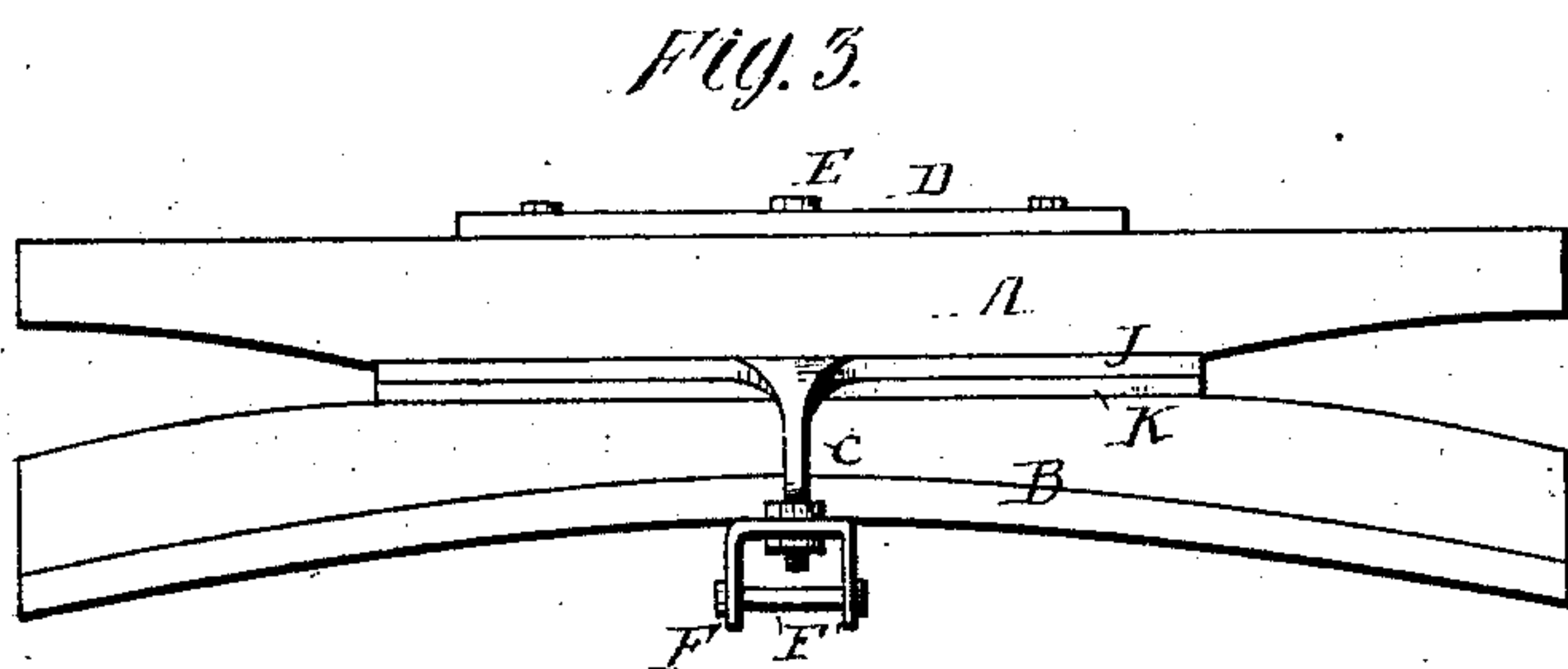
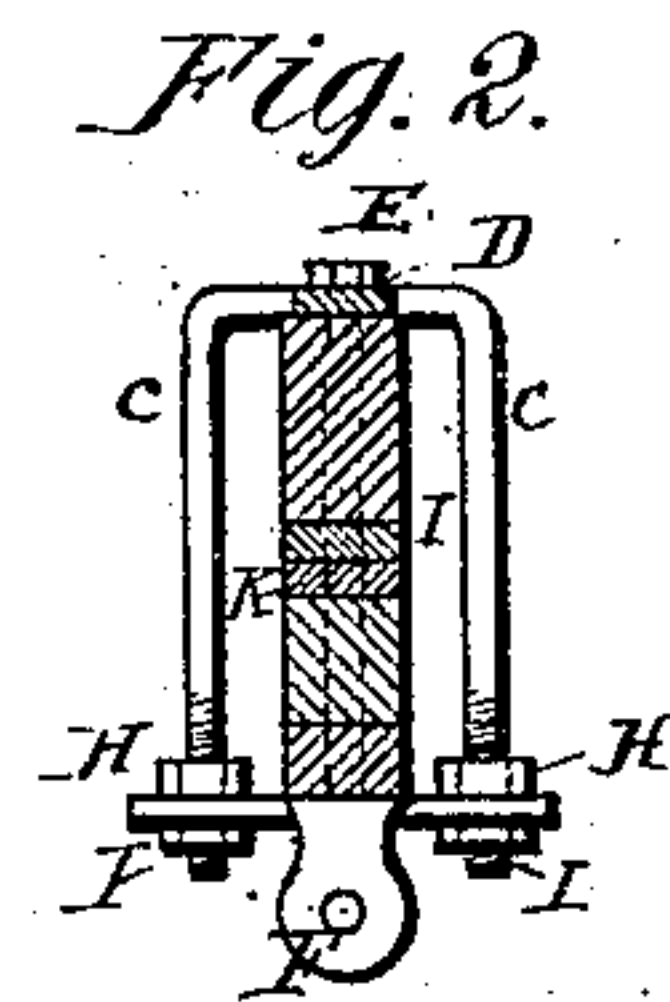
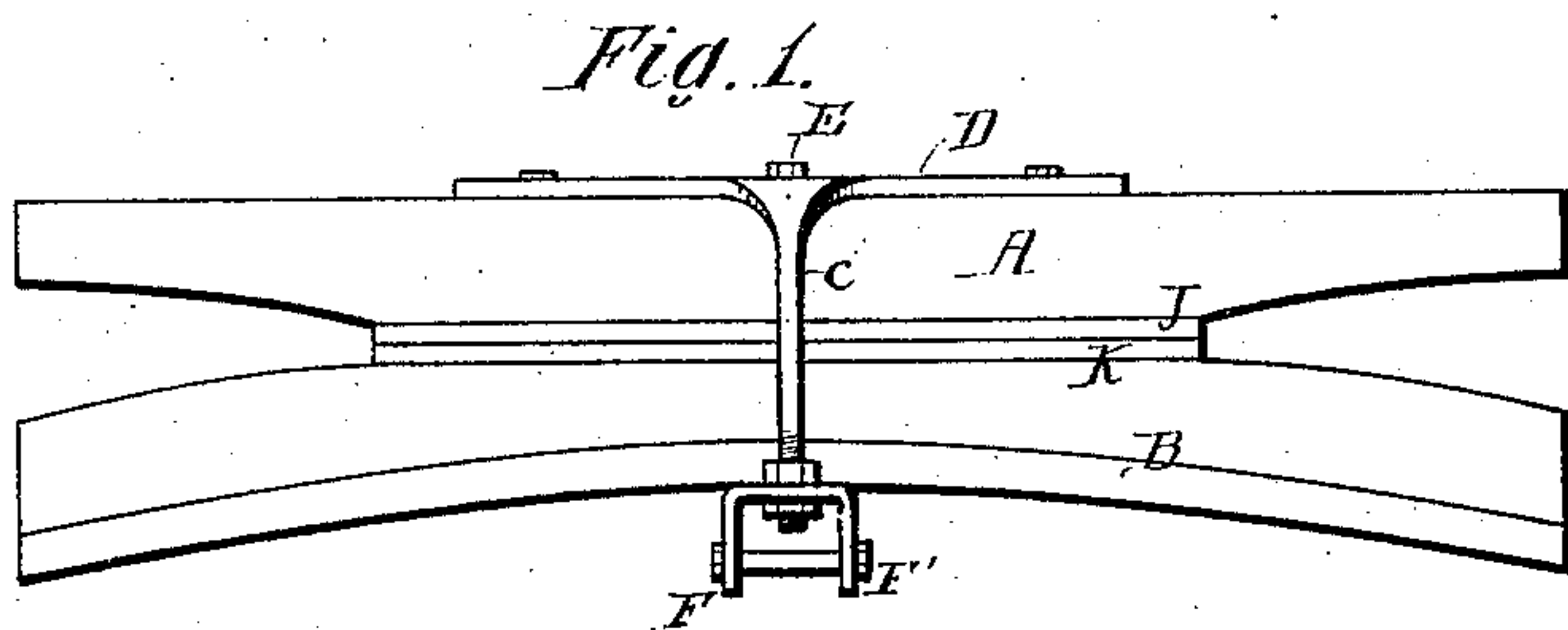


C. W. SALADEE.
Fifth-Wheel Coupling Yoke for Wagons.
No. 210,637. Patented Dec. 10, 1878.



Attest:

*William Paxton.
Courtney A. Cooper.*

*Inventor:
C. W. Saladee*

*By his attorney
Charles E. Mott*

UNITED STATES PATENT OFFICE.

CYRUS W. SALADEE, OF WASHINGTON, DISTRICT OF COLUMBIA.

IMPROVEMENT IN FIFTH-WHEEL COUPLING-YOKES FOR WAGONS.

Specification forming part of Letters Patent No. **210,637**, dated December 10, 1878; application filed October 24, 1878.

To all whom it may concern:

Be it known that I, CYRUS W. SALADEE, of Washington city, in the District of Columbia, have invented certain Improvements in Fifth-Wheel Coupling-Yokes for Road-Wagons, of which the following is a specification embodying my said invention.

To enable others skilled in the art to make and use my invention, I herewith submit the following general description.

My invention is an improved coupling-yoke for vehicles, constructed as fully described hereinafter, to insure an effective attachment for one or more central bars or spring-reaches.

In the drawings, Figure 1 is a front elevation of the front axle and bolster, representing the coupling-yoke in position thereon. Fig. 2 is an end elevation with bolster and axle in section. Figs. 3 and 4 represent a modification; and Figs. 5 and 6, detached views, illustrating the construction of the device.

The head-block or bolster A and front axle, B, provided with friction-plates or fifth-wheel J K, are of the usual and well-known construction.

The yoke C and T-plate may be united, as seen in Fig. 5, and bent into the form seen in the other figures.

The plate D rests on top of the bolster, as seen in Fig. 1, or may be bolted to the under side of the bolster, as seen in Figs. 3 and 4.

The lower ends of the yoke are threaded, and are provided each with two screw-nuts, H I. The nuts are first screwed on the ends of the yoke, and the latter are passed through the holes L of the shackle F, Fig. 6, (or other equivalent device to receive the front end or ends of the lower bar, spring, or springs,) and the nuts I are then applied, thus holding the body of the shackle between the two nuts firmly up against the under side of the axle, and so as to be adjusted to any degree, as required to keep the connection between the bolster and axle secure and prevent rattling.

The king-bolt E is passed down through the

bolster, axle, and the body of the shackle F, as shown.

In all cases when but a single lower central bar or spring is used, the detachable shackle F may be provided with a bolt, F, or other device, to receive and hold between the cars the front end of the spring.

If there are two lower springs diagonally arranged, and extending from the opposite shoulders of the rear axle, and uniting or crossing at their front ends below the front axle, the detachable shackle is formed into any suitable shape required to receive and hold the springs in any desired position at or below the under side of the axle.

It will be seen that instead of bolting the yoke to the sides of the bolster or suspending it above, as heretofore, it is suspended from the plate D, which may be above or below the bolster, as shown, thereby securing a better attachment and rendering the application easier, while when the plate D is below the bolster the construction is greatly simplified.

The attachment thus constructed may be readily and cheaply applied, quickly detached for repairs, and adjusted to any desired extent.

I claim—

1. The coupling-yoke suspended from above and inclosing the front axle, in combination with a detachable or adjustable shackle, having ears or attachments for the front end or ends of the lower detachable bar spring or springs, substantially as set forth.

2. The combination of the yoke having hanging arms and T-plate D, and detachable shackle F, with ears or equivalent attachments for the lower spring, substantially as set forth.

3. The yoke attached to the bolster, combined with the shackle, detachably arranged below the axle, and adjustable on the arms of the yoke, as set forth.

CYRUS W. SALADEE.

Witnesses:

CHARLES E. FOSTER,
COURTNEY A. COOPER.