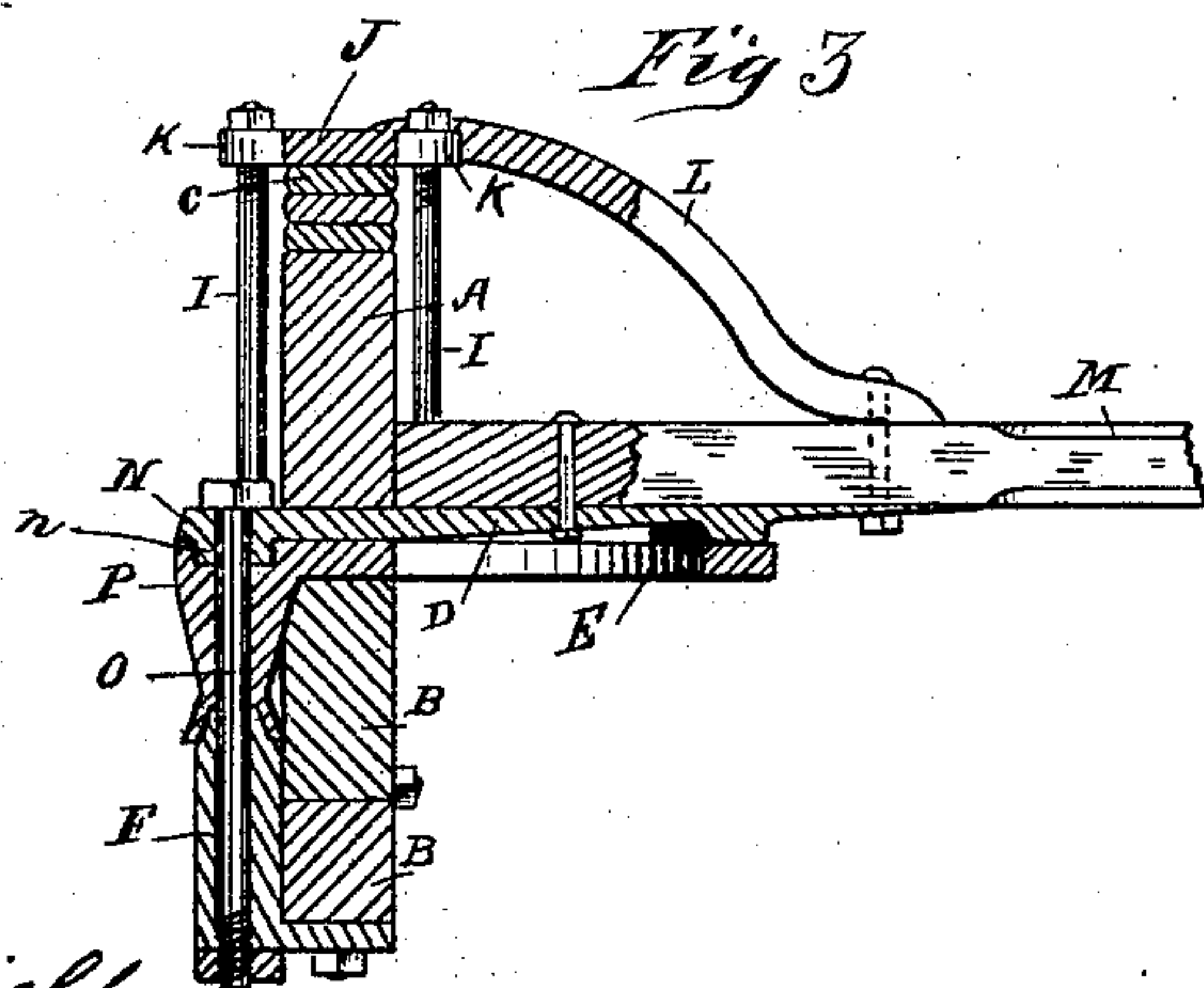
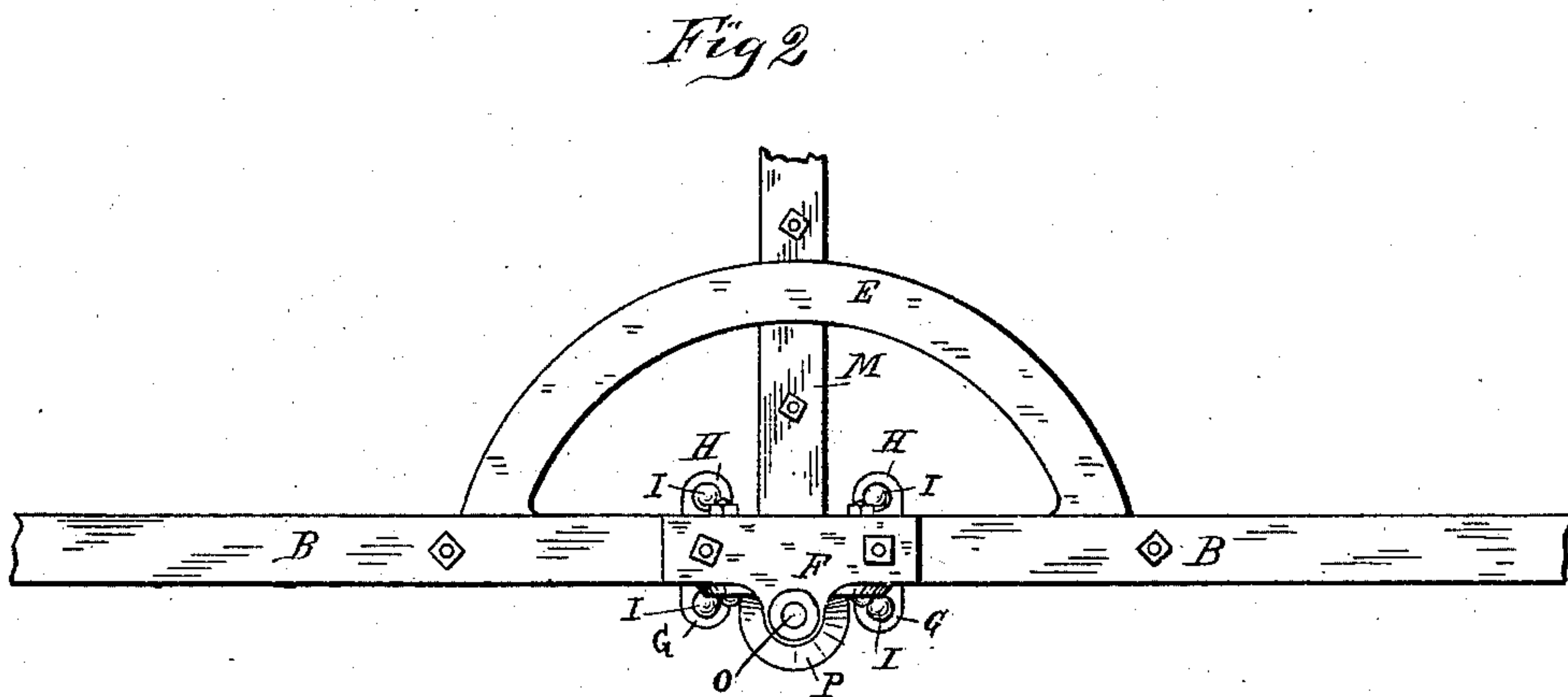
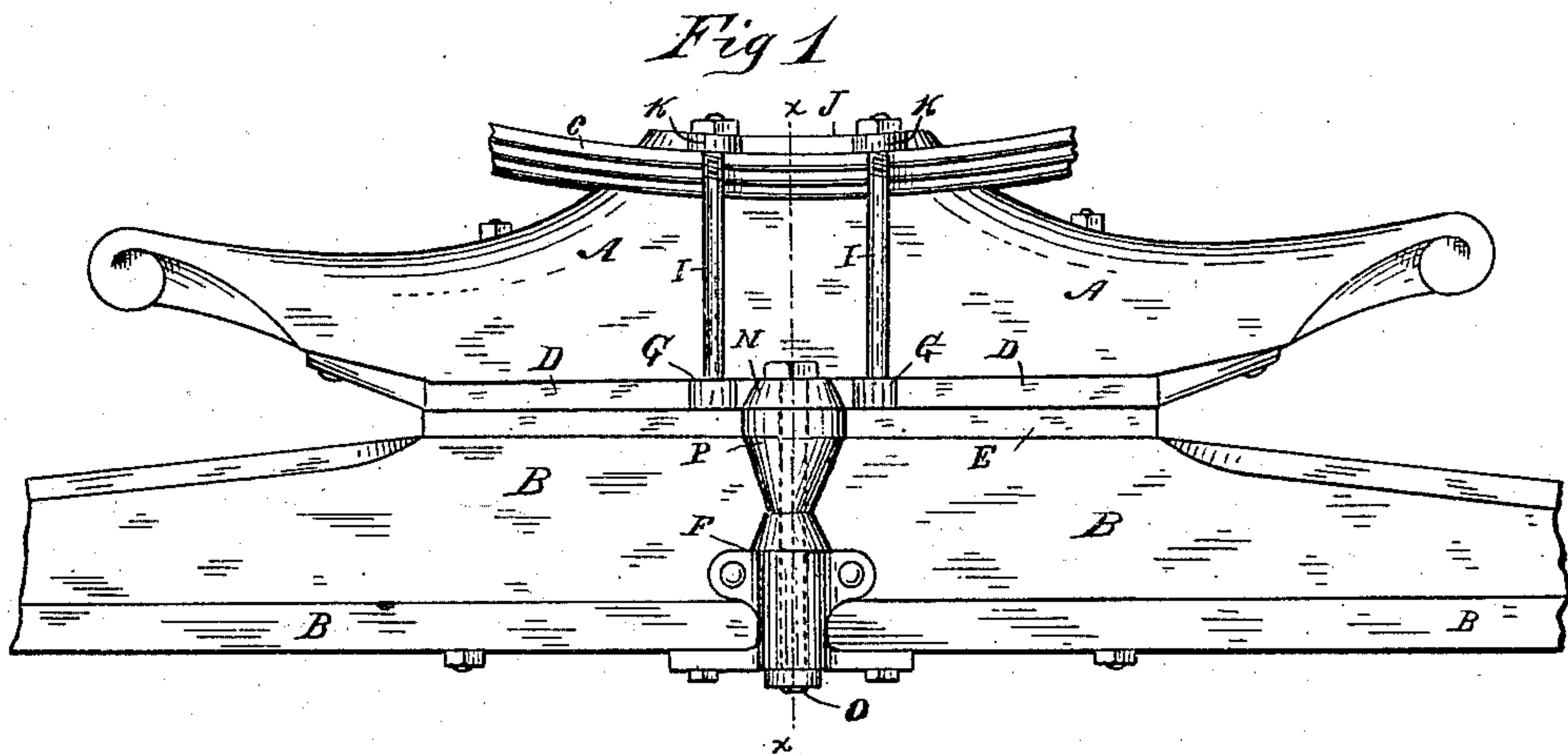


(No Model.)

E. SQUIRES.  
FIFTH WHEEL.

No. 268,306.

Patented Nov. 28, 1882.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

EDWARD SQUIRES, OF PORTLAND, OREGON.

## FIFTH-WHEEL.

SPECIFICATION forming part of Letters Patent No. 268,306, dated November 28, 1882.

Application filed May 2, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, EDWARD SQUIRES, of Portland, Multnomah county, Oregon, have invented new and useful Improvements in Carriages and Wagons, of which the following is a full, clear, and exact description.

This invention relates to an improvement in fifth-wheels; and it consists of half-circle plates, one having its straight portion provided with an apertured lug fitting in a socket in a sleeve formed upon the straight portion of the other plate, combined with a tubular bracket bolted to the axle and the king-bolt.

It consists, further, in the combination, with the aforesaid parts, of elements substantially as hereinafter fully set forth.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a front elevation of the front axle, bolster, and spring of a carriage or express-wagon constructed according to my invention. Fig. 2 is a plan view of the axle and reach inverted, and Fig. 3 is a transverse section of Fig. 1 on line *x x*.

A represents the bolster or head-block of a carriage or other wagon having the box or body set on springs. B represents the axle; C, the spring; D, the upper D-plate; E, the lower D-plate, and F the lug which I attach to the axle for the king-bolt socket.

To avoid bolting the spring onto the bolster by a bolt going through the spring, which weakens it and often causes it to break, I construct the plate D with a couple of forwardly-projecting lugs, G, and also a couple of lugs, H, projecting rearward to receive clip-bolts I, and upon the top of the spring I apply a clip-plate, J, with lugs K to match the lugs of plate D; also with a brace, L, projecting backward to and bolted fast to the reach, the clip-plate J and brace L being constructed in one piece. Thus I make a simple and substantial combined clip and brace by which the spring is securely attached without being weakened; also so

that it cannot get out of place, and the bolster is substantially braced. Besides the forwardly-projecting lugs G for these clip-bolts I, I also make another larger projection, N, from the center of upper plate, D, for the king-bolt O; also one, P, on lower plate, E, and this I extend downwardly for thickening and strengthening it, and under these arrange the socket-lug F, fastened to the under side of the axle and also to its front side, making strong and substantial connections for the king-bolt without perforating the axle for it.

The projection N of plate D may have a pendant boss, *n*, fitted in a recess of projection P, to more effectually relieve the king-bolt of strain. It will also be noticed that the adjacent ends of lugs P and F engage each other by a boss and flange connection, the king-bolt being thus supported laterally for its whole length, and entirely covered to exclude dust and dirt therefrom. The full strength of the axle is thus preserved, and every necessary freedom of movement allowed the upper D-plate upon the lower D-plate, the whole construction promoting the strength, security, durability, and easy working of all the parts.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. The combination, with the half-circle plate D, having the apertured lug or projection, of the half-circle plate E, having the socketed sleeve P, which receives the lug or projection N, the tubular bracket F, bolted to the axle, and bolt O, substantially as shown and described, and for the purpose set forth.

2. The plates D and J, one having apertured lugs K and the other apertured lugs G N, plate E, having the socketed sleeve P, which receives the lug N, the tubular bracket F, fastened to the axle, and the king-bolt O, substantially as shown and described, and for the purpose set forth.

EDWARD SQUIRES.

Witnesses:

WESLEY JACKSON,  
D. W. WAKEFIELD.