

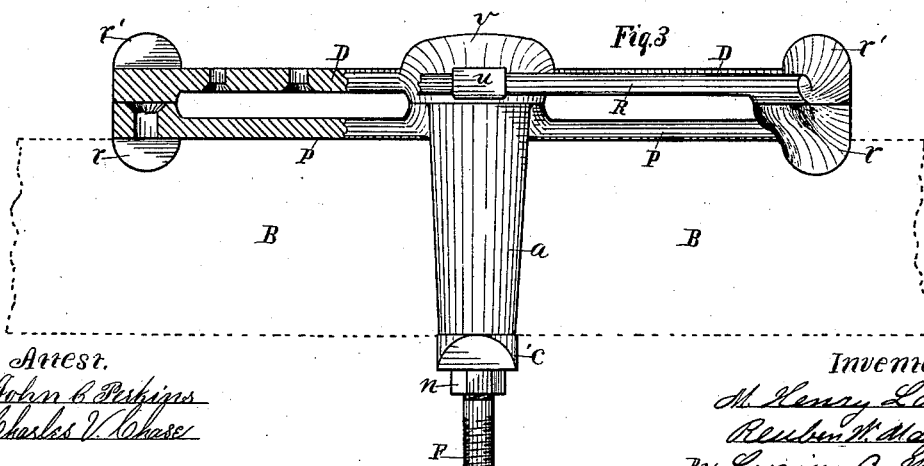
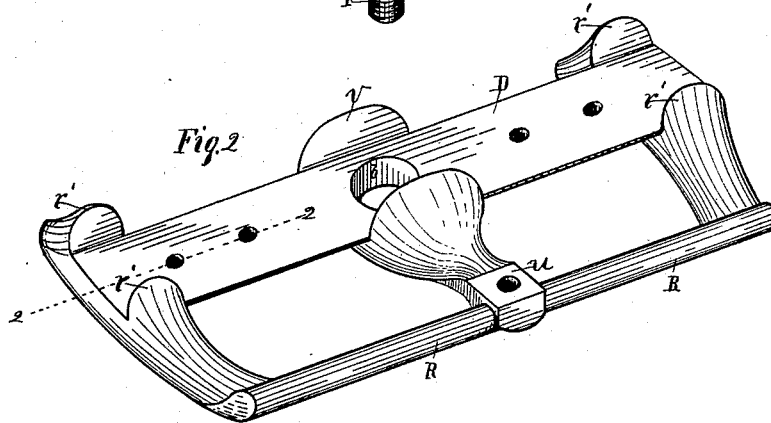
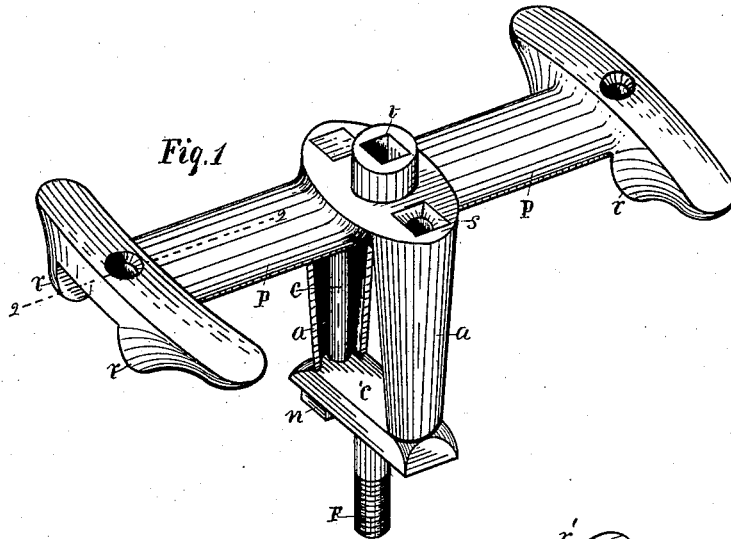
(No Model.)

M. H. LANE & R. W. MAYHEW.

VEHICLE FIFTH WHEEL.

No. 303,739.

Patented Aug. 19, 1884.



Arrest.
John B. Perkins
Charles V. Chase

Inventors.
M. Henry Lane
Reuben M. Mayhew
Brj. Lucius C. West
Amey

UNITED STATES PATENT OFFICE.

M. HENRY LANE AND REUBEN W. MAYHEW, OF KALAMAZOO, MICHIGAN.

VEHICLE FIFTH-WHEEL.

SPECIFICATION forming part of Letters Patent No. 303,739, dated August 19, 1884.

Application filed February 29, 1884. (No model.)

To all whom it may concern:

Be it known that we, M. HENRY LANE and REUBEN W. MAYHEW, citizens of the United States, residing at Kalamazoo, county of Kalamazoo, State of Michigan, have invented new and useful Improvements in Vehicle Circle-Plates, of which the following is a specification.

Our invention consists in certain improved features of construction to increase the strength, appearance, and utility of such devices.

In the drawings forming a part of this specification, Figure 1 is a perspective view of that portion of the device which is connected with the forward vehicle-axle; Fig. 2, the part connected with the forward bolster when in use; and Fig. 3, a front elevation of these parts as connected when in use, with a part broken away on the section-line 2 2 in the other figures.

The axle-plate P is provided with the usual confining-bars, *a a*, and clip *c'*, except in this instance they are made half-round and hollow on the inside, forming a casing to the confining-bolts *c*, which are located on the front and rear sides of the axle B. The heads of the bolts *c* are located in the countersunk holes S of the plate P. The lower ends of the bolts *c* pass through the clip *c'*, and are secured by nuts *n*. With the pintle F the brace which connects with the reach is to be connected. (Not here shown.) A nut is to be placed on the threaded end of the pintle F.

Heretofore the hollow bars *a a* have been made full, and adapted to pass through the plate *c'* in place of the bolts *c*, and to receive a nut, *n*, on the lower ends. By using bolts

c and making the bars *a a* to serve as sheaths to said bolts, danger of breaking is obviated, and the construction has a more finished appearance, and, if desired, softer, more brittle, or cheaper material may be used.

The upper plate, D, when in use is secured to the under side of the vehicle-bolster. The hole *b* is located over the center axis, *t*. In the hole in said axis the king-bolt is to be located. The two end and the center bearing portions of the bolster-plate D are extended forward, and all integrally connected by a bar, R. This improves the appearance of the device, and greatly strengthens the parts, especially bracing the central extension, with the end *u* of which the usual front brace (the same being an upward extension of the reach-brace) is connected when in use.

Other well-known features of construction here shown are deemed to be sufficiently understood without further description.

Having thus described our invention, what we claim as new, and desire to secure by Letters Patent, is—

The combination, with a vehicle-axle, of a circle-plate provided with the hollow sheath-bars, and securing-bolts located in the hollows thereof, substantially as set forth.

In testimony of the foregoing we have hereunto subscribed our names in the presence of two witnesses.

M. HENRY LANE.
REUBEN W. MAYHEW.

Witnesses:

CHARLES V. CHASE,
I. L. WEST.