

(No Model.)

J. McENTEE.
FIFTH WHEEL FOR VEHICLES.

No. 304,839.

Patented Sept. 9, 1884.

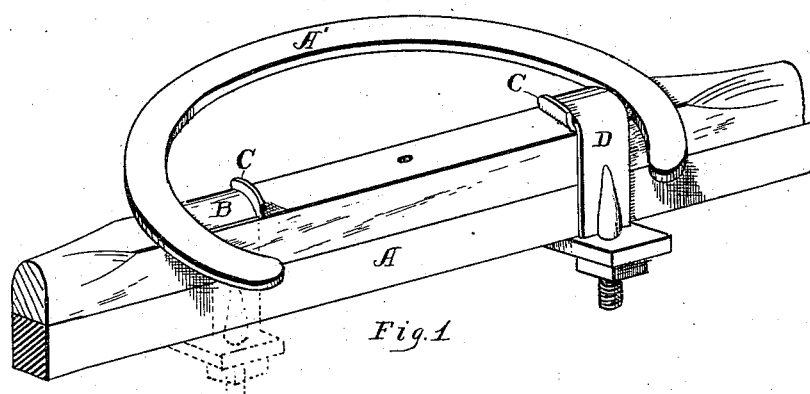


Fig. 1

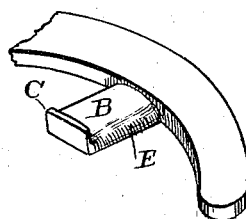


Fig. 2.

WITNESSES:

Robert Kirk.
E. H. Jones.

INVENTOR:

James M. Entee
By J. S. Lath
Attorney.

UNITED STATES PATENT OFFICE.

JAMES McENTEE, OF COVINGTON, KENTUCKY.

FIFTH-WHEEL FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 304,839, dated September 9, 1884.

Application filed January 28, 1884. (No model.)

To all whom it may concern:

Be it known that I, JAMES McENTEE, of Covington, in the county of Kenton and State of Kentucky, have invented a new and useful
5 Improvement in Fifth-Wheels for Vehicles, which improvement is fully set forth in the following specification and accompanying drawings, in which—

Figure 1 is a perspective view of a section
10 of a vehicle-axle with my improved fifth-wheel. Fig. 2 is a perspective view, a position of the fifth-wheel with the inwardly-projecting lug.

The fifth-wheels in general use have the
15 clips around the axle secured immediately beneath the sides of the fifth-wheel. In case the threads of the clip become worn, the clip itself broken, or in any way disarranged in such a manner as to require its being removed for
20 repairs, great difficulty is frequently experienced on account of the juxtaposition of the parts. In order that this defect may be overcome, I provide a fifth-wheel plate, and, in place of the usual clip being secured to the
25 lower side of it, I have inwardly-projecting lugs or wings, which rest upon the axle, and an independent clip placed around the axle in such a manner as to secure the wings in position, and with them the fifth-wheel, all of
30 which will now be fully set forth in detail.

In the drawings, A is the axle of any ordinary vehicle, and A' the lower plate of a fifth-wheel, formed of the usual material, either full plate or in segmental parts. The usual clips
35 on the under side of the plate and formed integral therewith are dispensed with, and in their place I provide inwardly-projecting lugs or wings B, the under side in the same plane as the side of the plate A', the upper side, E,

slightly rounded or oval. These wings are 40 preferably of the same width as the upper side of the axle upon which they rest, while they are a little longer than the width of an ordinary clip, in order that the inner end, C, may be turned up slightly. A clip, D, of any ordinary pattern, used to secure the plate to the
45 axle, is placed around the axle and over the wing and bolted in position. The upturned end C of the wing aids in keeping the clip in position. As will readily be seen, in case the
50 clip becomes broken or worn, it can be repaired or replaced by another without it being necessary to detach the entire fifth-wheel in order to accomplish the same purpose.

I am fully aware that there are vehicles 55 wherein the fifth-wheels are formed as a circular plate or disk and having outwardly-projecting lugs; but I am not cognizant of the fact that there are fifth-wheels wherein the parts are formed as a rim or segment thereof, 60 with inwardly-projecting lugs for forming the clip-connections.

What I claim is—

The combination of the axle A and clips D with the lower fifth-wheel plate, A', the ends 65 of which are disconnected, and said plate being provided with the inwardly-projecting wings B, which are rounded on their upper surface, and having upturned ends C, all as described and set forth.

In testimony that I claim the foregoing I
70 have hereunto set my hand this 3d day of January, 1883, in the presence of witnesses.

JAMES McENTEE.

Witnesses:

J. S. ZERBE,
C. D. ZERBE.