

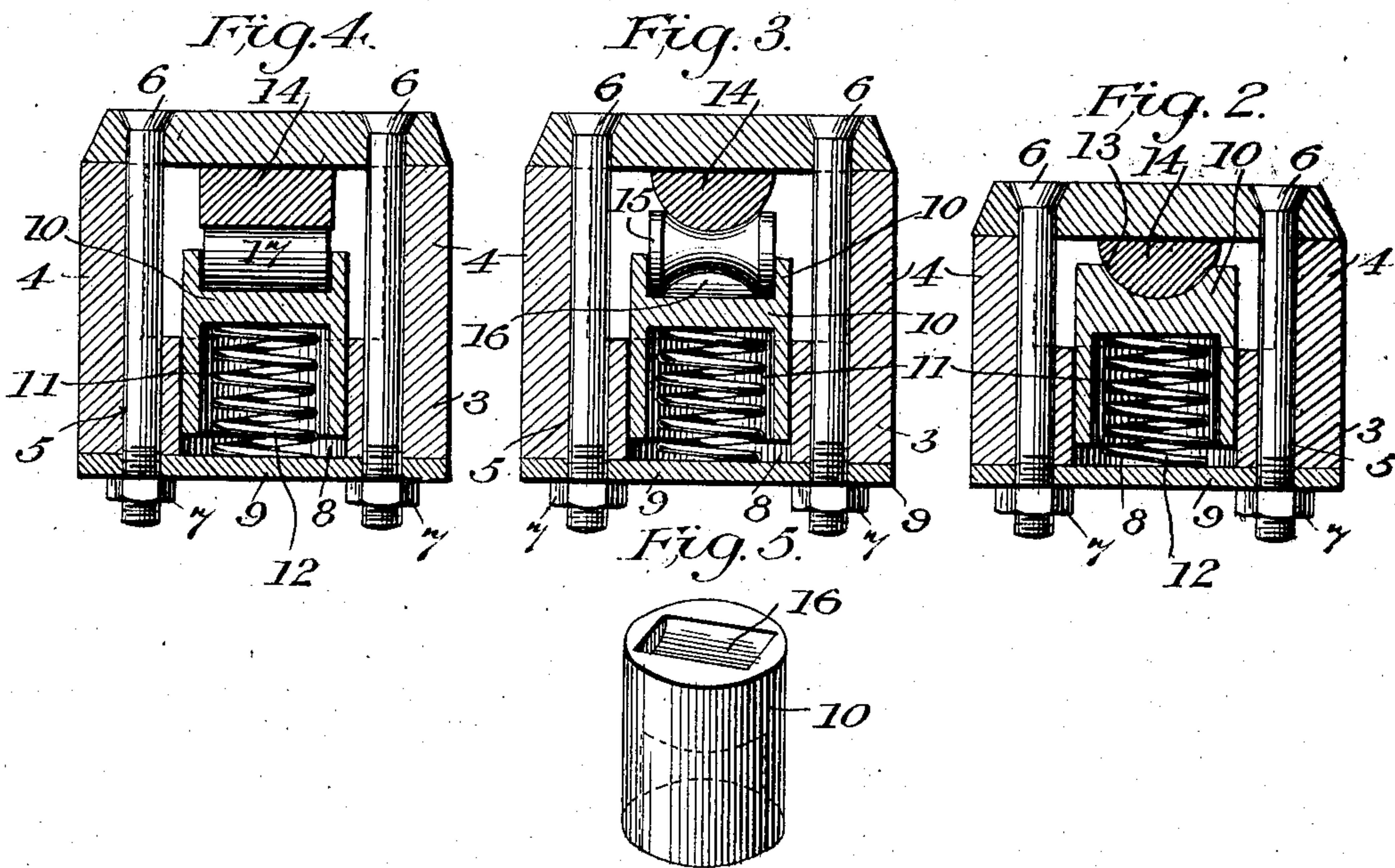
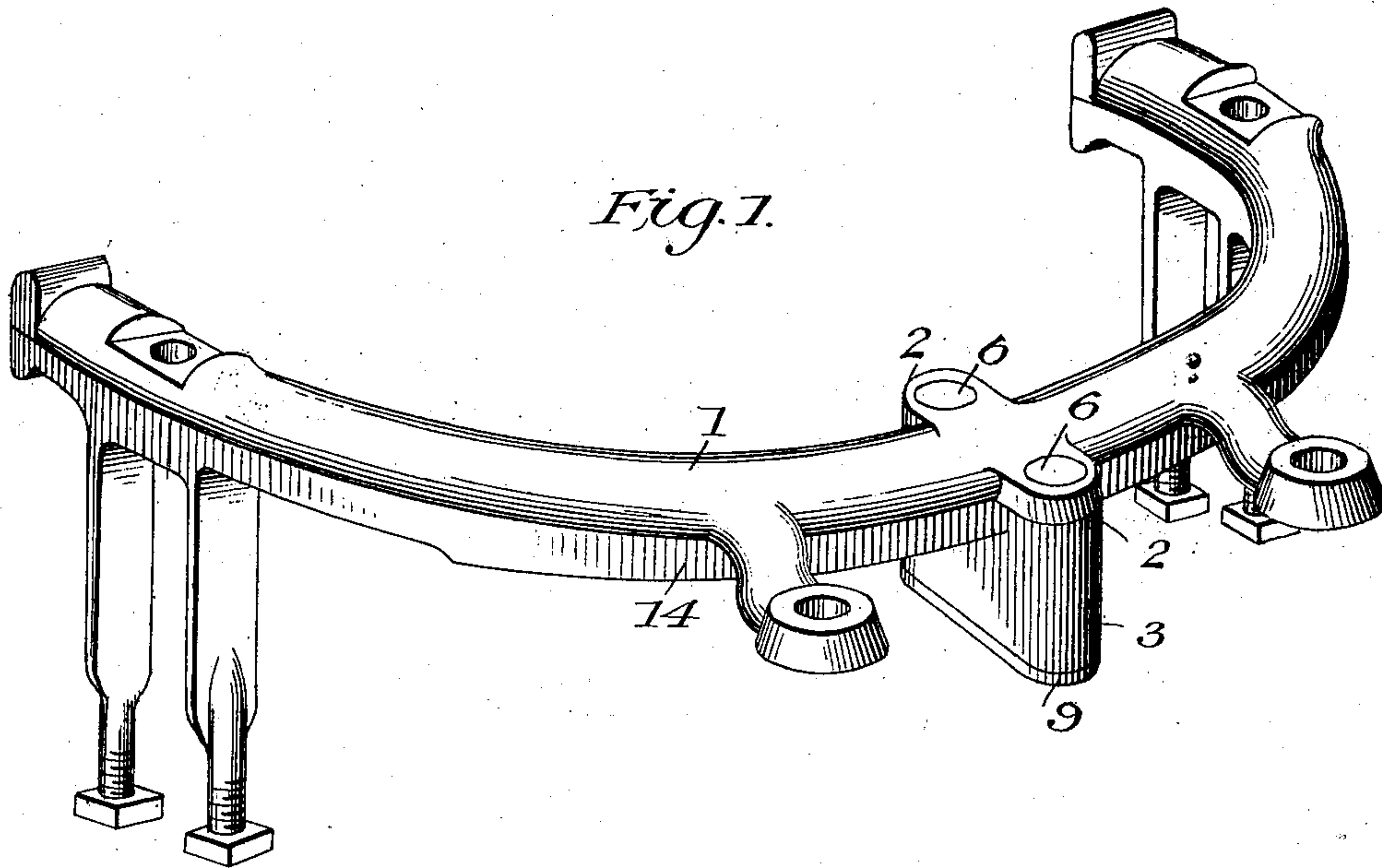
No. 746,218.

PATENTED DEC. 8, 1903.

F. E. WILCOX.  
ANTIRATTLER FOR FIFTH WHEELS.

APPLICATION FILED MAR. 23, 1903.

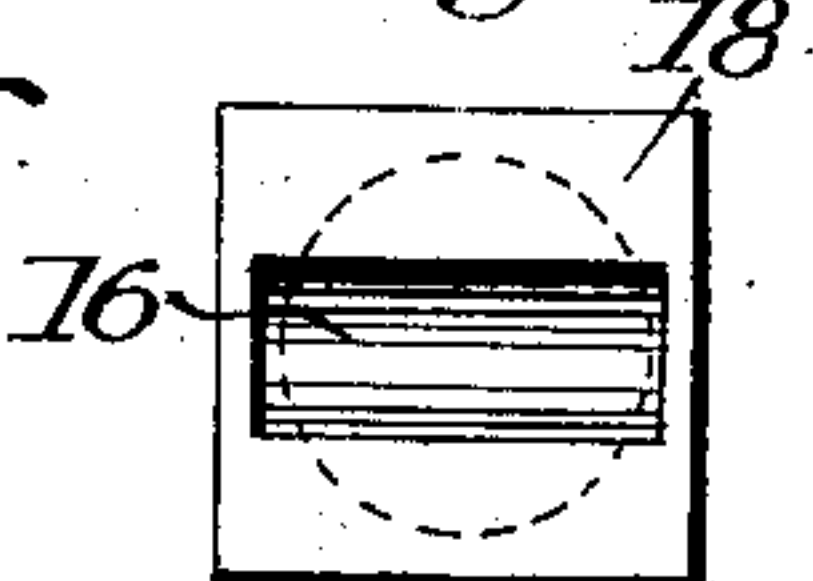
NO MODEL.



*Witnesses:*

Walter Allen

Fig. 6.



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# UNITED STATES PATENT OFFICE.

FRANK E. WILCOX, OF MECHANICSBURG, PENNSYLVANIA.

## ANTIRATTLER FOR FIFTH-WHEELS.

SPECIFICATION forming part of Letters Patent No. 746,218, dated December 8, 1903.

Application filed March 23, 1903. Serial No. 149,168. (No model.)

*To all whom it may concern:*

Be it known that I, FRANK E. WILCOX, a citizen of the United States, residing at Mechanicsburg, in the county of Cumberland and State of Pennsylvania, have invented new and useful Improvements in Antirattlers for Fifth-Wheels, of which the following is a specification.

The object of my invention is, first, the provision of improved means for holding the lower member of a vehicle fifth-wheel in frictional contact with the upper member by means of spring-pressure, whereby the movement of the vehicle will not impart sufficient vibratory motion to the lower member as to cause it to separate from the upper member and rattle, and, second, the provision of an antifriction-roller to engage the lower member of the fifth-wheel, whereby the same may turn easily upon the upper member, said means to be simple in construction, durable, adapted to be easily repaired when necessary by the removal and substitution of a part, and which shall either with or without the roller constitute an efficient instrumentality for performing the requisite functions.

With this end and purpose in view my invention consists in certain novelties of construction and combinations of parts herein-after set forth, and specified in the claims.

The accompanying drawings illustrate three examples and one slight modification of the physical embodiment of my invention, constructed according to the best modes I have so far devised for the practical application of the principle.

Figure 1 is a perspective view of a vehicle fifth-wheel, showing my improved device in combination with the fifth-wheel members. Fig. 2 is an enlarged sectional view of Fig. 1, taken on a line through the antirattler. Fig. 3 is an enlarged section similar to Fig. 2, showing a grooved roller interposed between a follower and the lower member of a fifth-wheel, said member being plano-convex in section. Fig. 4 shows a plain roller and a lower fifth-wheel member rectangular in cross-section. Fig. 5 illustrates the follower shown in Fig. 4. Fig. 6 shows a follower which is angular in cross-section.

Referring to the several figures, the numeral 1 designates the upper member of a vehicle fifth-wheel; 2, perforated lugs integral with the upper member; 3, the yoke; 4, the arms of the yoke recessed to receive bolts; 5, holes for bolts in the base of the yoke; 6, the bolts which secure the yoke to the lugs; 7, nuts upon the ends of the bolts; 8, a hole in or through the base of the yoke; 9, a spring-retaining plate perforated at the ends for the passage of the bolts; 10, the follower seated in the hole 8 of the base and within which hole it has vertical movement, said follower being shaped like a plug or cylindrical in form; 11, a recess in the lower end of the follower; 12, a coiled or helical spring located between the follower and the retaining-plate; 13 in Fig. 2, a concave seat for the lower member of the fifth-wheel, which lower member is plano-convex in section; 14, the lower member; 15 in Fig. 3, an antifriction-roller made concave to receive the plano-convex lower member of the fifth-wheel; 16, a seat for the roller in the upper end of the follower; 17 in Fig. 4, a cylindrical roller located within the seat at the top end of the follower, and 18 in Fig. 6 is a follower which is rectangular in cross-section.

The method of assembling the several parts and elements is obvious from an inspection of the figures of the drawings. To remove and replace a spring, follower, or roller, the nuts 7 are turned off and the retaining-plate detached, when the several parts enumerated may be withdrawn through the hole in the base of the yoke.

In Fig. 2 the roller is not used, in Fig. 3 the roller is concave, and in Fig. 4 a cylindrical roller is employed. If desired, the follower may be angular in cross-section (see Fig. 6) to fit an angular hole in the yoke, so the said follower cannot rotate in a horizontal plane. If desired, the retaining-plate may be omitted and the spring and follower be seated within a recess formed in the base of the yoke, in which case the entire yoke must be removed to replace a spring or follower.

From the foregoing description, taken in connection with the drawings, it becomes clear that I have produced an antirattling



device for the fifth-wheel members which fulfils all the conditions set forth as the end and purpose of my invention.

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

1. The combination with the upper and lower fifth-wheel members, of a yoke having a hole in the base to receive a follower; a follower provided with a recess in its lower end;  
10 and a spring in the recess of the follower; said spring holding the lower member against the upper member.

2. The combination with the upper and lower fifth-wheel members, of a yoke having  
15 a hole in the base to receive a follower; a follower provided with a recess in its lower end; a spring located in the hole of the base and the recess in the follower; a retaining-plate bearing against the spring; and bolts; in sub-  
20 stance as set forth.

3. The combination with the upper and lower fifth-wheel members, of a yoke; a fol-

lower provided with a recess for a spring; and a seat for a roller; a roller or antifriction element; and a spring. 25

4. The combination with an antirattler comprising a follower and a spring, of an antifriction element engaging the lower member of the fifth-wheel and the follower.

5. The combination with the upper and lower fifth-wheel members, of a yoke; a fol-  
30 lower; a spring seated within a recess in the end of the follower; an antifriction element between the lower fifth-wheel member and the follower; and said follower engaging the  
35 yoke in such a manner that it is prevented from rotating in a horizontal plane.

In testimony whereof I affix my signature in presence of two witnesses.

FRANK E. WILCOX.

Witnesses:

LESTER E. HICKOK,  
J. F. BRICKER.