

UNITED STATES PATENT OFFICE.

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ANTIRATTLER FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 782,634; dated February 14, 1905.

Application filed October 29, 1904. Serial No. 230,532.

To all whom it may concern:

Be it known that we, FRANK E. WILCOX and LESTER E. HICKOK, citizens 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 Vehicles, of which the following is a specification.

The object of our invention is the provision of improved means for use in connection with the semicircular members of a fifth-wheel for holding the same in close frictional contact, so the lower member will not vibrate when the vehicle is in motion and, striking the upper member, rattle or make a noise.

Our invention consists in placing within a recess in the perch-iron or reach a spring-actuated follower which bears against the lower fifth-wheel member and holds it in frictional contact with the upper member.

The accompanying drawings illustrate an example of the physical embodiment of the invention and also a modification constructed according to the best modes we have so far devised for the practical application of the principle.

Figure 1 shows in perspective a gear with our improvement applied thereto. Fig. 2 shows sections of the fifth-wheel members, a perch-iron, and our antirattler in section. Fig. 3 illustrates a modified form of the invention having an antifriction-ball in contact with the lower fifth-wheel member.

Referring to the several figures, the letter A designates the upper semicircular member of a fifth-wheel; B, the reach-irons; C, braces which secure the upper member to the reach-irons; D, the lower fifth-wheel member; E, a recess formed in the upper portion of the body of a reach-iron; F, a hollow cylindrical follower closed at one end located within the

recess; G, a spring bearing against the bottom surface of the recess and against the follower; H, a seat formed in the top of the follower; and I an antifriction-ball. The end of the follower bears against the lower surface of the lower fifth-wheel member, and the spring holds the two members in close frictional contact under all conditions of service. It will be observed that the follower and spring are practically concealed within the reach-iron, the end of the follower under any circumstance being visible upon close inspection.

While we have shown our improvement in connection with a gear having two reach-irons, we intend to cover its application to gears with a single reach. Slight modifications may of course be introduced without constituting substantial departures.

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

1. The combination in a vehicle-gear and with the fifth-wheel members, of a perch-iron; perch or reach provided with a recess therein; and a follower and spring located within the said recess and the end of the hollow follower bearing against one of the fifth-wheel members.

2. The combination in a vehicle-gear and with the fifth-wheel members, of a perch-iron; reach or perch provided with a recess therein; a follower and spring located within the said recess; and an antifriction element located between the follower and a fifth-wheel member.

In testimony whereof we affix our signatures in presence of two witnesses.

FRANK E. WILCOX.
LESTER E. HICKOK.

Witnesses:

H. C. BROWN,
H. H. MERCER.