

No. 876,545.

PATENTED JAN. 14, 1908.

L. E. HICKOK.
ANTIRATTLER FOR FIFTH WHEELS.
APPLICATION FILED MAR. 26, 1907.

Fig. 1.

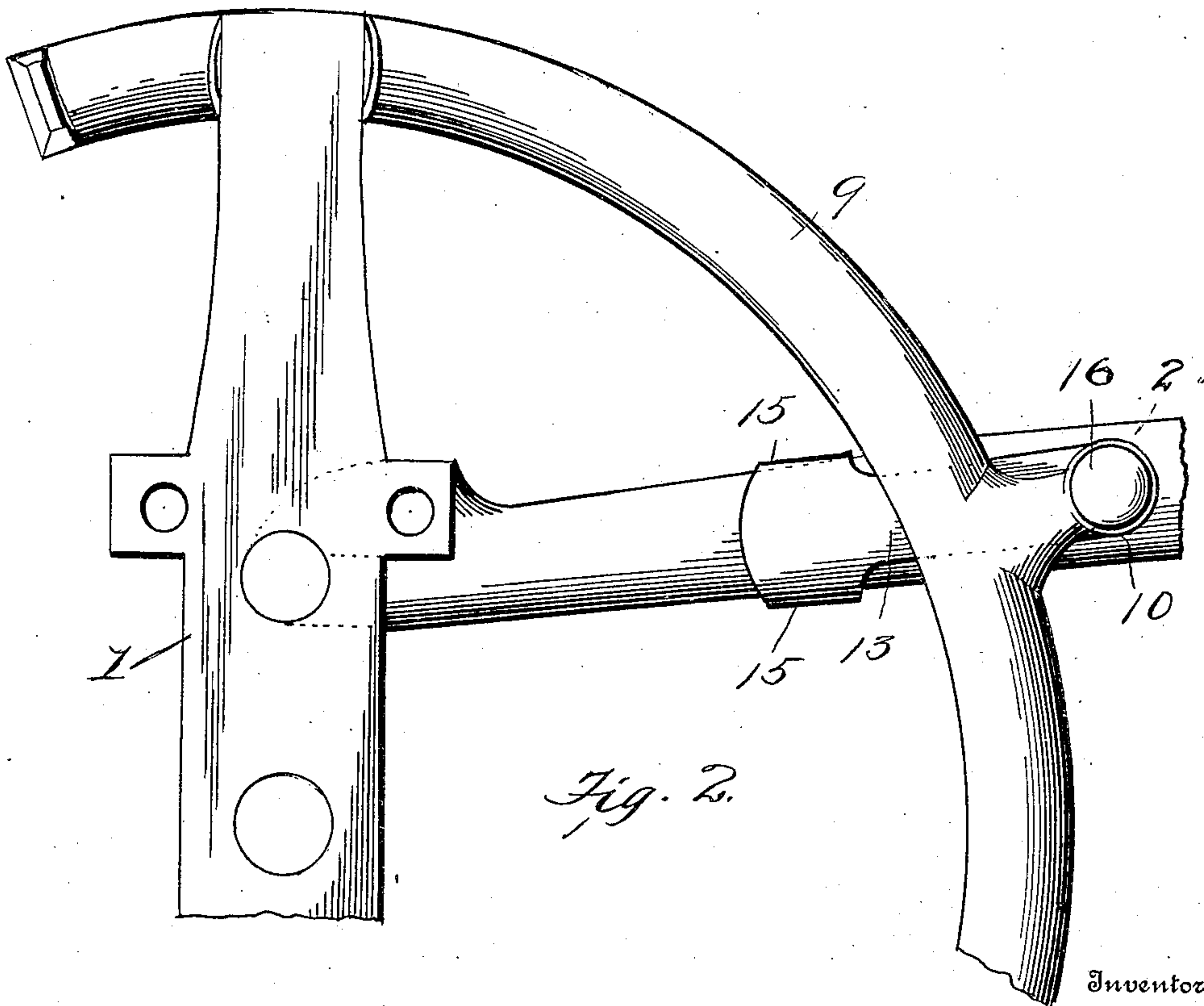
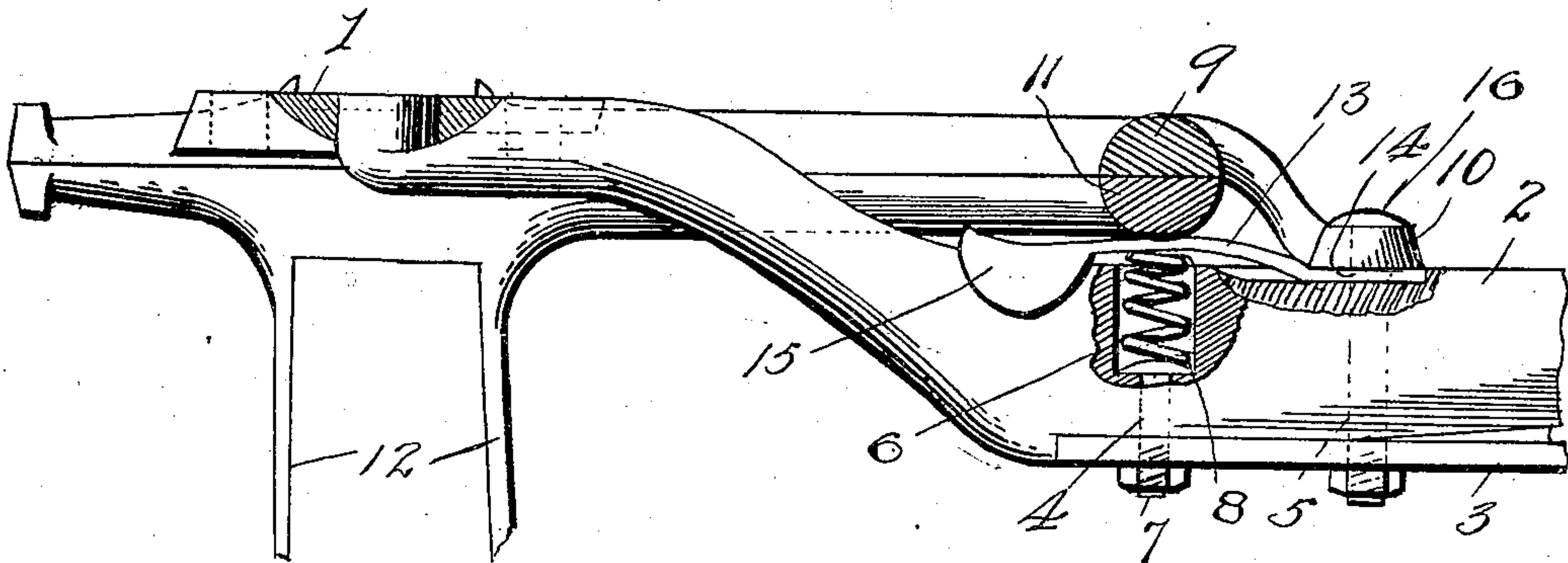


Fig. 2.

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ANTIRATTLER FOR FIFTH-WHEELS.

No. 876,545.

Specification of Letters Patent.

Patented Jan. 14, 1908.

Application filed March 26, 1907. Serial No. 364,584.

To all whom it may concern:

Be it known that I, LESTER E. HICKOK, a citizen of the United States, residing at Brooklyn, in the county of Kings and State of New York, have invented new and useful Improvements in Antirattlers for the Fifth-Wheels of Vehicles, of which the following is a specification.

The object of my invention is the provision of an anti-rattler for the fifth wheel of a vehicle, which shall be cheap in first cost, easily applied, efficient in operation and not liable to become deranged, and which may be removed and another substituted when necessary by the withdrawal of a single bolt.

With this end in view the invention consists in certain novelties of construction and combinations of parts as hereinafter set forth and claimed.

The accompanying drawing illustrates the embodiment of the invention constructed according to the best mode I have so far devised for the practical application of the principle.

Figure 1 is an edge view of Fig. 2 with part of the perch iron in section. Fig. 2 is a top plan view of part of a fifth wheel, a head block plate, and a perch or perch iron.

Referring to the figures of drawing, the numeral 1 designates a head block plate of any approved construction; 2, a perch or perch iron with one end fitted to the head block plate; 3, a perforated plate; 4, 5, two bolt holes in the perch iron; 6, a recess in the top surface of the perch iron; 7, a bolt located in the hole 4 and which secures the end of the plate, the head thereof being located in the recess; 8, spiral spring within the recess; 9, the upper fifth wheel member, adapted to be secured to the ends of the head block plate; 10, an arm or lug integral with the upper member, said lug being perforated at the end; 11, the lower fifth wheel member having prongs 12 to engage the axle bed and axle; 13, a plate spring of a concavo-convex shape with a hole 14 at one end and provided with ears 15, 15, at the opposite end which ears frictionally engage the top surface of the perch iron; and 16 is a bolt passed through the hole in the lug, the hole in the spring, and the perforation 5 in the perch iron.

The several parts and elements are assembled and occupy the relative positions shown.

The plate spring is held rigidly at one end by the bolt, the ears of the plate at the opposite end prevent the spring from moving sidewise, the spiral spring at its upper end bears against the under surface of the plate spring, and the convex surface of the plate spring bears against the under surface of the lower fifth wheel member and holds it in close frictional contact with the upper member. When desired the spiral spring may be omitted though its presence in a heavy gear is advisable. I have shown the anti-rattler device in connection with a double perch gear but it may, of course, be used in other constructions.

What I claim is:

1. The combination with a vehicle gear having upper and lower fifth wheel members, of a concavo-convex plate spring with one end rigidly fixed, the other end in frictional contact with a part of the gear, and the surface between the ends thereof bearing against the lower fifth wheel member.

2. The combination with a vehicle gear having upper and lower fifth wheel members, of a concavo-convex plate spring having ears at one end and in loose frictional contact with a part of the gear, the opposite end being fixed and immovable, and the surface between the ends of the spring bearing against the lower fifth wheel member.

3. A concavo-convex plate spring perforated at one end and having two ears at the other end, in combination with a perch iron, the lower fifth wheel member, and the projecting lug of the upper fifth wheel member; a bolt being passed through the lug, spring, and perch iron.

4. The combination in a vehicle gear, of a perch or perch iron having a recess therein and a coiled spring within the recess, a lower fifth wheel member, and a plate spring interposed between the coiled spring and the said fifth wheel member, said plate spring being fixed at one end only and the other end frictionally engaging the perch iron.

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

LESTER E. HICKOK.

Witnesses:

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