No. 876,547. PATENTED JAN. 14, 1908.

L. E. HICKOK.

ANTIRATTLER FOR FIFTH WHEELS OF VEHICLES.

APPLICATION FILED MAY 24, 1907.

2 SHEETS—SHEET 1.

Fig. 1.

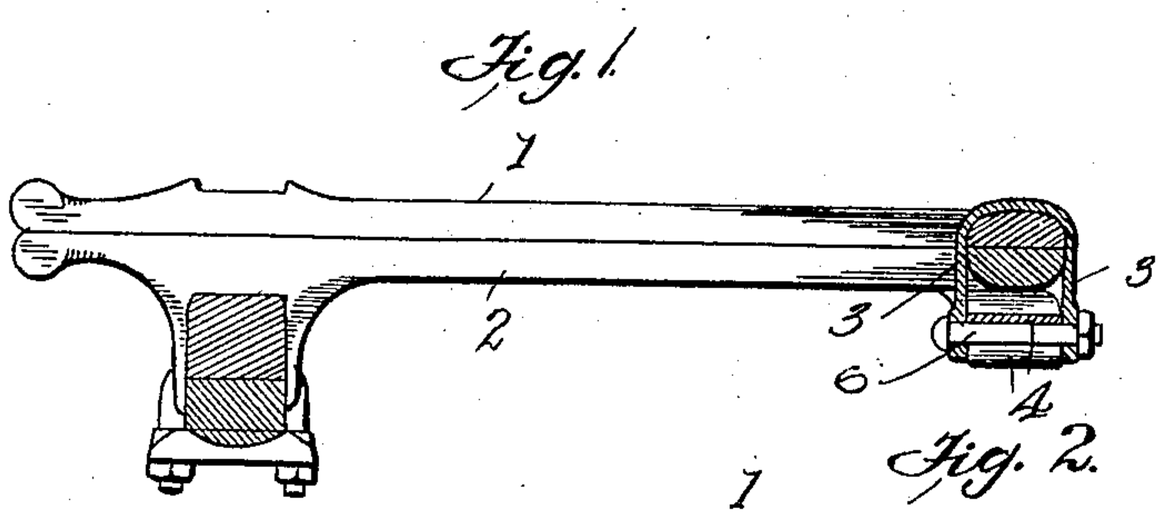


Fig. 2.

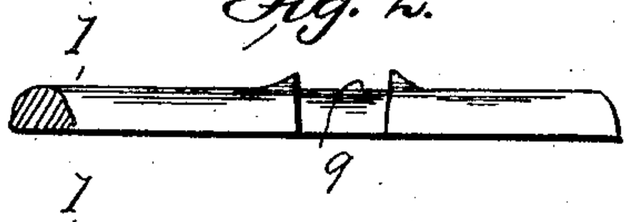


Fig. 3.

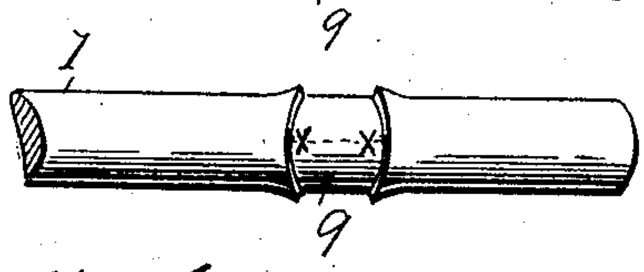


Fig. 4.

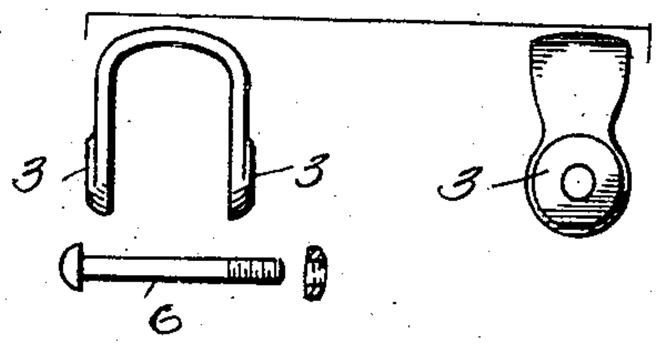


Fig. 5.

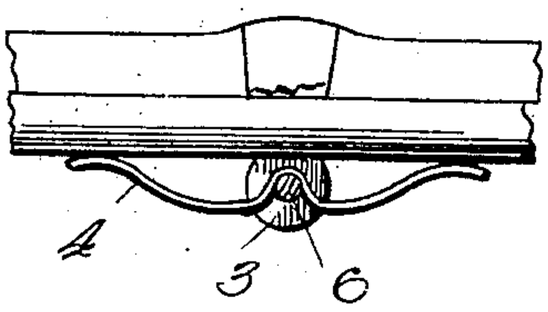


Fig. 6.

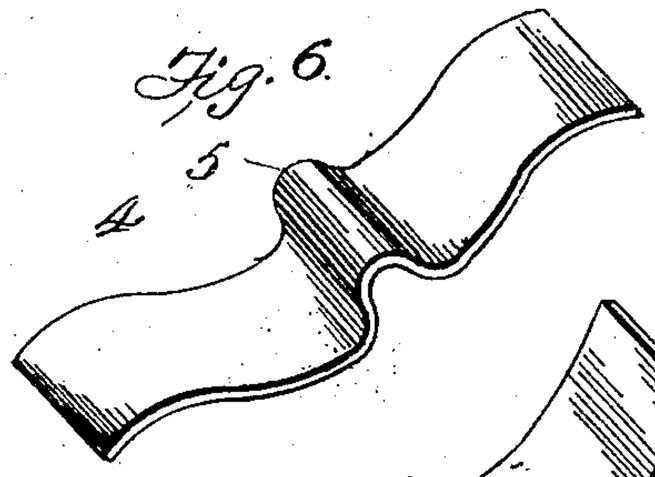


Fig. 8.

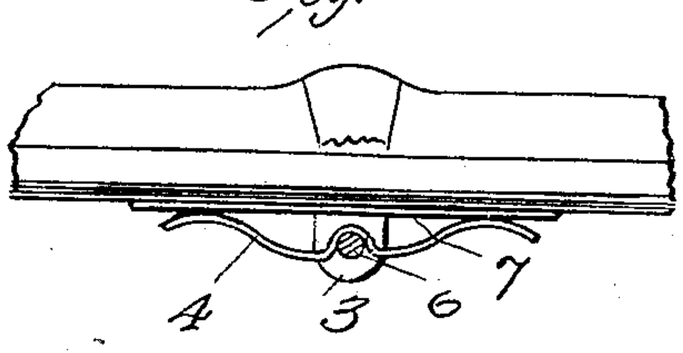
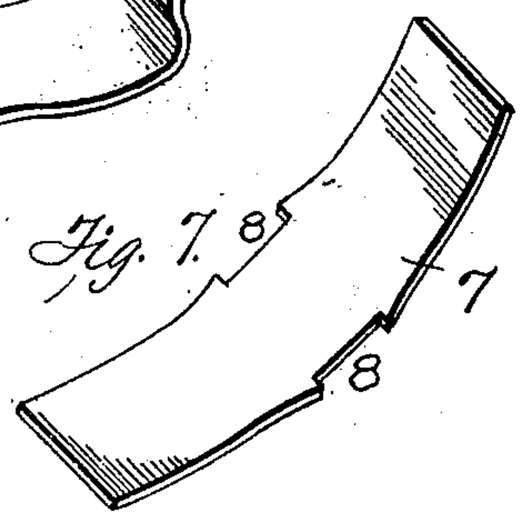


Fig. 7.



Witnesses
Chas. K. Davies.
Ralph Wormelle

Inventor
L. E. Hickok,
By F. E. Stebbins
Attorney

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2 SHEETS—SHEET 2.

Fig. 9.

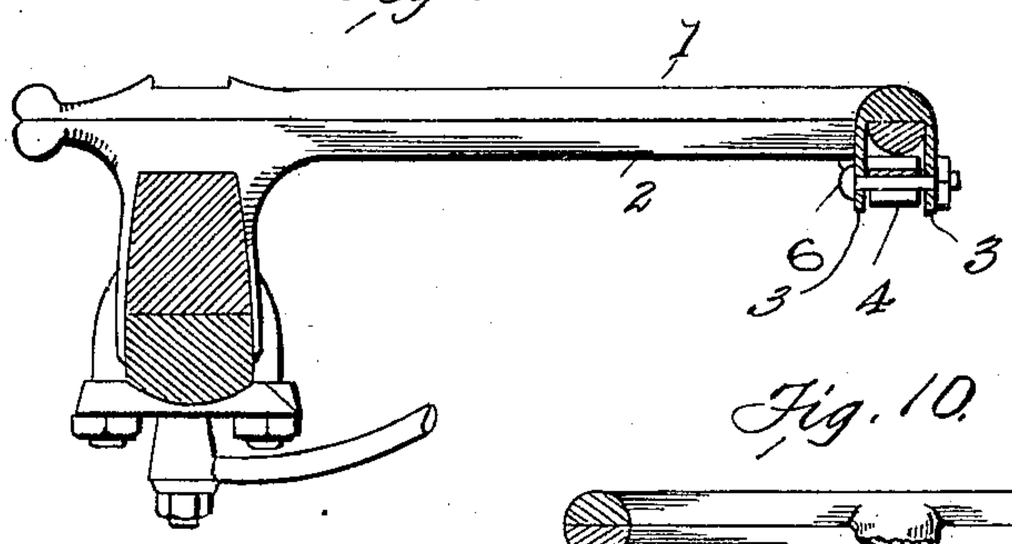
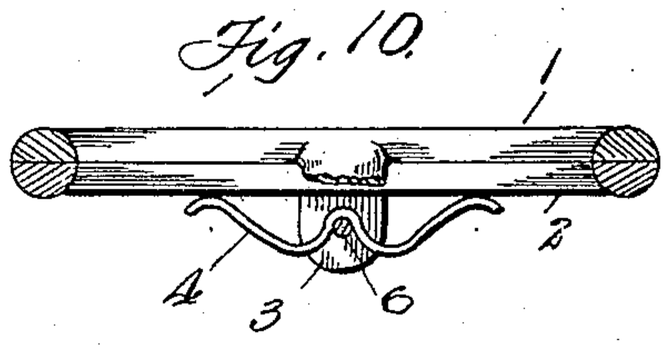


Fig. 10.



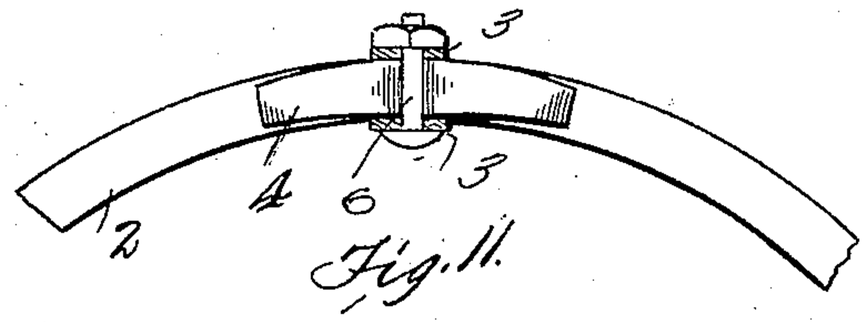


Fig. 11.

Fig. 12.

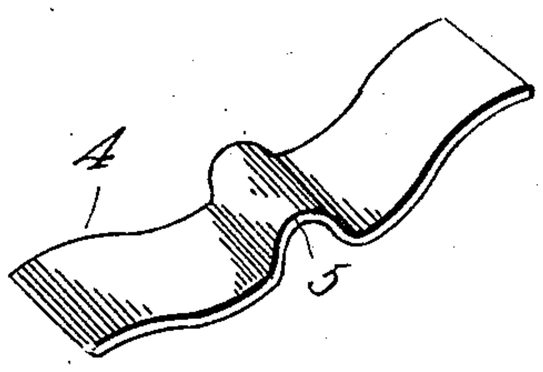


Fig. 13.

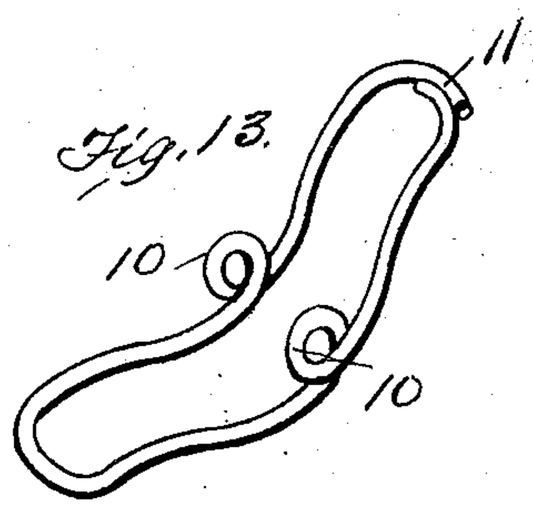
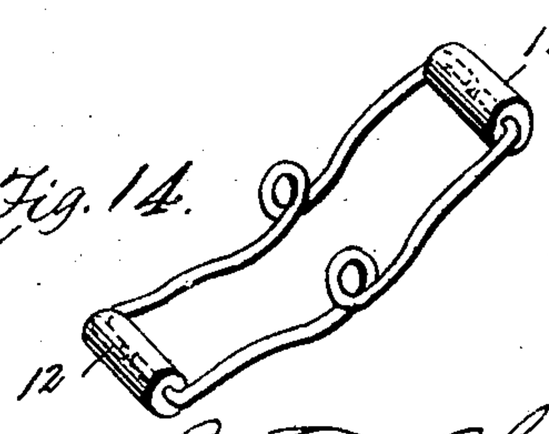


Fig. 14.



Witnesses

Chas. K. Davis.

Ralph Wormelle

Inventor

L. E. Hickok,

By F. E. Stebbins,

Attorney

UNITED STATES PATENT OFFICE.

LESTER E. HICKOK, OF BROOKLYN, NEW YORK, ASSIGNOR OF ONE-HALF TO THE CLEVELAND HARDWARE COMPANY, OF CLEVELAND, OHIO.

ANTIRATTLER FOR FIFTH-WHEELS OF VEHICLES.

No. 876,547. Specification of Letters Patent. Patented Jan. 14, 1908.

Application filed May 24, 1907. Serial No. 375,459.

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 Fifth-Wheels of Vehicles, of which the following is a specification.

The object of my invention is the provision of a simple and effective means for preventing the vibration of the lower member of the fifth wheel when in use, which vibration causes the said lower member to strike the upper member and make an unpleasant noise.

The invention consists in certain novelties of construction and combinations of parts as hereinafter set forth and claimed.

The accompanying drawings illustrate two complete examples of the physical embodiment of the improvement constructed according to the best modes I have so far devised for the practical application of the principle.

Figure 1 shows part of the upper and lower members of a fifth wheel, the parts at the right being in section. Fig. 2 is an edge view, and Fig. 3 a top plan view of part of the upper member illustrating the seat for a clip. Fig. 4 shows two views of the clip. Fig. 5 is a rear view of the central portion of the two members, one of the ears of the clip being broken off. Fig. 6 shows the spring. Fig. 7 is a wearing plate. Fig. 8 illustrates the application of the wearing plate. Fig. 9 shows the second example of the embodiment of the invention, the view being similar to Fig. 1. Fig. 10 is a front view in elevation of the upper and lower members with one of the ears broken off. Fig. 11 is a bottom plan view. Fig. 12 illustrates the spring. Figs. 13 and 14 illustrate modified forms of the spring.

Referring to both examples, the numeral 1 designates the top member of a fifth wheel circle; 2, the lower member; 3, 3, two ears with perforations which depend from opposite sides of the upper member and extend downwardly below the lower member, said ears being preferably located at the centers of the circles; 4, a concavo-convex leaf spring; 5, an offset portion of the metal at the center to form a seat for a bolt; 6, a bolt passed through the holes in the ears and its central part located within the seat of the spring; 7, a wearing plate interposed between the lower member and the spring; and 8, 8, are notches or recesses in the edges of the wearing plate which receive the ears and retain the wearing plate in position and prevent it moving endwise.

In the first example the ears 3, 3, are the ends of a removable clip which passes around the top member, the latter being provided with a semi-circular recess 9, wider on the line *x*—*x* than at the sides, to receive the central portion of the clip which conforms to the shape of the recess. The clip is thus anchored so it cannot move sidewise relative to the upper member. In the second example, Sheet 2, the depending ears 3, 3, are made integral with the upper member.

While a plate spring of a concavo-convex form is shown in the two examples, a spring of different construction may be employed, as shown by Fig. 13, where a wire is bent upon itself to form loops 10, for the reception of a bolt and with its ends lapped at 11, and this spring, as shown by Fig. 14, may be provided with anti-friction rollers 12 which in use would bear against the lower surface of the lower fifth wheel member, or against the wearing plate when used.

From the description and drawings it becomes obvious that I have provided a very efficient means for the purpose specified and one of extreme simplicity.

The wearing plate may be employed or not at the will of the constructor.

What I claim is:

1. The combination with an upper fifth wheel member, of two depending ears extending below the lower fifth wheel member, each of said ears having a horizontal perforation at the end; a concavo-convex spring with a seat for a bolt; and a horizontally disposed bolt engaging the seat in the spring and passed through the perforations in the ears; said bolt maintaining said spring against endwise movement and with its ends holding the lower member against the upper member.

2. The combination with an upper fifth wheel member having a recess, of a U-shaped clip fitted to and located within the recess and provided with two depending ears extending below the lower fifth wheel member, each of said ears having a horizontal perforation at its end; a concavo-convex spring with a seat for a bolt; and a horizontally dis-

posed bolt engaging the seat in the spring and passed through the perforations in the ears; said bolt maintaining said spring against endwise movement and with its ends holding the lower member against the upper member.

3. The combination with the upper and lower fifth wheel members, of a concavo-convex spring; a clip and bolt for holding the spring in place; and a wearing plate provided with notches 8, 8, for engaging the depending ears 3, 3, said plate being interposed between the spring and the bottom surface of the lower member.

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

LESTER E. HICKOK.

Witnesses:
RALPH WORMELLE,
F. E. STEBBINS.