(No Model.)

2 Sheets—Sheet 1.

D. WILCOX.

FIFTH WHEEL.

No. 523,252.

Patented July 17, 1894.

Fig. 1.

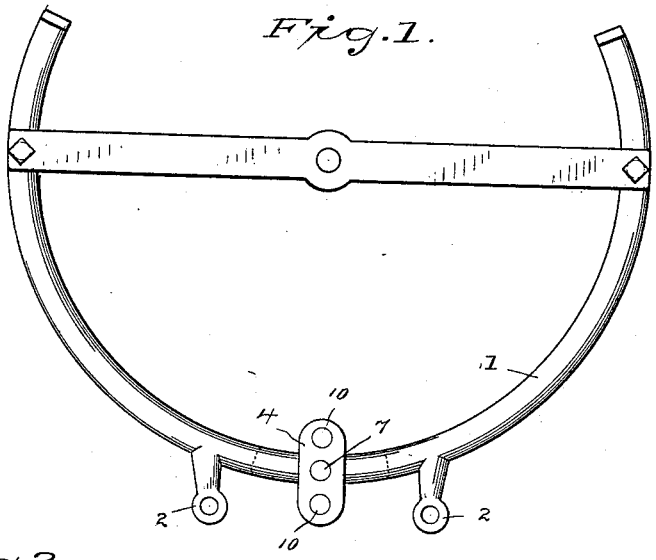


Fig. 2.

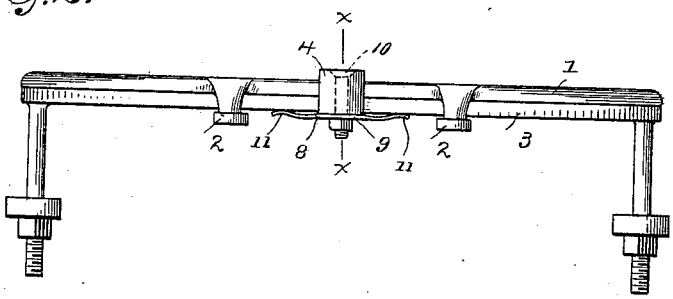


Fig. 3.

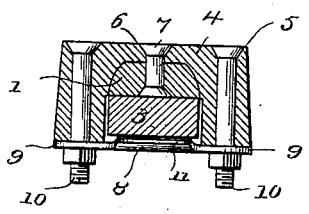
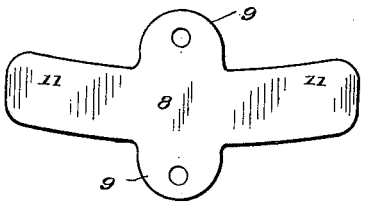


Fig. 4.



WITNESSES

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(No Model.)

2 Sheets—Sheet 2.

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Fig. 5.

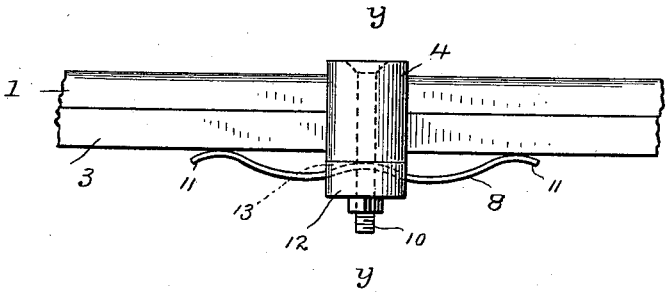


Fig. 6.

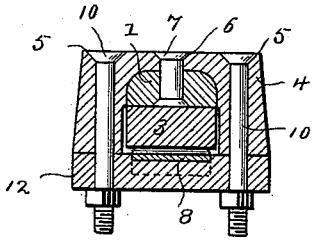


Fig. 7.

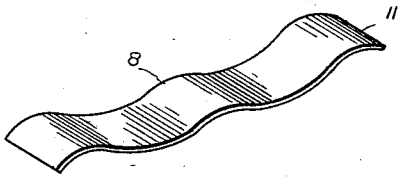
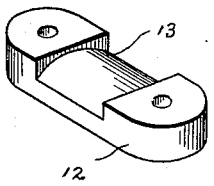


Fig. 8.



WITNESSES

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UNITED STATES PATENT OFFICE.

DARIUS WILCOX, OF MECHANICSBURG, PENNSYLVANIA.

FIFTH-WHEEL.

SPECIFICATION forming part of Letters Patent No. 523,252, dated July 17, 1894.

Application filed January 2, 1894. Serial No. 495,333. (No model.)

To all whom it may concern:

Be it known that I, DARIUS WILCOX, a citizen of the United States, residing at Mechanicsburg, in the county of Cumberland and State of Pennsylvania, have invented certain new and useful Improvements in Fifth-Wheels; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention has for its object to improve the construction of fifth wheels, so that rattling will be prevented, in a simple manner which will not add to the cost of construction, and which will be thoroughly durable in use, the supplying of new parts after a year or two of wear being rendered wholly unnecessary.

With this end in view I have devised the novel fifth wheel which I will now describe referring by numbers to the accompanying drawings forming part of this specification, in which—

Figure 1 is a plan view of a fifth wheel showing the application thereto of my novel improvement; Fig. 2, a rear elevation corresponding with Fig. 1, illustrating one form in which I have carried my invention into effect; Fig. 3, a section on an enlarged scale on the line *x x* in Fig. 2, the spring appearing in end elevation; Fig. 6 a similar section on the line *y y* in Fig. 5 the spring being in section. Figs. 4 and 7 are plan views on an enlarged scale of two forms of spring detached; Fig. 5 a rear elevation on an enlarged scale illustrating another form in which I have carried my invention into effect, and Fig. 8 is a perspective of the cross piece used in one form, detached.

1 denotes the upper circle of the fifth wheel which is provided with the usual lugs 2 for the attachment of the reach, and 3, the lower circle of the fifth wheel.

4 denotes a yoke, ordinarily U shaped as shown, which passes on opposite sides of the fifth wheel and is provided with holes 5 through the ends thereof and with a hole 6 through the center thereof. The upper circle is rigidly secured to the yoke, as by a bolt or rivet 7 which passes through the upper circle and through hole 6 in the yoke. The lower circle moves freely between the sides of the yoke but is held constantly in engagement with the upper circle so that rattling is wholly prevented by means of a spring 8 which may be made as shown in Figs. 1 to 4 inclusive or as shown in Figs. 5 to 7 inclusive.

In Figs. 3 and 4 the spring is shown as provided with lugs 9 on opposite sides at the center and as secured to the yoke by bolts 10 which pass through said lugs and through holes 5. The ends of the spring are curved in the horizontal plane to correspond with the curvature of the fifth wheel and are suitably curved in the vertical plane so that the arms thereof which are specifically designated by 11 bear upon the lower circle holding it constantly in contact with the upper circle.

In the form illustrated in Figs. 5 to 8 inclusive, lugs 9 upon the spring are dispensed with, and the spring is retained in place by a cross piece 12 through which bolts 10 pass. This cross piece is provided with a transverse groove 13 in which the spring lies. The bottom of the groove is curved, the center being preferably made highest, and the spring is curved to correspond therewith so that when the parts are assembled as in Figs. 5 and 6 the spring is securely held in position without additional fastening devices. The spring is made sufficiently strong so that there is no looseness of the parts in use and is found just as effective after long continued use, thereby wholly avoiding repairs at this point and the substitution of new parts to prevent rattling.

Having thus described my invention, I claim—

1. The combination with the upper circle of a fifth wheel and a yoke rigidly secured thereto, of the lower circle lying between the arms of the yoke and a spring secured to said yoke and having arms which bear upon the lower circle to hold it in contact with the upper circle whereby rattling is prevented in use.

2. Yoke 4 having a center hole 6 and holes 5 at the ends, in combination with the upper circle rigidly secured to the yoke by a rivet passing through hole 6, the lower circle lying

between the arms of said yoke, and a spring having lugs by which it is secured to the yoke by bolts passing through holes 5 and having arms which bear upon the lower circle upon opposite sides of the yoke and hold said lower circle in engagement with the upper circle, as and for the purpose set forth.

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

DARIUS WILCOX.

Witnesses:
J. E. LOVE,
CHARLES GERHARD,
THEO. NICOLSON.