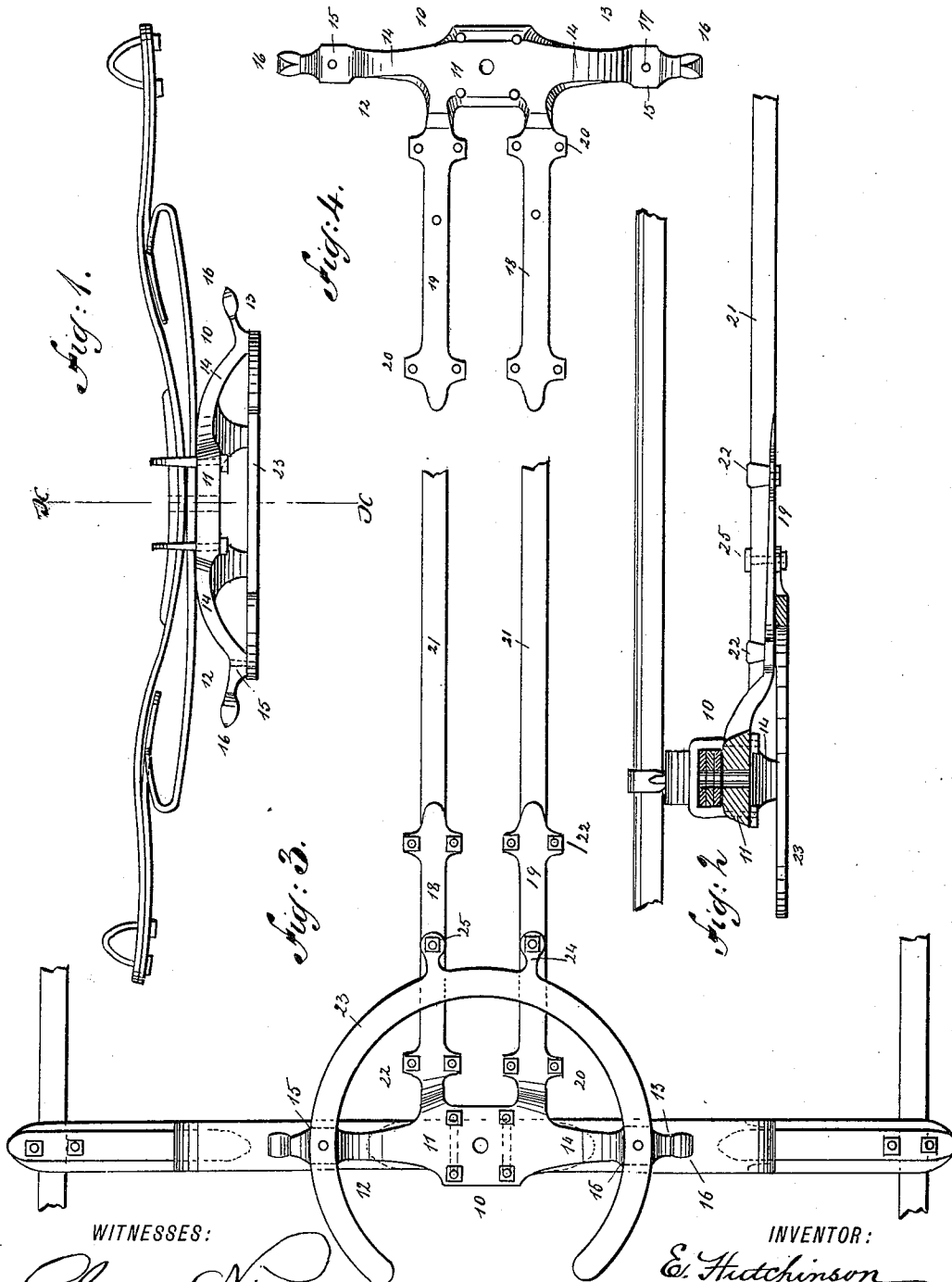


(No Model.)

E. HUTCHINSON.
HEAD BLOCK FOR VEHICLES.

No. 402,737.

Patented May 7, 1889.



WITNESSES:
Chas. Nida
C. Sedgwick

INVENTOR:
E. Hutchinson
BY *Munn & Co*

ATTORNEYS.

UNITED STATES PATENT OFFICE.

EDWARD HUTCHINSON, OF NEW YORK, N. Y.

HEAD-BLOCK FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 402,737, dated May 7, 1889.

Application filed September 25, 1888. Serial No. 286,307. (No model.)

To all whom it may concern:

Be it known that I, EDWARD HUTCHINSON, of the city, county, and State of New York, have invented a new and Improved Head-Block for Vehicles, of which the following is a full, clear, and exact description.

My invention has for its object to provide an improved combination of head-block, fifth-wheel, and springs, whereby the body of the vehicle is allowed to drop a greater distance than usual heretofore, and whereby a spring will not come in contact with the head-block when the weight of a person mounting the vehicle is applied upon the side of the body to which said spring is attached.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar figures of reference indicate corresponding parts in all the views.

Figure 1 is a front elevation of the block attached to a spring. Fig. 2 is a vertical section on line *x x* of Fig. 1. Fig. 3 is a bottom plan view of the block and spring, and Fig. 4 is a plan view of the head.

In carrying out the invention the head-block 10 consists of a central body, 11, from each end of which arms 12 and 13 are projected, the said arms being carried downward from the body, as illustrated at 14, to produce a depressed surface, 15, of any desired length, and upward, as shown at 16, terminating, preferably, in an extremity of an ornamental character. The central portion of the depressed surface 15 is usually flattened upon the under side and provided with a perpendicular aperture, 17, as best illustrated in Figs. 1 and 4.

It will be understood that the depressed surface 15 may be carried as far as desired below the plane of the under side of the body 11, and the extremity of the arms 12 and 13 may be carried upward to any given height.

The perch-plates 18 and 19 are integral with the inner or rear side of the head-block, one perch-plate, when two are employed, being made to extend at a right angle from each side of the center. As illustrated in Figs. 2, 3, and 4, the perch-plates are curved downward at their intersection with the head-block to a line in the same horizontal plane with the

under face of the depressed surface 15. From thence the said perch-plates are carried horizontally rearward. Each perch-plate is provided at or near the extremities of the horizontal section with apertured ears 20 upon opposite sides, and the perches 21 are attached to the upper surfaces of the plates through the medium of clips 22, passing over the perches and through the apertures of the ears, as best shown in Fig. 2. The head-block and perch-plates are preferably made of wrought metal.

By reason of the peculiar shape of the head-block and perch-plates the fifth-wheel 23 may be secured to the under side of the same—as, for instance, the said wheel is secured to the under face of the depressed surfaces of the head-block by suitable bolts and at or near the center of the perch-plates upon the under side, as best shown in Fig. 3. In attaching the wheel to the perch-plates lugs 24 are preferably formed integral with the former, and a bolt, 25, is passed through the perches, the perch-plate, and said lug. It will thus be observed that the perches are weakened only by the passage of the said bolt 25.

In order to illustrate the application of a spring to the head-block, I have shown in connection therewith a form of spring for which I have made an application for Letters Patent filed on even date herewith. I desire it to be distinctly understood that the head-block may be used in connection with any approved form of spring.

It will be observed that by reason of the peculiar form of the head-block the fifth-wheel may be secured to the under side of the same, and the body of the vehicle, when attached, dropped at least an inch lower than heretofore.

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent—

1. A head-block for vehicles, consisting of a body portion, arms extending from the ends of the same, curved downwardly and outwardly, and integral perch-plates downwardly curved at their intersection with the body of the block, substantially as shown and described.

2. A head-block for vehicles, consisting of
a body portion, arms extending from the ends
of the same, curved, respectively, downward
from the said body and upward and outward,
5 provided with an essentially horizontal sur-
face intervening the two curves, and perch-
plates extending from the side of the body,
downwardly curved at their intersection with

the same, and provided with horizontally-
aligning side ears, substantially as shown and 10
described.

EDWARD HUTCHINSON.

Witnesses:

J. F. ACKER, Jr.,
C. SEDGWICK.