Isaac P. Bacon's Imp't. in Carriage Perches.

112528 **PATENTED MAR 14 1871**

Fig. 1.

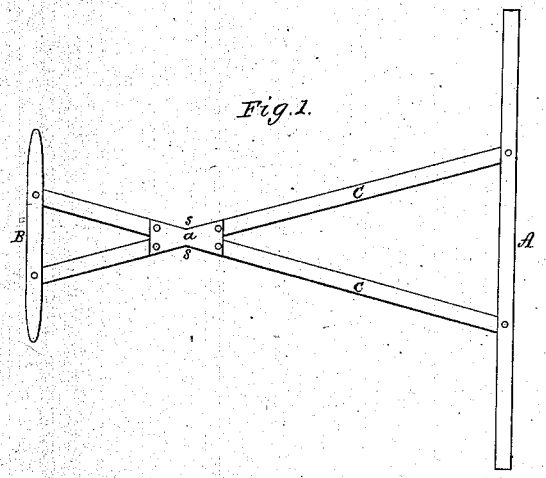
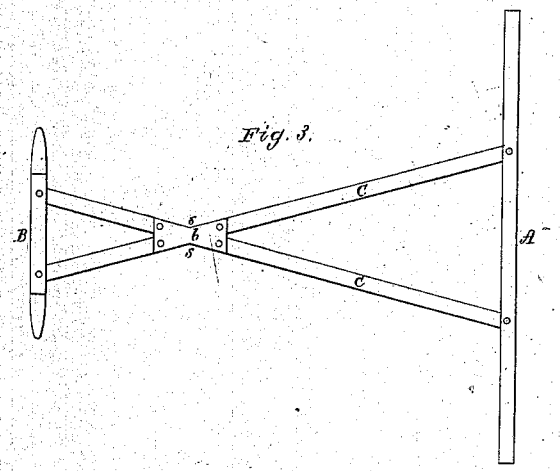


Fig. 2.

Fig. 3.



Witnesses.
S. N. Piper
L. N. Moller

Isaac P. Bacon
by his attorney
R. H. Eddy

United States Patent Office.

ISAAC PRESTON BACON, OF BEDFORD, MASSACHUSETTS.

Letters Patent No. 112,528, dated March 14, 1871.

IMPROVEMENT IN CARRIAGE-PERCHES.

The Schedule referred to in these Letters Patent and making part of the same.

To all persons to whom these presents may come:

Be it known that I, ISAAC PRESTON BACON, of Bedford, of the county of Middlesex and State of Massachusetts, have invented a new and useful Improvement in Perches for Wheel-Carriages; and I do hereby declare the same to be fully described in the following specification and represented in the accompanying drawing, of which—

Figure 1 is a top view;

Figure 2, a side elevation; and

Figure 3, a bottom view of a perch as made in accordance with my invention.

In such drawing—

A denotes the rear axle, and

B, the front bar of the perch.

Instead of connecting the said front bar and rear axle by two bars arranged parallel to each other, as they usually are connected, I, in carrying out my invention, connect them by two bars, C C, arranged diagonally, and crossing each other in manner as represented; and I connect such bars at their junction or crossing by metallic plates, *a b*, disposed with respect to them in manner as shown, such plates being bolted or firmly fixed to the two bars.

The object of this arrangement of the bars is not only to greatly strengthen the perch, but to form re-entering angles or spaces *s s*, on opposite sides of it, each being for reception of one of the wheels of the front axle of the carriage, so as to enable the carriage to turn in a shorter curve than it could were the perch-bars parallel and arranged at the usual distance apart.

The vertices of the said angles or spaces *s s* are to be disposed, or, in other words, the junction of the two bars is to be so arranged as to enable the strengthening plates, or the lower one, to serve as an abutment for either of the wheels when brought around against the perch.

By this arrangement of the strengthening plate it not only performs the function of aiding in forming a strong connection of the bars, but as a guard to prevent them or either at their junction from being bruised or cut by a wheel when revolving against the perch.

When crossed on each other each bar should be halved into the other, or, in other words, cut away to receive the other, so as to allow their upper as well as their under surfaces to be flush or even with each other, in order that they may properly receive the stay-plates.

Instead of crossing the two bars on one another, I sometimes bend or arch each, and bring them together at the crowns of the arches, and apply to them connection-plates, as represented. In this way I form the perch with the re-entering spaces for reception of the wheels.

I make no claim to a carriage-perch having two parallel connection bars extended from the rear axle to the front or transom-bolt; but

What I claim as my invention is as follows, that is to say—

The improved perch as made, with its two connection bars C C arranged, as described, to form on their two opposite sides re-entering spaces for reception of the wheels, and also with strengthening plate or plates applied to the said bars at their junction, all being substantially as specified.

ISAAC PRESTON BACON.

Witnesses:

R. H. EDDY,

J. R. SNOW.