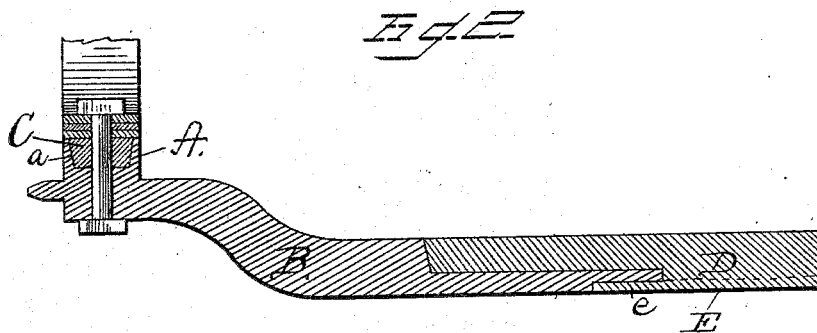
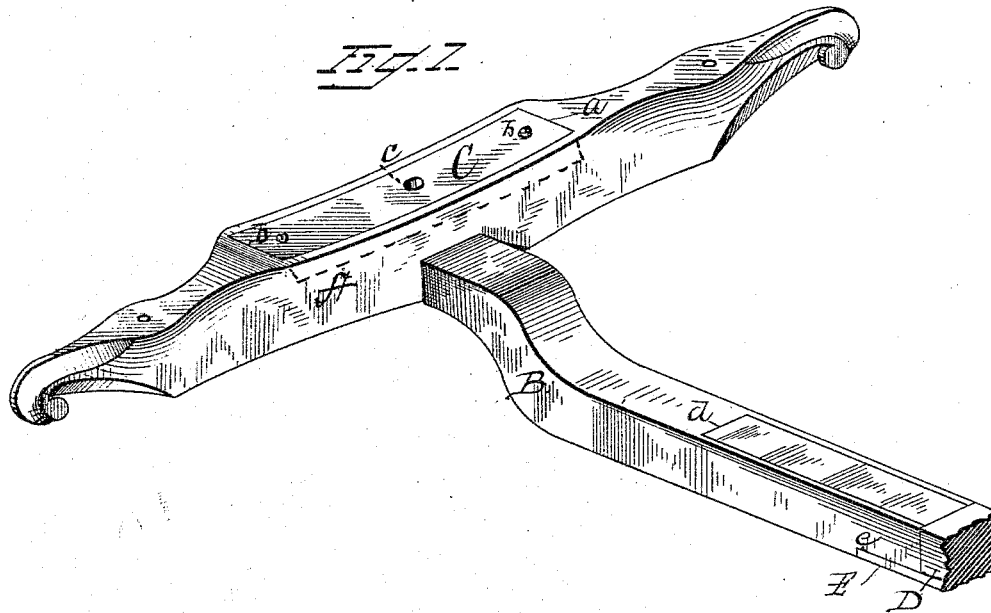


(No Model.)

S. H. STEWARD.
VEHICLE HEAD BLOCK.

No. 301,770.

Patented July 8, 1884.



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SAMUEL H. STEWARD, OF NEW EGYPT, NEW JERSEY.

VEHICLE HEAD-BLOCK.

SPECIFICATION forming part of Letters Patent No. 301,770, dated July 8, 1884.

Application filed February 11, 1884. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL H. STEWARD, a citizen of the United States, residing at New Egypt, in the county of Ocean and State of New Jersey, have invented a new and useful Head-Block for Vehicles, of which the following is a specification.

It has been usual in the construction of vehicle running-gear to form the head-block and its perch-connection of wood into separate pieces mortised or joined together. This construction has been found objectionable, as the strain caused by the sudden and violent lurches of the vehicle and the irregular contraction and expansion of its spring render the head-block and its perch-connection liable to become split or broken, thereby requiring frequent and expensive repairs, owing to the necessity of employing labor skilled in the manufacture of vehicles and their operative parts.

The object, therefore, of my invention is to provide an inexpensive, strong, and durable vehicle "head-block" and "perch-connection," which will obviate the difficulties heretofore experienced, and which, if fractured, may be readily replaced in a simple and inexpensive manner, without the employment of skilled labor, the invention consisting of a vehicle head-block and its perch-connection integrally constructed of suitable metal and provided with means for receiving and retaining the springs and perch, as will be hereinafter more fully described, with reference to the accompanying drawings, in which—

Figure 1 represents a perspective view of my invention, and Fig. 2 a longitudinal vertical section of the same, with the spring-block and the portion of the perch in position.

The letter A represents a head-block of the usual pattern, and B its perch-connection, the two being constructed integrally of suitable metal—preferably cast malleable iron. The metallic head-block A is formed with a central recess, *a*, adapted to receive a wooden block, C, which acts as a rest or bed for the spring intended to be secured thereto by suitable bolts entering the perforations *b*. This central recess, *a*, is in line with the transverse direction of the head-block, but only about one-third the length thereof, and its depth

only about one-third of the vertical thickness of the head-block, thereby forming an ample rest or bed for the wooden spring-block without materially weakening the metallic head-block or necessitating the employment of bolts, clips, or other auxiliary devices for retaining said spring-block in position. This wooden block or spring-rest C is provided with a central perforation, *c*, adapted to register with a similar one formed in the metallic head-block for the reception of the king-bolt. By the employment of a wooden spring rest or seat there is less friction than if the spring were connected directly to the metallic head-block, while at the same time the expansion and contraction of the head-block do not affect the integrity of the spring and its fastening.

The metallic perch-connection B has formed in its upper face a slot or recess, *d*, extending for a part of the length thereof, and adapted to receive the ordinary wooden perch, D, said perch being secured in position by a plate, E, having one end bolted thereto, and its other end similarly fastened in a shouldered recess, *e*, formed upon the under side of said perch-connection. By this means of securing the perch D to the metallic head-block connection B, a perfectly flush joint is obtained, which, when completed, presents a neat clean finish, so that it is not easily discernible where the connection is made, and the entire perch is similar in appearance to those in ordinary use.

The integrally-formed head-block and perch-connection herein described is intended to be manufactured and placed upon the market as a vehicle-iron, the wooden spring rest or bed and perch-plate to be supplied when required for use, and by the employment of such an iron a saving is effected in time, labor, and expense necessary in the usual construction of vehicle running-gear, having the head-block and its perch-connection composed of wood, while at the same time a stronger and more durable article is obtained, there being no liability of said head-block and perch-connection to split, and, in case of fracture, such a device can be readily and cheaply replaced.

What I claim as my invention, and desire to secure by Letters Patent, is—

As an improved article of manufacture, a

vehicle-iron formed of a single piece of metal, and consisting of a head-block, A, formed with a recess, *a*, in its upper face, equal in its transverse length to about one-third that of said head-block and in depth to about one-third the vertical thickness thereof, and provided with a king-bolt hole, *c*, and the solid perch extension B, formed with the recess *d* in its upper face, and the shoulder *e*, formed in its

under face, substantially as and for the purpose set forth.

In witness whereof I have hereunto set my hand in the presence of two attesting witnesses.

SAMUEL H. STEWARD.

Attest:

ELMER COWPERTHWAIT,
W. S. CHAFEEY.