J. C. BATES.

Head Block for Carriages.

No. 93,163. Patented Aug. 3, 1869.

Fig. 1.

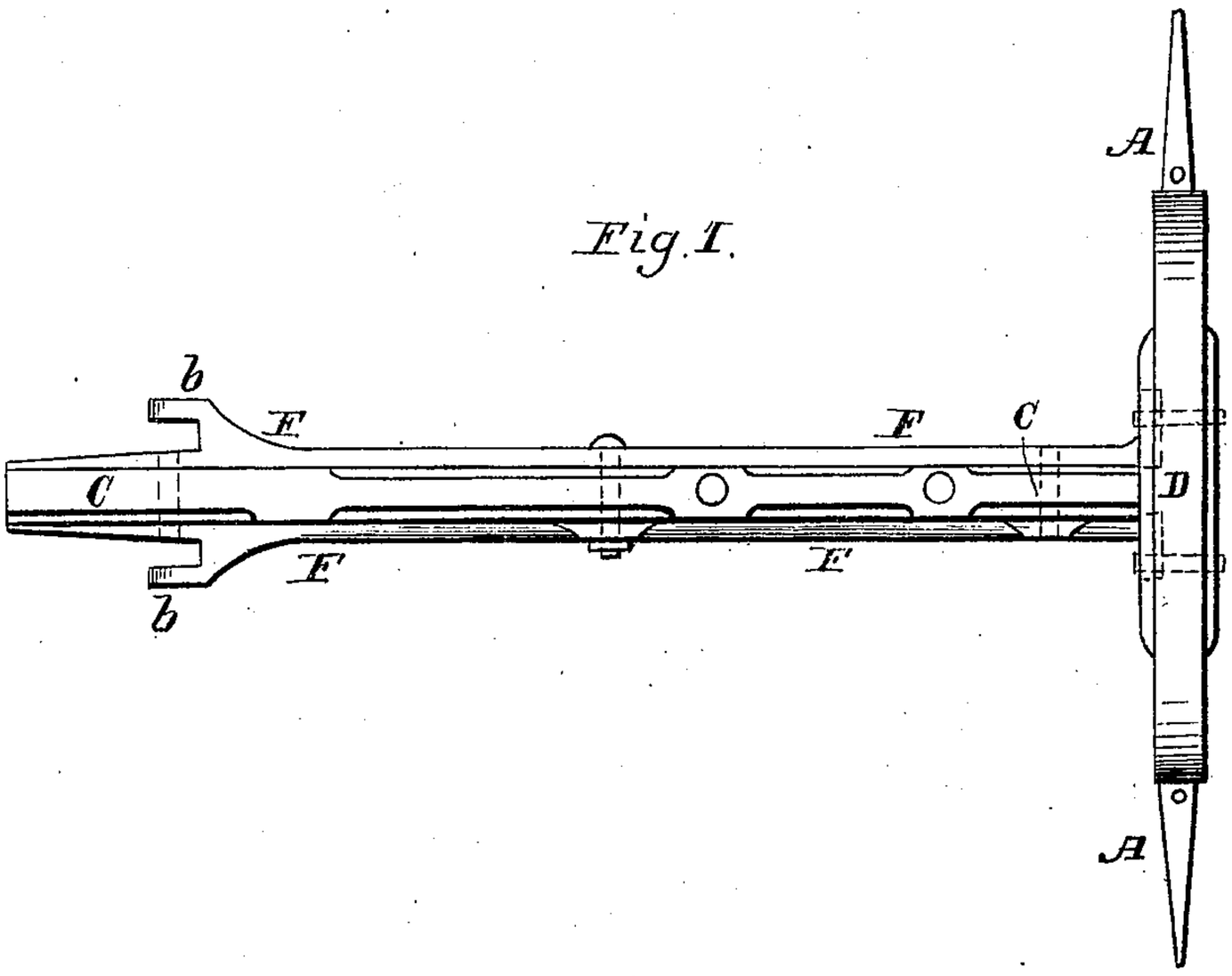


Fig. 2.

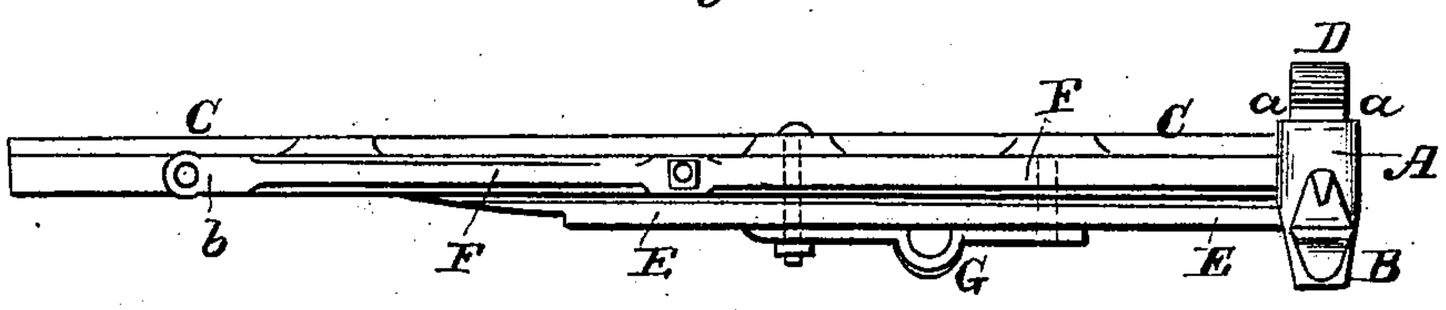
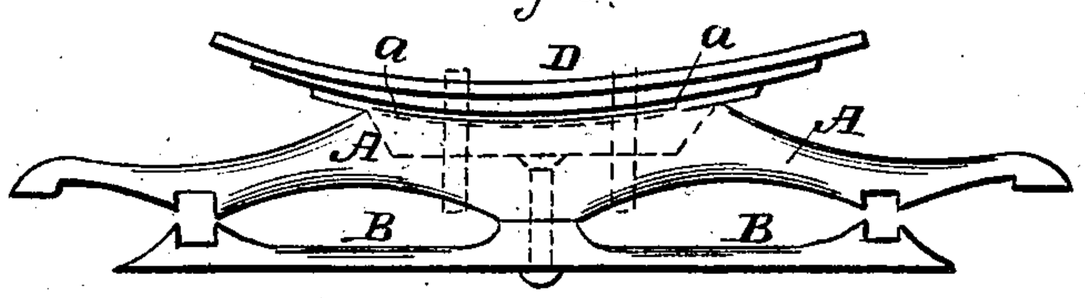


Fig. 3.



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J. C. BATES, OF WARRENSBURG, MISSOURI.

Letters Patent No. 93,163, *dated August* 3, 1869.

IMPROVEMENT IN HEAD-BLOCKS FOR CARRIAGES.

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

To all whom it may concern:

Be it known that I, J. C. BATES, of Warrensburg, in the county of Johnson, and State of Missouri, have invented a new and improved Head-Block for Carriages; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawing, forming part of this specification, in which—

Figure 1 represents a plan or top view of my invention.

Figure 2 is a side view of the same.

Figure 3 is a front view of the same.

Similar letters of reference indicate corresponding parts.

This invention relates to certain improvements in the head-blocks of carriages and buggies, and in the devices with which they are directly or indirectly connected.

The invention consists, first, in making all these devices of malleable iron, whereby they can be made stronger and cheaper, and still of lighter and more tasty appearance than heretofore.

The invention consists, also, in so shaping the head-block that it will prevent lateral play of the spring, and that it will receive the ends of the stays and braces which are on the sides of the reach, and that it will form part of a bar extending back to the rear-axle connection.

The invention finally consists in forming hinge-connections at the junctions of the said braces with the stay-braces that extend back to the hind axle, to prevent the parts from being injured in case one hind wheel should stand lower than the other.

A, in the drawing, represents the head-block; B, its bearing; C, the reach.

The head-block and its bearing are made of malleable iron

On the surface of the head-block are formed two projecting lips, *a a*, between which the spring D is held from lateral displacement.

From the head-block projects backward, under the reach, a bar, E, which is bolted to the reach, and which is, at its rear end, spliced with a piece of wrought-iron that extends back to the rear axle, and that is secured by the iron called a gooseneck, which is fastened by two bolts, and which reaches to the king-bolt, serving to stiffen the head-block and reach.

On the sides of the reach are arranged two malleable-iron bars, F F, which are, with their front ends, fitted into sockets that are provided in the head-block, and which are bolted together on the sides of the reach.

On their rear ends are formed ears, *b b*, which serve as hinge-plates for fastening the braces F to the stay-braces that extend to the hind axle, and whereby injury to the reach and other parts is prevented when the rear wheels stand on uneven ground.

The fifth-wheel guard G is secured to the under side of the malleable-iron bar E, and is made of the same material.

Having thus described my invention,

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

1. The combination with each other of the malleable iron head-block A, bearing B, lower bar E, and side bars F F, all arranged and operating substantially as herein shown and described.

2. The metallic head-block A, when provided with lips *a*, for retaining the spring, with mortises for the side braces F, and with a backward-extending bar, E, substantially as herein shown and described.

3. The hinge-ears *b b*, formed on the rear ends of the side bars F, substantially as and for the purpose herein shown and described.

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Witnesses:

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