

DAVID HINMAN.

Improvement in Head-Blocks for Carriages.

No. 114,681

Patented May 9, 1871.

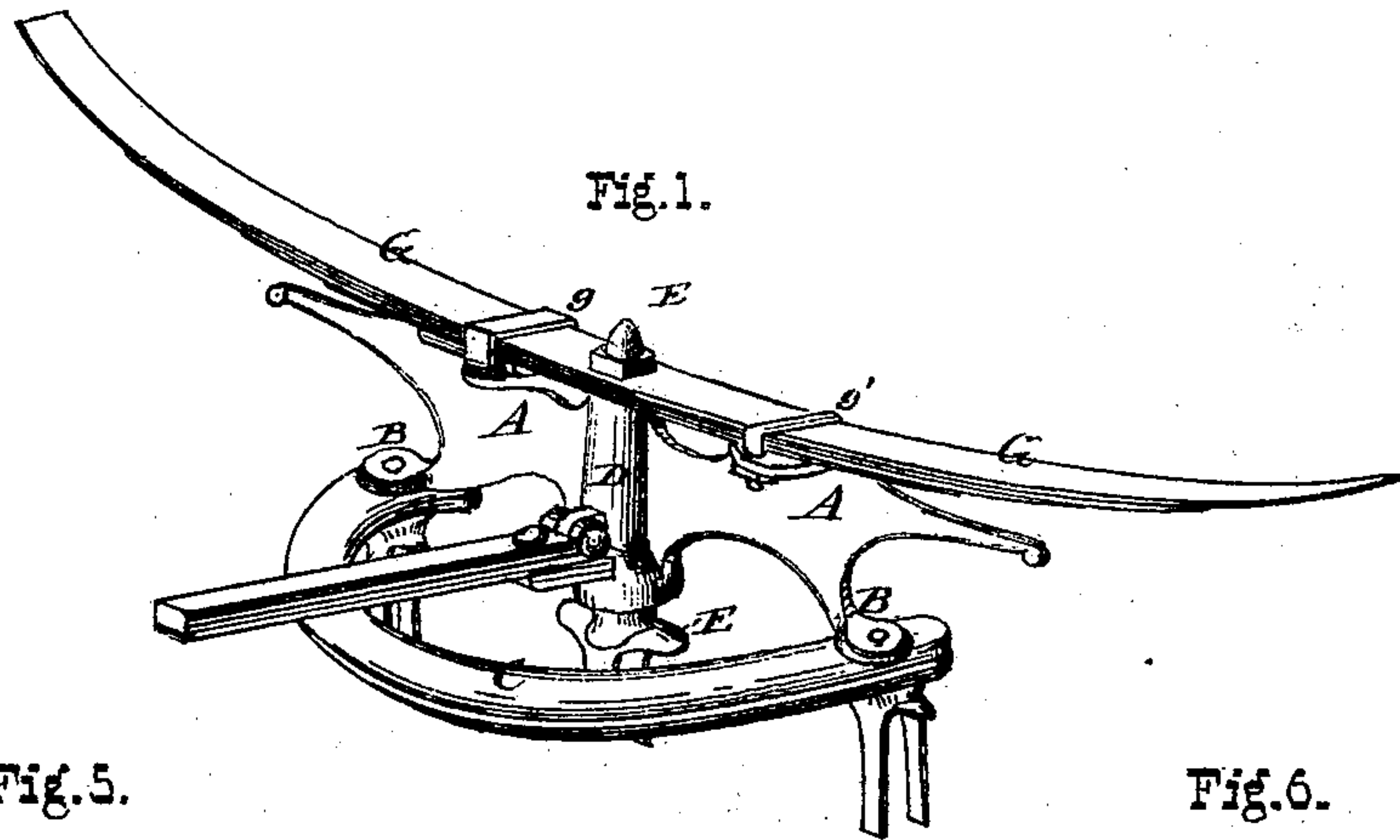
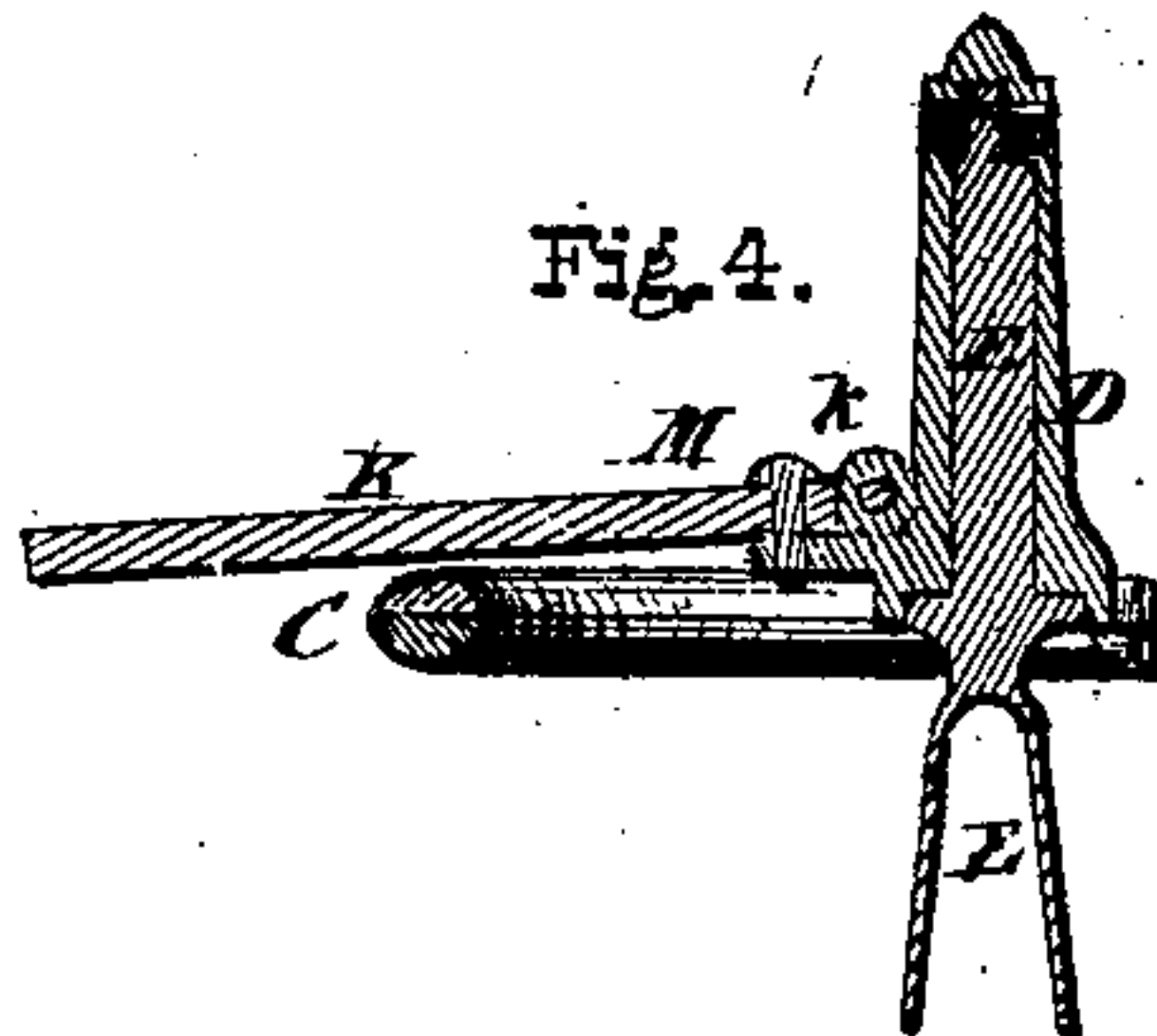
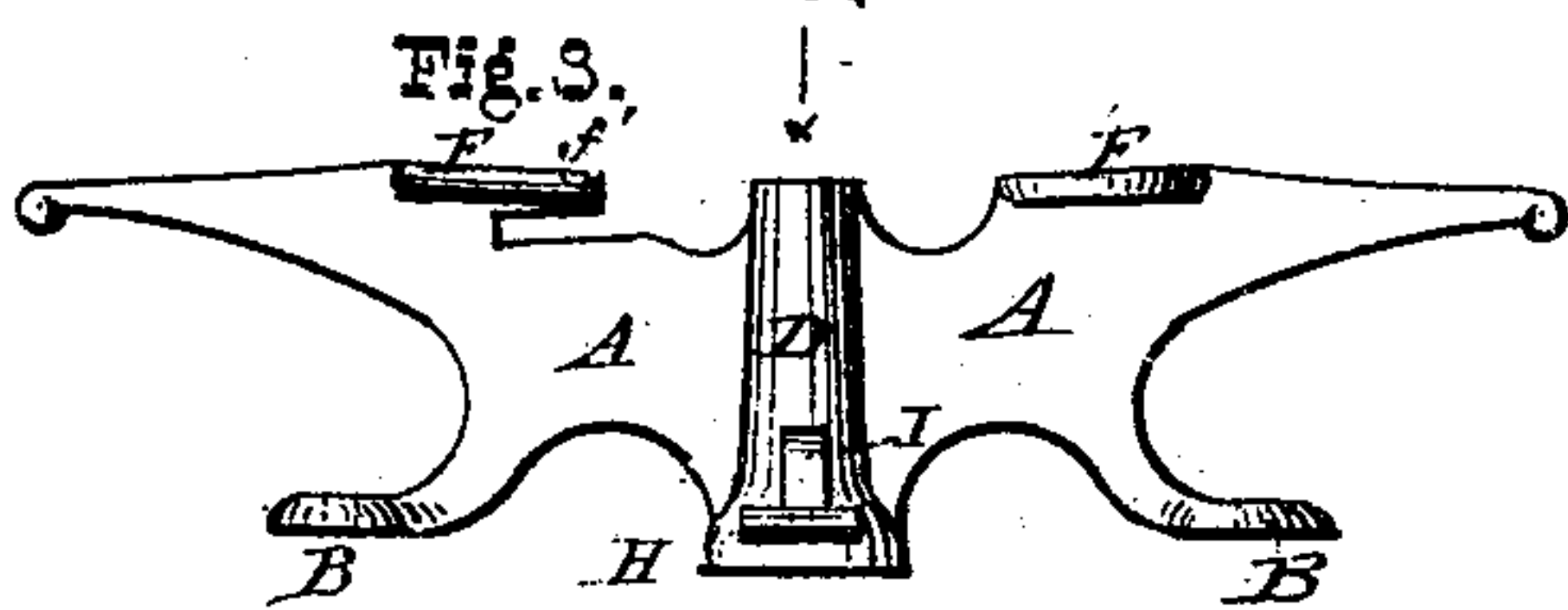
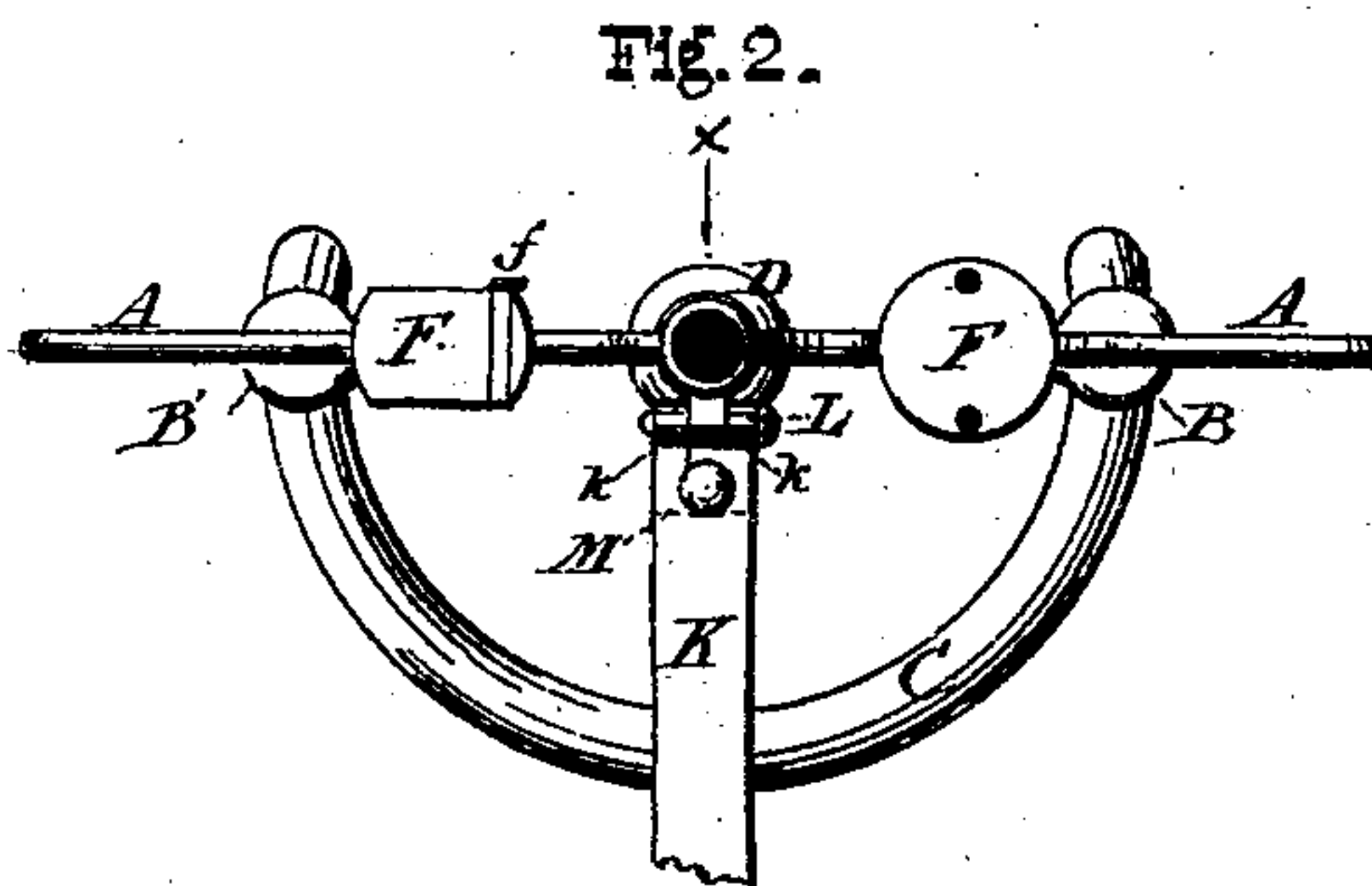


Fig. 5.



Fig. 6.



Witnesses.

*W. S. Marr*

Inventor.

*David Hinman*  
by *Prindle & Byer*, Attys.



# United States Patent Office.

DAVID HINMAN, OF SOUTHTON, CONNECTICUT.

Letters Patent No. 114,681, dated May 9, 1871.

## 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, DAVID HINMAN, of Southington, in the county of Hartford and in the State of Connecticut, have invented certain new and useful Improvements in Head-Blocks for Carriages; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing making a part of this specification, in which—

Figure 1 is a perspective view of my improved head-block with its connections;

Figure 2 is a plan view of its upper side, with the spring removed;

Figure 3 is a rear elevation of the same;

Figure 4 is a vertical central section on the line *xx* of fig. 2;

Figure 5 is a perspective view of one of the bands used for securing the spring to or upon the head-block; and

Figure 6 is a like view of the key employed for locking said band in place.

Letters of like name and kind refer to like parts in each of the figures.

My invention has for its object the securing together of the spring, axle, fifth-wheel, and perch in a more convenient and durable manner; and

It consists, principally, in the peculiar construction of the metallic head-block, substantially as and for the purpose hereinafter specified.

It further consists in the means employed for securing the spring to or upon said head-block, substantially as hereinafter set forth.

It finally consists in the means employed for connecting together the perch and head-block, substantially as hereinafter shown.

In the annexed drawing—

A represents the head-block, constructed of iron, in the general form shown in figs. 1 and 2, and provided upon its lower side with two lugs, B, which extend outward horizontally, and in a line with said head-block, and furnish bearings for the upper section of the fifth-wheel C, which section is attached to said lugs by bolts *c* passing through both parts, or by any suitable means.

Situated at the longitudinal center of the head-block is a cylindrical boss, D, slightly tapering from its lower to its upper end, and provided with a central opening which corresponds with and receives the king-bolt E.

Two horizontal lugs, F, forming a part of the head-block A, and situated upon its upper edge midway between its center and ends, furnish a bearing for the spring G, which is secured thereto by means of a band, *g*, fitting around said spring and lug; or by means of an ordinary clip, *g'*, passing over said spring, and downward through suitable openings in said lug.

In case the latter means are employed the lugs are made circular, but if the bands are used said lugs are

cut off upon their sides so as to correspond in width with the spring.

After the band *g* is in position a half-round pin, *f*, provided with a suitable head, is driven into a corresponding groove, *f'*, formed within the upper face of the lug immediately at the inner end of said band, which is thereby securely locked in place.

As the upper end of the central boss D is in a line with the lugs F the upper end of the king-bolt E passes through the spring G and assists in confining the latter to or upon the head-block.

Extending horizontally rearward from the longitudinal center of the head-block A is a lug, H, having parallel sides, and provided upon its upper face at its point of intersection with said head-block with an ear, I; which lug and ear furnish an attachment for the forward end of the perch K, said end being forked so as to pass over said ear I, and provided with suitable eyes *k*, through which and through said ear is passed a bolt, L.

A second bolt, M, passing downward through the perch K and lug H, secures the former in position laterally and vertically.

The advantages possessed by this construction of a head-block are:

First, its strength, durability, and convenience are largely increased without material increase in weight or expense, and at the same time a lighter and more elegant appearance is obtained than would be possible in a head-block constructed from wood.

Second, the means employed for securing the spring to or upon the head-block render the attachment more durable, and enable said spring to be more easily removed from or placed in position.

Third, the means employed for attaching the perch to the head-block materially lessen the labor and expense of this operation, and enable said parts to be easily and quickly disconnected when desired.

Having thus fully set forth the nature and merits of my invention,

What I claim as new is—

1. The head-block A, when constructed in the manner and for the purposes substantially as specified.

2. The means employed for securing the spring to or upon the head-block, consisting of the band *g* fitting around said springs and over the lugs F, and held in place by the pin *f*, substantially as shown and described.

3. The means employed for connecting together the perch and head-block, consisting of the lug H, the ear I, and bolts L and M, in combination with the forked end of said perch, provided with the eyes *k*, substantially as and for the purpose shown.

In testimony that I claim the foregoing I have hereunto set my hand this 31st day of December, 1870.

Witnesses:

DAVID HINMAN.

W. H. SULLIVAN,

H. H. SUTLIFF.