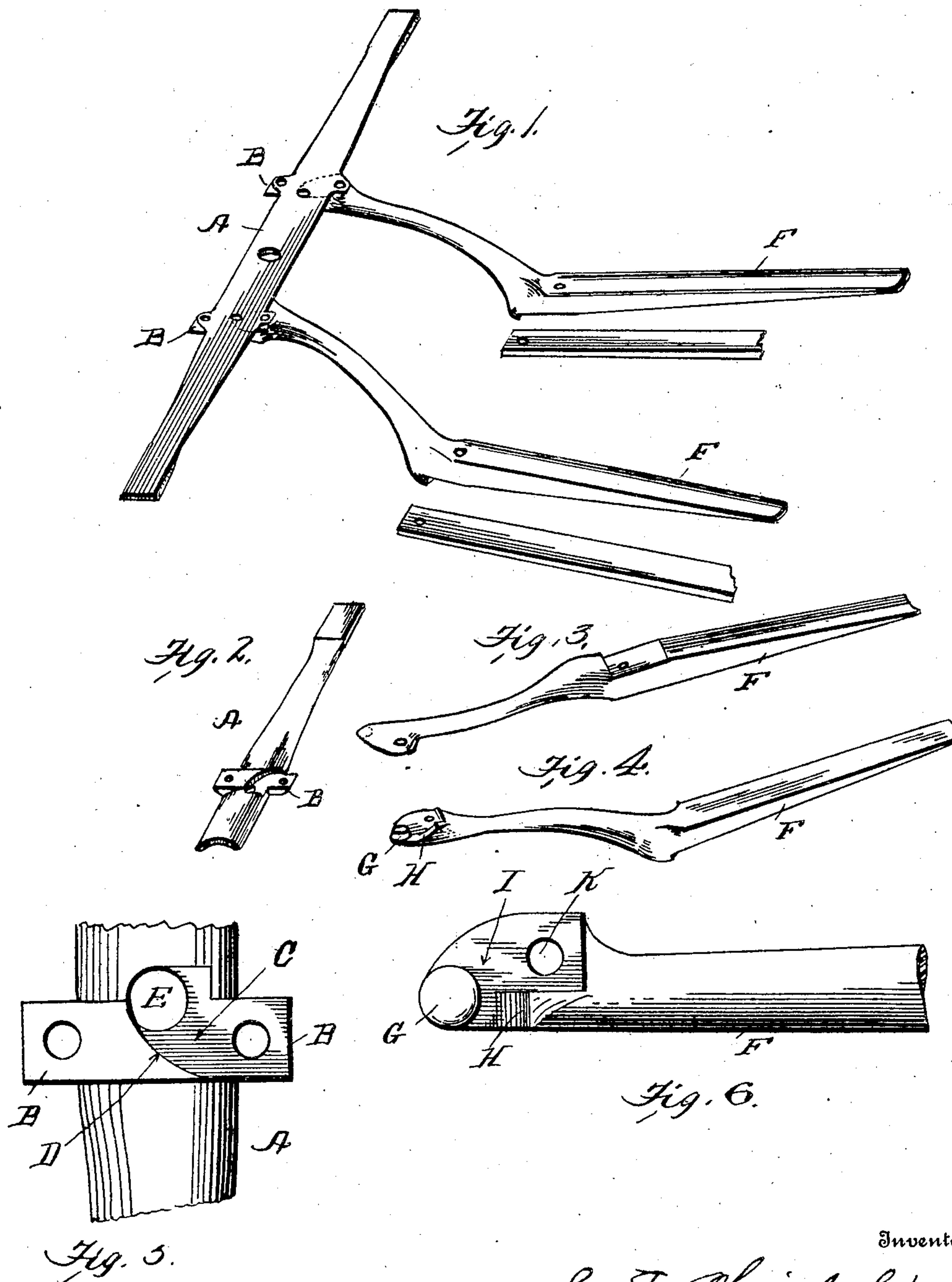


No. 876,544.

PATENTED JAN. 14, 1908.

L. E. HICKOK.  
HEAD BLOCK PLATE AND PERCH CONNECTION.  
APPLICATION FILED MAR. 26, 1907.



Witnesses  
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# UNITED STATES PATENT OFFICE.

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## HEAD-BLOCK PLATE AND PERCH CONNECTION.

No. 876,544.

Specification of Letters Patent.

Patented Jan. 14, 1908.

Application filed March 26, 1907. Serial No. 364,583.

*To all whom it may concern:*

Be it known that I, LESTER E. HICKOK, a citizen of the United States, residing at Brooklyn, in the county of Kings and State of New York, have invented new and useful Improvements in Head-Block Plate and Perch Connections, of which the following is a specification.

The object of my invention is the provision of an improved connection between the head block plate of a vehicle gear and the ends of the perch irons, whereby the parts will interlock and a very strong union of the two elements thus be secured, and whereby the perch irons may easily and quickly be detached when desired.

The invention consists in forming seats with recesses or holes at the under surface of the head block plate and fashioning the end of each perch iron to fit a seat and also providing a boss at the end of the perch iron to fit within the recess extended into, or the hole through, the plate.

The accompanying drawing illustrates the physical embodiment of the invention according to the best mode I have so far devised for applying the principle.

Figure 1 is a view in perspective of a head block plate and two perch irons with their ends interlocking with the plate. Fig. 2 shows part of the under surface of the head block plate and a seat for the end of a perch iron. Figs. 3 and 4 are respectively bottom and top views of a perch iron. Fig. 5 is an enlarged bottom plan view of a part of the head block plate illustrating the seat for the end of the perch iron. Fig. 6 shows the top surface of the end of a perch iron enlarged to more clearly define the construction.

Referring to the several figures, the letter A designates a head block plate; B, the perforated lugs at the edges of the plate; C, a countersunk seat at the edge of the plate and in line with one of the perforated lugs; D, the curved edge of the seat; E, a recess in or hole through the plate located at the edge of the seat; F, a perch iron; G, a boss to fit the recess or hole E in the plate; H, an inclined surface to fit the curved edge of the plate adjacent the perforated lug; I, a countersunk surface to receive the perforated lug on the plate; and K is a hole which registers with the hole in the lug at the edge of the plate.

When the plate and the end of the perch

iron are connected the boss G fits the recess or hole E. The two prongs of the clip, which embraces the head block (not shown) on top of the plate, pass through the hole at the front of the plate and the hole K and the hole through the rear lug, and when the nuts are applied to the threaded ends of the prongs the end of the perch iron is pressed into close frictional contact with the seat at the under surface of the plate.

As will be seen, the plate and the end of a perch iron interlock so that side motion of the perch iron relative to the plate is prevented; and the removal of the nut from the rear prong of the clip allows the perch iron to be separated from the plate.

What I claim is:

1. The combination with a head block plate having a perforated lug and a seat with a recess or hole, of a perch iron with an end fashioned to fit the seat and provided with a boss and a hole in line with the hole in the lug on the plate.

2. The combination with a head block plate having perforated lugs at its front and rear edges and a seat with a recess or perforation, said seat being in line with one of the lugs, of a perch iron having an end with a boss and a hole in line with the hole in the rear lug on the plate.

3. The combination with a head block plate having integral perforated lugs at its front and rear edges, of a perch iron with an end located below the lug at the rear edge of the plate and provided with a hole matching the hole in the rear lug; and means consisting of a boss and hole for interlocking the plate and the end of the perch iron.

4. The combination with a head block plate having front and rear perforated lugs, a seat C, and recess or hole E, of a perch iron having at the end a boss G, inclined surface H, a countersunk surface I, and a hole.

5. The combination with a head block plate having front and rear perforated lugs and a recess E, of a perch iron provided with a boss and a countersunk surface with a hole to match the rear perforated lug on the plate.

In testimony whereof I affix my signature in presence of two witnesses.

LESTER E. HICKOK.

Witnesses:

A. H. MERRIAM,  
A. M. KEVE.