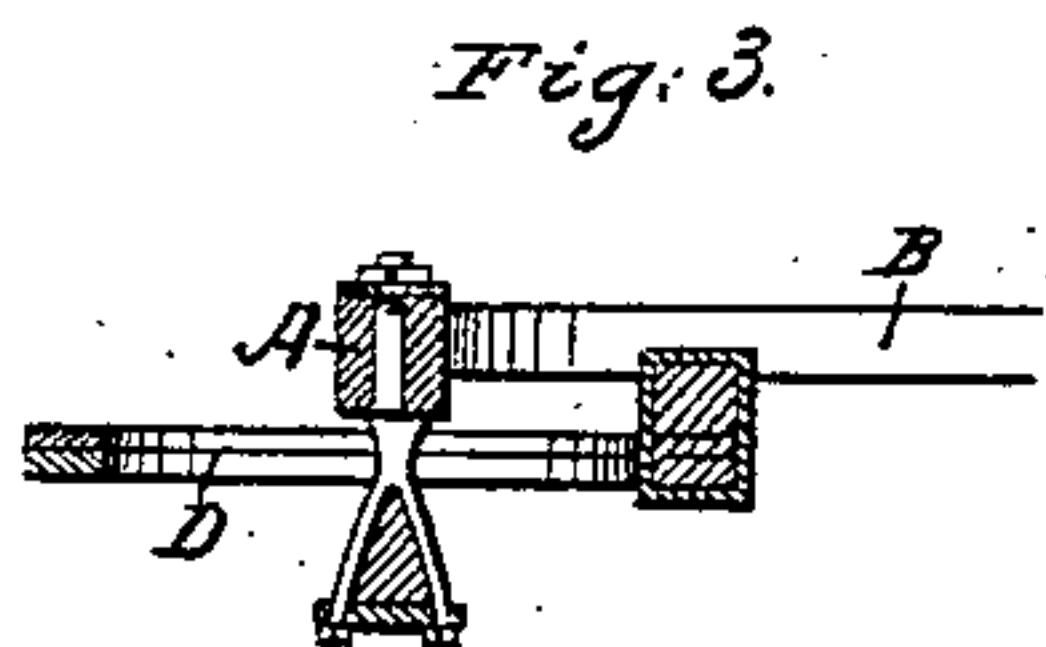
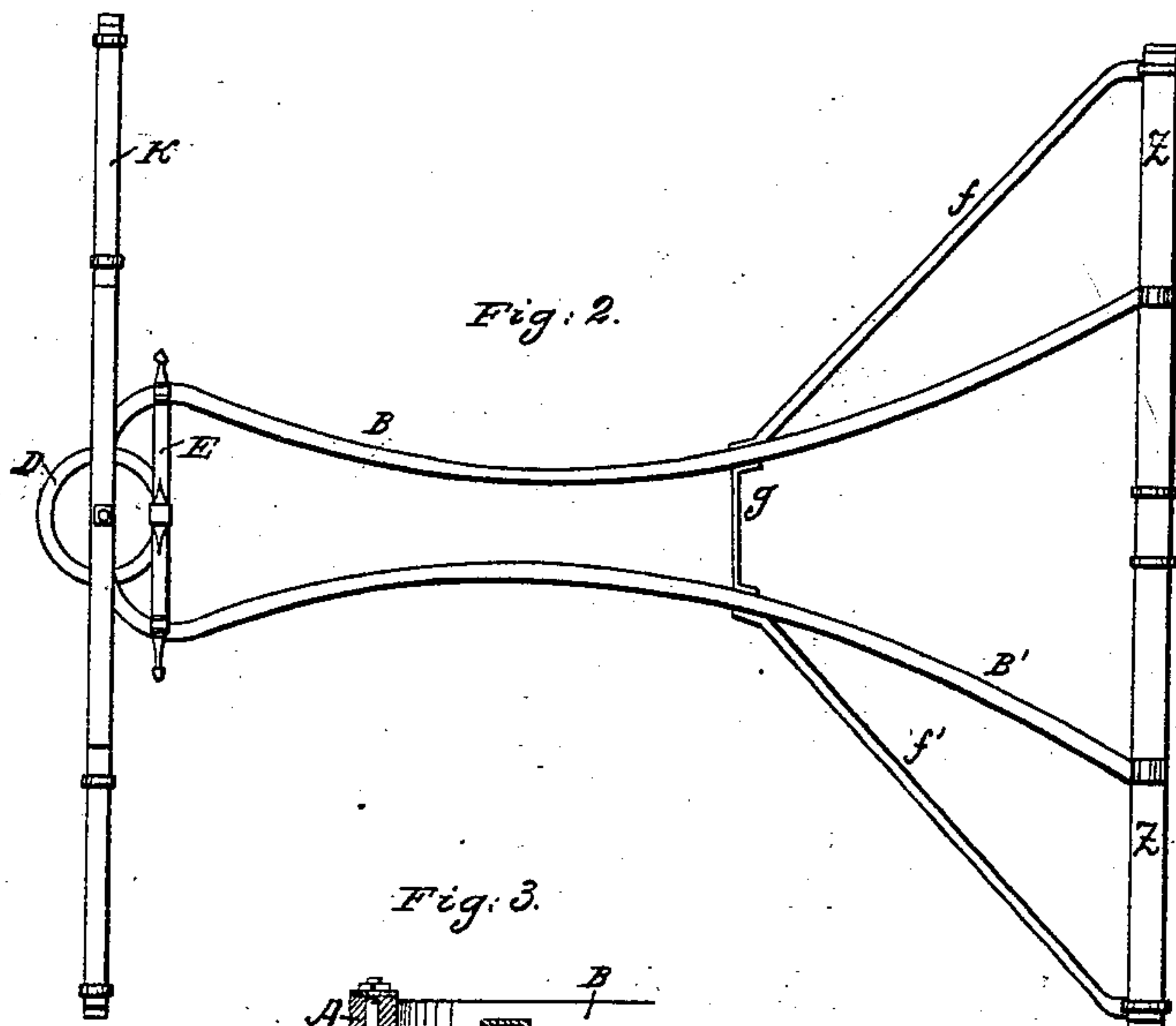
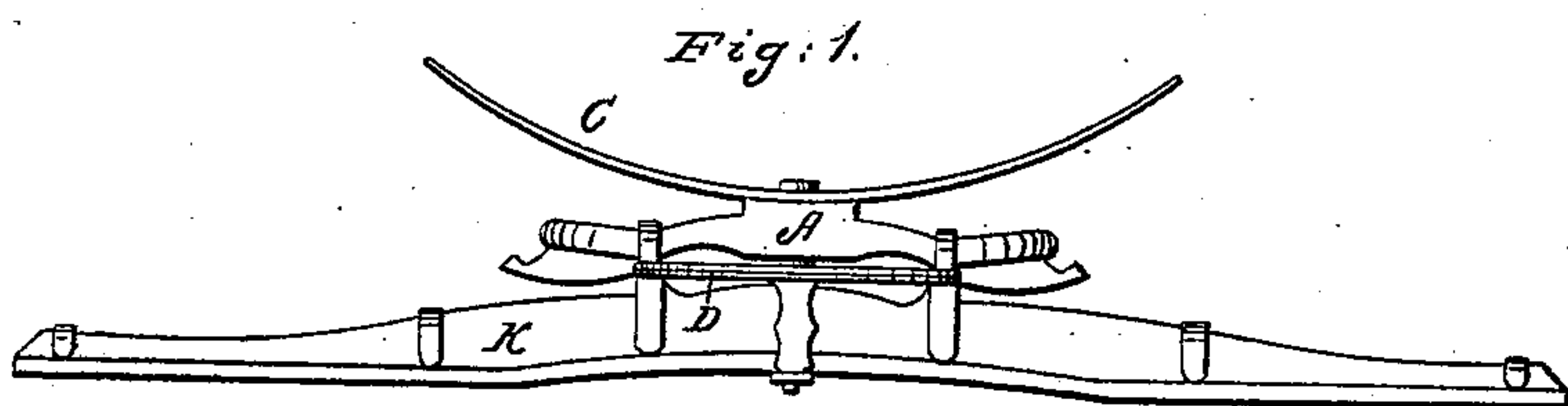


J. RANCEVAN.
Running Gear for Carriages.

No. 113,092.

Patented March 28, 1871.



Witnesses:
Chas. Keirns.
Villets Anderson.

Inventor:
J. Rancevan.
Chipman Hosmer & Co.
Attys.

United States Patent Office.

JOHN RANCEVAN, OF CARTHAGE, OHIO.

Letters Patent No. 113,092, dated March 28, 1871.

IMPROVEMENT IN RUNNING-GEARS 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, JOHN RANCEVAN, of Carthage, in the county of Hamilton and State of Ohio, have invented a new and valuable Improvement in Carriage Head-Blocks and Coupling; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawing making a part of this specification and to the letters and figures of reference marked thereon.

Figure 1 of the drawing is a front view of my invention;

Figure 2 is a top view of the same; and

Figure 3 is a detail.

The nature of my invention consists in the novel arrangement of the continuous bent head-block and coupling and other parts of a vehicle, as hereinafter described.

The object of the invention is to dispense with the ordinary separate head-block and coupling, and to provide a device that combines both in a neat and substantial form.

The head-block and coupling formed in one continuous piece are represented in the drawing by the letters A B B'.

The head-block A is so shaped, in the bending of the material of which it is composed, as to form a suitable bearing for the spring C, and to rest properly upon the fifth-wheel D, the upper section of which is firmly attached to it, as shown.

A cross-bar, E, is attached to and connects the two branches B B' of the coupling, and passes over the fifth-wheel D for the purpose of a stay. A link may

pass around the cross-bar E and the plates of the fifth-wheel D to form a connection and a guide.

The branches B B' of the coupling are bent backward from the head-block A, and connected to the hind axle Z in any substantial manner.

Braces f, f', and g may be used as additional supports.

The spring C rests upon the head-block A, to which it is connected by the king-bolt H, which passes through the head-block A and is firmly secured, by means of its forked end, to the front axle K.

The lower plate of the fifth-wheel D is attached, at two points, about in line with its center, to the front axle K, and the two plates are held together by means of the king-bolt H, head-block A, and axle K.

This construction of head-block and coupling, and peculiar combination of parts, are particularly applicable to vehicles having the ordinary elliptical springs.

The device, in addition to its novelty and utility, is simple in construction, neat and light in appearance, and cheap and durable.

I claim as my invention—

The combination of the spring C, continuous head-block and coupling A B B', fifth-wheel D, spring-bolt H, and axle K, substantially as described.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

JOHN RANCEVAN.

Witnesses:

THEODORE RANCEVAN,
R. A. MORTEN.