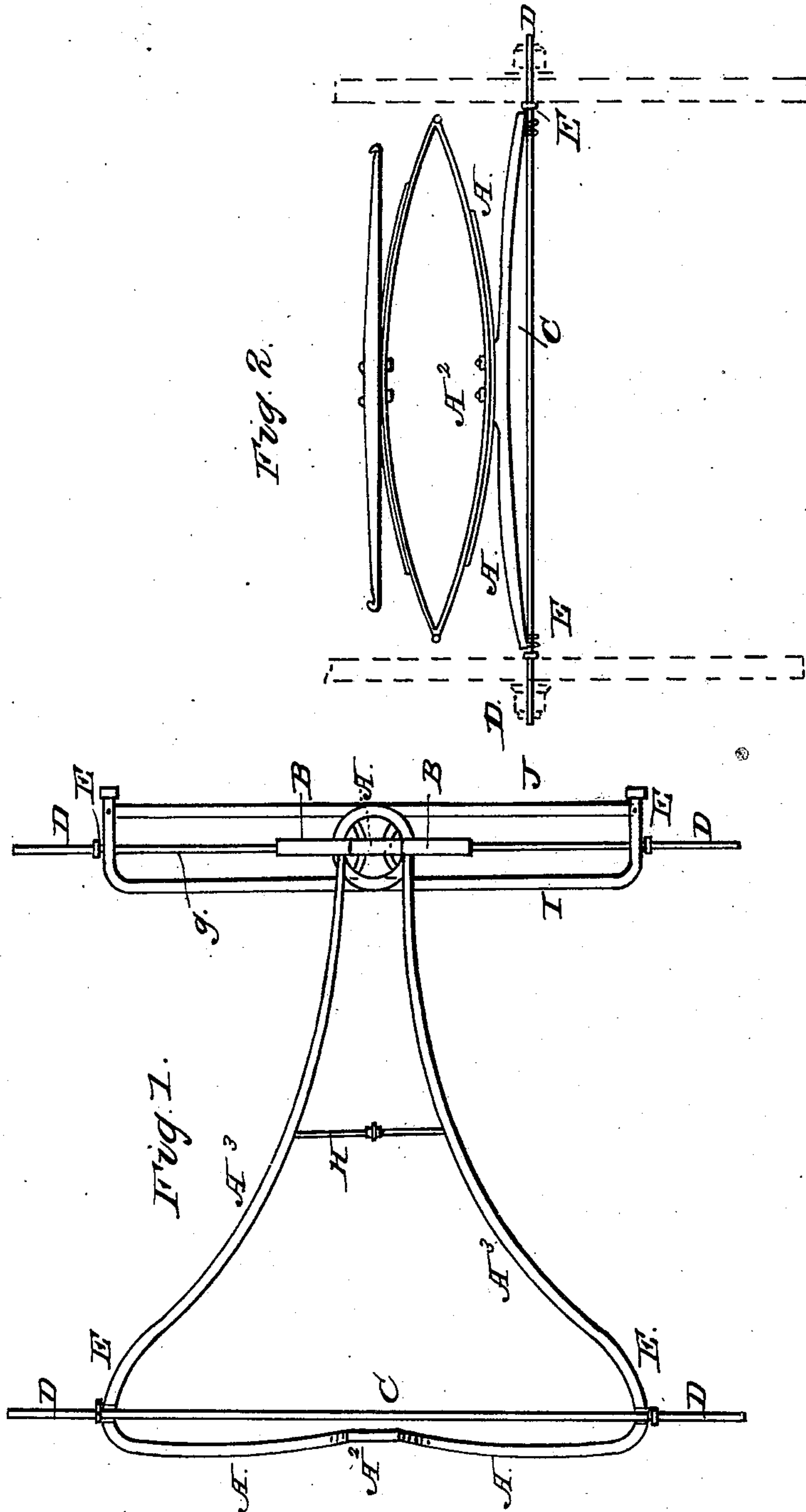


C. W. SALADEE.

Running Gear.

No. 86,866.

Patented Feb. 9, 1869.



Witnesses
J. G. Clayton,
H. J. [Signature]

Inventor:
C. W. Saladee



CYRUS W. SALADEE, OF CIRCLEVILLE, OHIO.

Letters Patent No. 86,866, dated February 9, 1869.

IMPROVEMENT IN GEARING 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, CYRUS W. SALADEE, of Circleville, in the State of Ohio, have invented a new and improved Mode of Constructing Gearing for Pleasure-Vehicles; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawing, and to the letters of reference marked thereon.

The nature of my invention consists in the peculiar arrangement of the perches, in connection with a cross-bar secured to the hind axle of the vehicle, in such manner as to transfer the weight, usually imposed upon the centre of the axle, to the shoulders of the same, next the hub, and in such manner as to dispense with the ordinary iron stays used in connection with a single perch, substantially as hereinafter shown and described.

In the drawing—

C represents the hind axle of a buggy.

D D, the spindles of the same.

B, the head-block, which is to rest on the centre of the front axle.

A³ and A³ are the perches, connecting the front and hind axles together, and which connect with the cross-bar A A, whose position is just in the rear of the hind axle C, as shown, and upon the centre of which cross-bar, A A, at A², is placed the hind spring of the buggy.

As here shown, the cross-bar A A and perches A³ are represented to be made of one solid piece of timber, and bent in the shape shown, and secured to the axle C in such manner as to transfer the weight imposed upon the centre, A², of the cross-bar A to the bearings E E, next the shoulders of the axle.

When these perches and cross-bar are bent, or otherwise formed of wood, an iron plate is secured to the bottom side, extending the whole way around, in order to stiffen and support it.

It is not essential, however, that these perches and the cross-bar shall be formed of one solid piece of wood, and bent into shape, as described, as the same point is gained by making them in three separate straight pieces, and framing the cross-bar upon the rear ends of the perches, either immediately back, or in front of the axle C.

Another modification of my invention, so far as it

relates to transferring the weight from the centre of the axle to the bearings E E, is to discard the perches A³, and substitute the old style of single perch and iron stays, with the cross-bar A A, the latter being arched up in the centre, and the outer ends secured directly on the top side of the axle C, at the bearings E E, while the axle C is made straight the whole length between the shoulders, and in every other respect the gearing may be ironed, and finished after the usual mode.

But, while I claim the modification last above described, of placing the arched bar A immediately over the straight axle C, and in connection with the ordinary single perch and stay-irons, my principal object is to use the cross-bar A in connection with the two side perches A³ A³, by which arrangement and combination the twofold advantage of relieving the centre of the axle from the weight, by transferring it to the bearings E, and discarding altogether a centre perch, and the usual multiplicity of iron stays, &c., is attained, in the most simple and practical manner; and by thus simplifying the construction of the gearing, the cost of the same is materially lessened.

I will here state that the cross-bar A A may be made like a half-elliptic spring if desirable, and, in this way, get a greater degree of motion to the hind spring of the vehicle. I find that substantially the same device can be attached to the front axle, for the same purpose, as seen in Figure 1.

Having thus fully described the nature and object of my invention,

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

The cross-bar A A, in combination with the axle C, and perch or perches A³, constructed in such manner as to transfer the weight usually imposed on the centre of the axle to the bearings E E, near the hub, substantially as described and for the purposes set forth, and operating as specified.

CYRUS W. SALADEE.

Witnesses:

O. S. BITZER,

E. A. SALADEE.