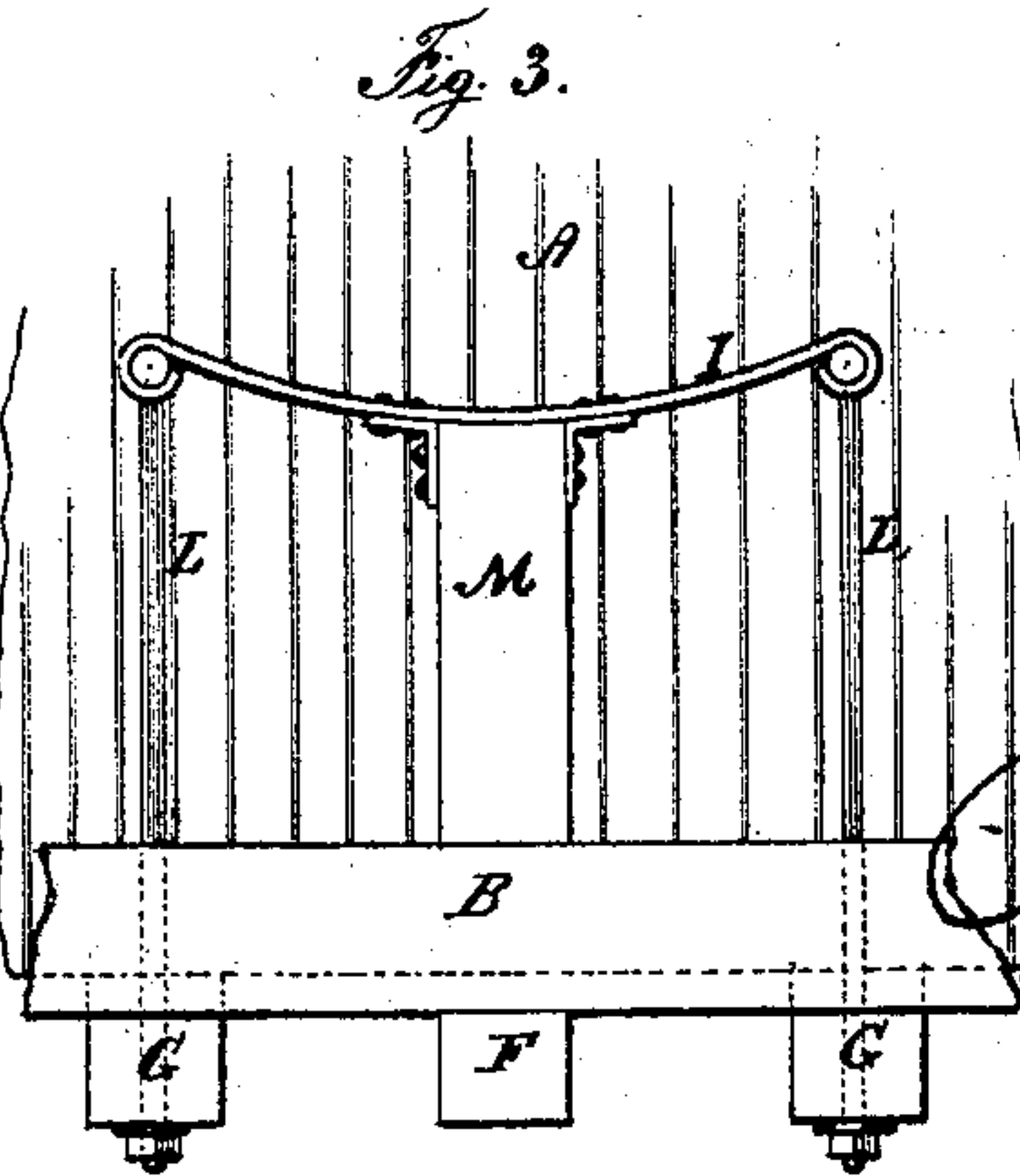
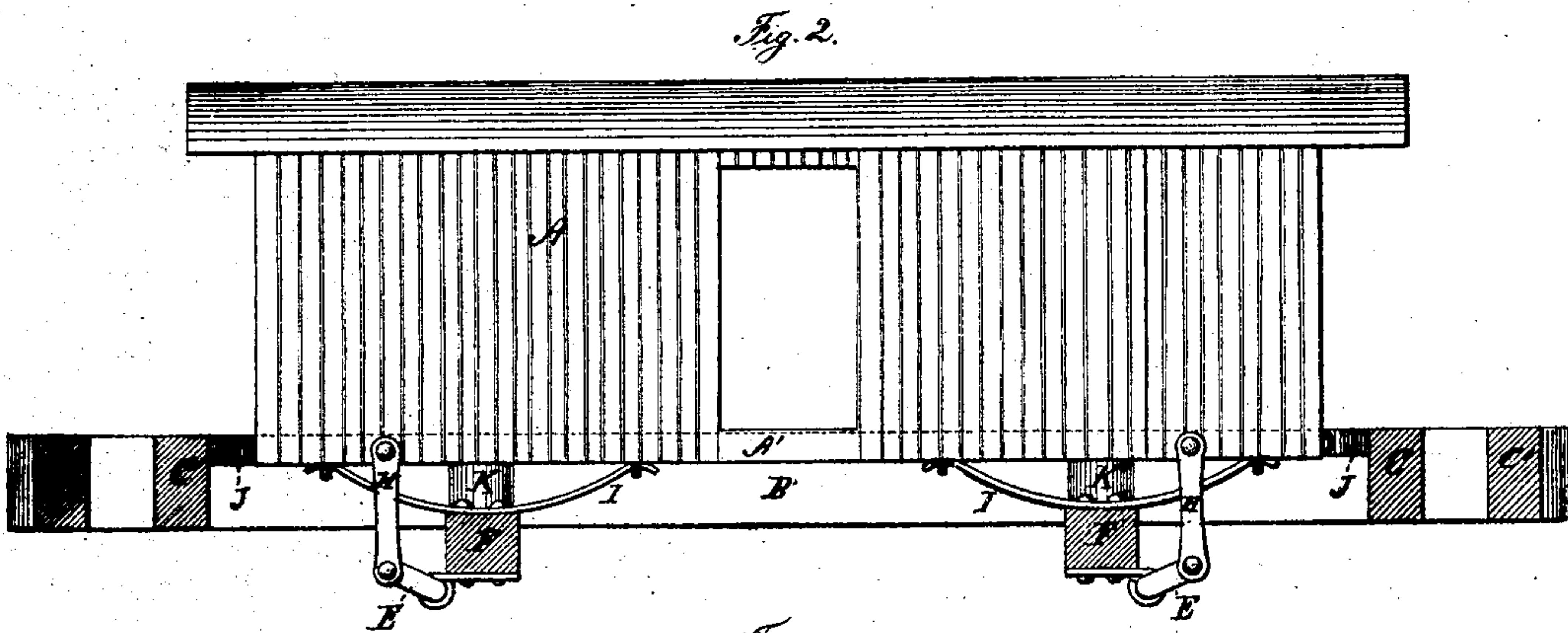
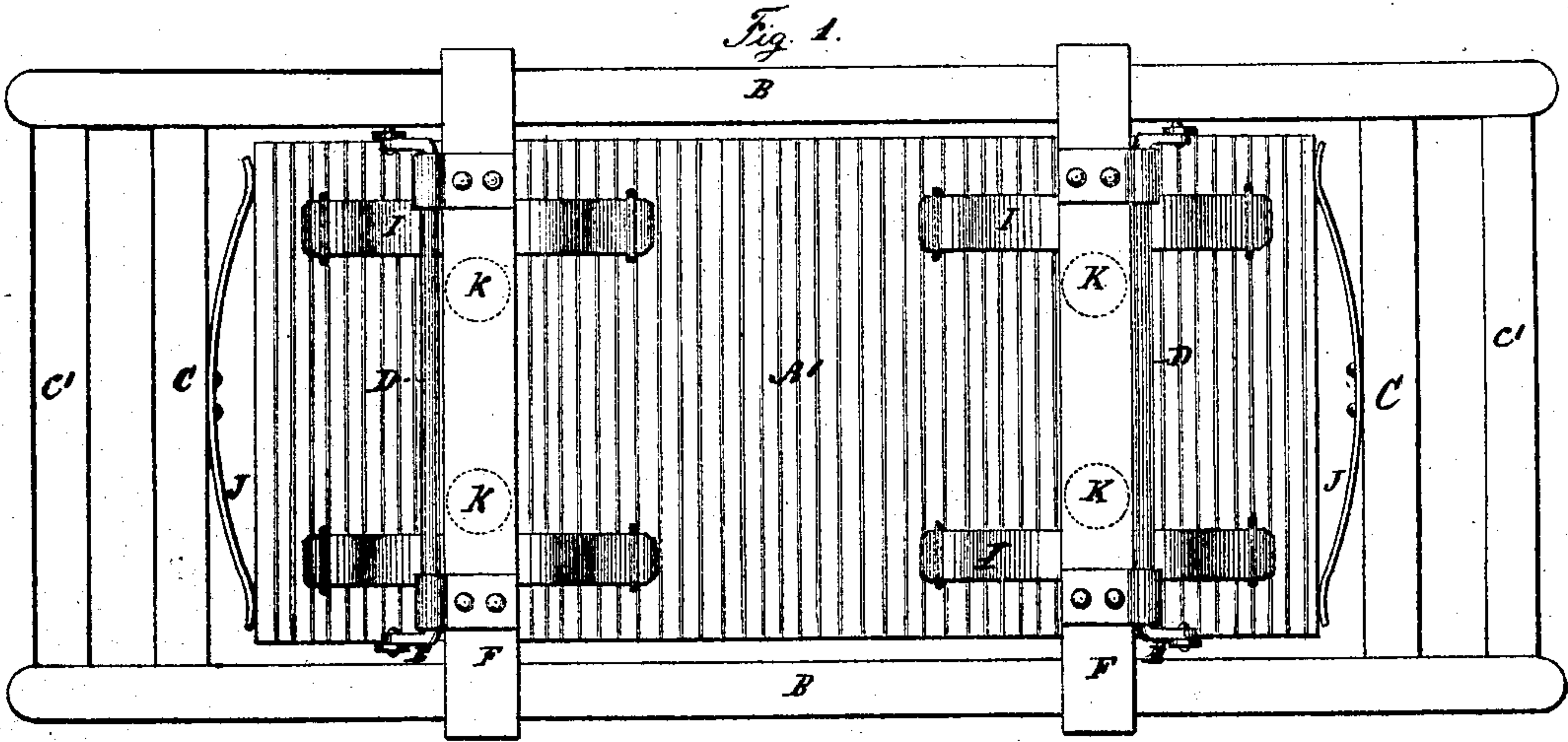


Railway-Cars.

No. 145,366.

Patented Dec. 9, 1873.



WITNESSES:

Horn. Lanten
Edm. F. Browne.

INVENTOR:

Grass Salad

UNITED STATES PATENT OFFICE.

CYRUS W. SALADEE, OF PITTSBURG, PENNSYLVANIA.

IMPROVEMENT IN RAILWAY-CARS.

Specification forming part of Letters Patent No. **145,366**, dated December 9, 1873; application filed April 4, 1873.

To all whom it may concern:

Be it known that I, CYRUS W. SALADEE, of Pittsburg, in the State of Pennsylvania, have invented certain Improvements in Railway-Cars, of which the following is a specification embodying my invention:

My invention consists in the construction of an independent frame-work, within which to support the body of the car upon any suitable arrangement of springs, and in that of attaching to the bottom of the car equalizing-shafts and bearings, by which to prevent side motion to the body, as well as to equalize the weight imposed upon the springs.

In the drawings, Figure 1 is a bottom view of the car-body and frame supporting the same. Fig. 2 is a side elevation of the same with near side of the independent frame-piece removed; and Fig. 3 is a part of the side elevation, merely to show another and different modification in the arrangement of the springs to support the body, should that be preferred to the one shown in Figs. 1 and 2.

An independent frame-work, composed of side pieces B and B, end pieces C C and C' C', Figs. 1 and 2, is constructed of sufficient length and width to receive the body A. This frame-work B C C' is secured directly to the car-trucks at both ends upon the bolsters F and F, in substantially the same manner that car-bodies generally are secured to the trucks. Within this frame-work may be secured the springs I and K upon the bolsters F, and upon which the body A is made to rest, as plainly shown in Figs. 1 and 2; or, if preferred, the arrangement of springs shown in Fig. 3 may

be substituted for that seen in Figs. 1 and 2. To relieve the body A from end jar or concussion as much as possible, suitable springs J J are secured to the ends of the frame B at C; however, rubber or other suitable springs may be employed for this purpose. To equalize the action of the body A upon or within the frame B, equalizing-shafts D, having cranks E and stirrups H, are secured to the under side of the car-body and frame, substantially as shown in Figs. 1 and 2.

It will now be clearly understood, without further detailed description, that the body A is mounted in or upon the independent frame-work B C C', upon any suitable arrangement of springs, while the ends of the frame are directly connected to and supported by the trucks; and that the body is, therefore, free to vibrate upon its springs independently of the frame-work B C C', as well as to have a free movement endwise against the end springs J, when a sudden stop or start of the car takes place.

I claim as my invention—

1. In a railway-car, the combination of the independent frame-work B C C', provided with suitable springs on which to support the car-body A, substantially as and for the purpose set forth.

2. In combination with the bottom of the car-body, the equalizing-shafts D and D, substantially as and for the purpose set forth.

CYRUS W. SALADEE.

Witnesses:

HERM. LAUTEN,
EDM. F. BROWN.