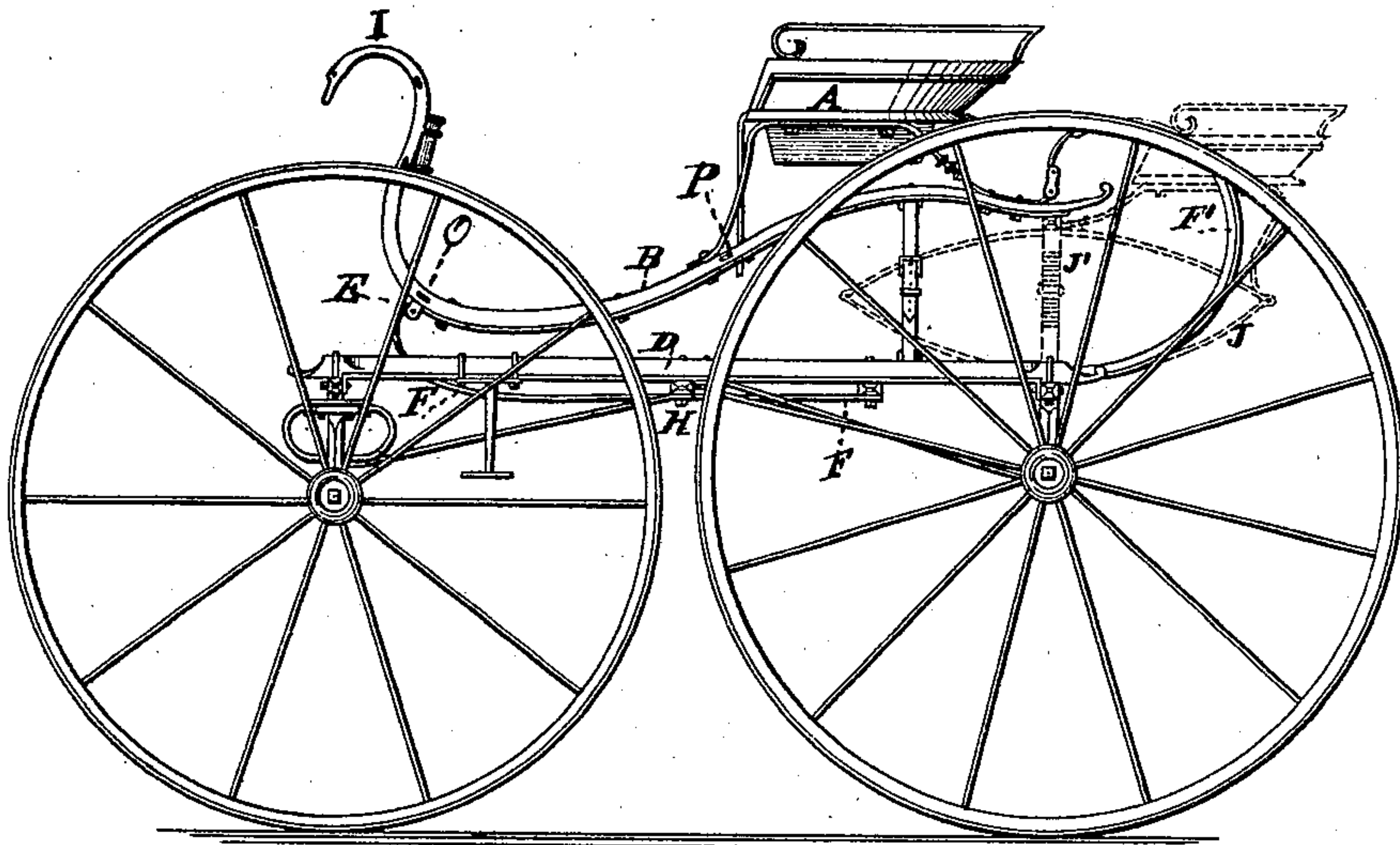


**C. W. SALADEE.**  
**Pleasure-Vehicles.**

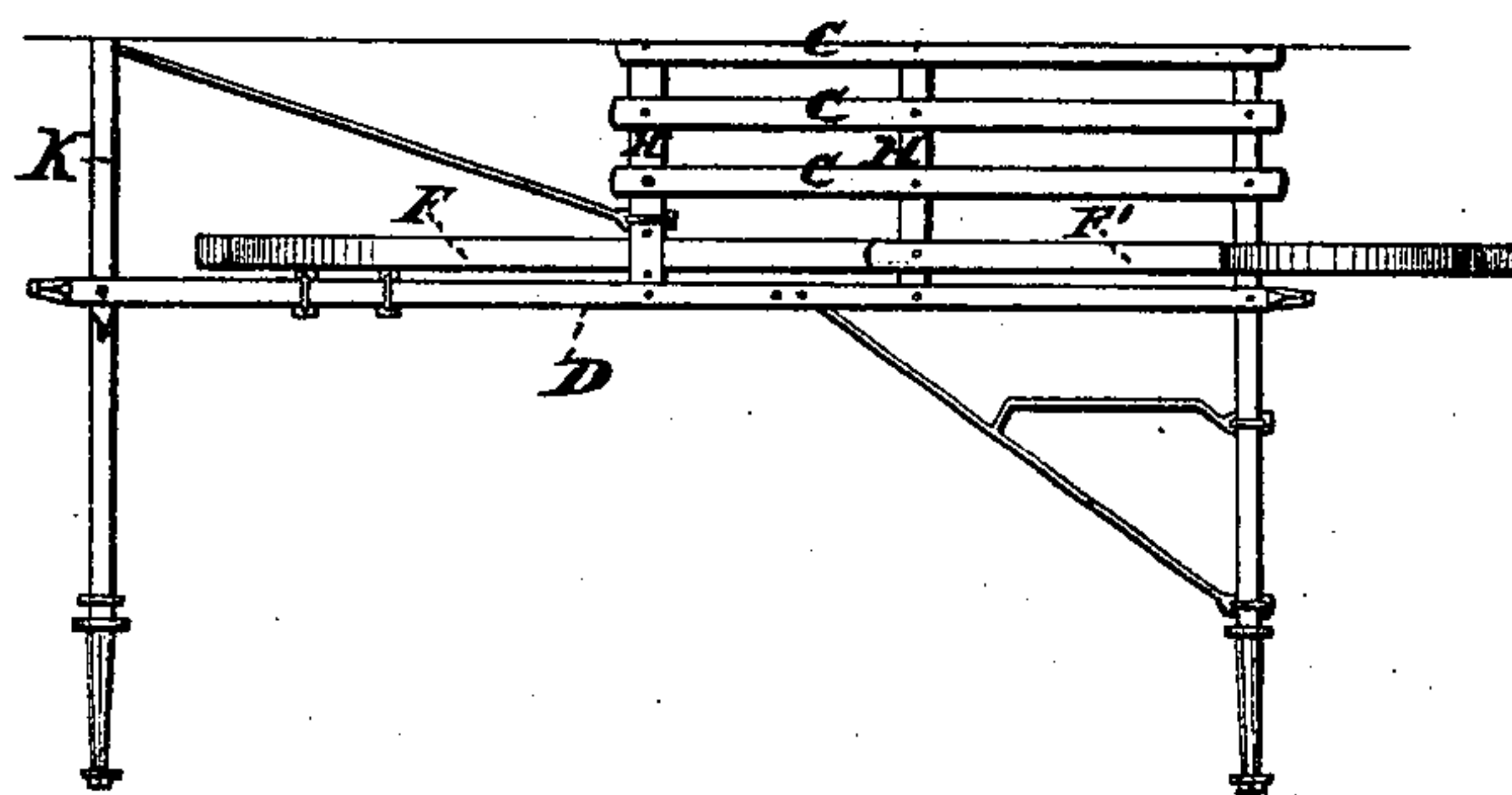
No. 148,501.

Patented March 10, 1874.

*Fig. 1*



*Fig. 2*



WITNESSES:

*C. W. Saladee Jr.*  
*G. B. Saladee*

INVENTOR:

*Cyrus W. Saladee*

# UNITED STATES PATENT OFFICE.

CYRUS W. SALADEE, OF PITTSBURG, PENNSYLVANIA.

## IMPROVEMENT IN PLEASURE-VEHICLES.

Specification forming part of Letters Patent No. **148,501**, dated March 10, 1874; application filed December 31, 1873.

### CASE B.

*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 Pleasure-Vehicles, of which the following is a specification embodying my invention:

The nature of my present invention consists, first, in supporting the front end of the body or foot-board of pleasure-vehicles or "road-wagons," upon two or more bow-springs, while the rear end of the same is supported upon **C** or elliptic springs. The second part of my invention consists in supporting the seat upon two side bars, the latter being supported upon springs, as above described, the front lower portions of which are provided with a solid bottom on which to rest the feet. The third part of my invention consists in combining, with the arrangements above specified, a slatted frame-work upon the rear half of the gearing, as a receptacle upon which to carry luggage.

The hind axle and front bolster of the gearing are connected by two side perches, **D**, in the usual way, and across the center portion of these is secured the two cross-bars **H** and **H**. The rear ends of the bow-springs **F** are more firmly secured across the under surface of the cross-bars **H** and **H**, as seen in the drawings. The **C**-spring **F'** is secured to the rear cross-bar **H** and the hind axle, as shown. The intermediate space between the rear springs is filled up by narrow strips or slats **C**, as seen in Figure 2. The rear ends of the side bars **B** are hinged to the upper end of the **C**-springs **F'**, and in front to the point of the bow-springs **F** at **E**. The front extremity of the side bars **B** may extend and bend up to form the dash **I**, as described in my other application "A" filed herewith, or they may terminate at **E**, and be provided with an iron-frame leather dash. The space between the two opposite side bars **B**, from the points **O** and **P**, is filled up with a bottom on which to rest the feet. This bottom may be made of a solid wood panel, or of thin strips of wood with open

spaces between. The seat **A** is mounted upon the side bars **B** upon any appropriately designed "seat-riser."

By way of varying the style of these vehicles, I may dispense with the **C**-springs **F'** and substitute therefor either two side elliptic springs, or a single cross-spring, (shown in dotted lines **J** and **J'**,) and make the rear ends of the side bars **B** to rest thereon, as plainly seen in Fig. 1, when a second seat may be attached, as shown by the dotted lines in Fig. 1. Also, the arrangement of springs and gearing shown and described is admirably adapted to the suspension thereon of any of the approved styles of phaeton-bodies having a "drop front." As, in this case, the front end of the toe-piece of the body may be hinged to the bow-spring **F** at **E**, the same as the foot-board seen in Fig. 1, the rear end of the body may rest upon the springs by means of the usual "body-loops," and thus produce an entirely new and desirable style of phaeton, with or without a top, and with or without the rear seat. (Shown in dotted lines in Fig. 1.)

I claim as my invention—

1. The bow-springs **F**, having their rear ends firmly secured to the central portion of the gearing between the axles, and their front ends hinged to the foot-board of the body or frame **B**, substantially as and for the purpose set forth.

2. The side bars **B**, having the seat **A** supported thereon, and their front portions provided with a bottom between the points **O** and **P**, whereon to rest the feet, all combined substantially as shown and described.

3. In combination with the side perches **D**, cross-bars **H** and **H**, and bow-springs **F**, the intermediate slats **C**, substantially as and for the purpose set forth.

CYRUS W. SALADEE.

Witnesses:

C. W. SALADEE, Jr.,  
G. B. SALADEE.