

C. W. SALADEE.
Road-Wagon.

No. 197,668.

Patented Nov. 27, 1877.

Fig. 1.

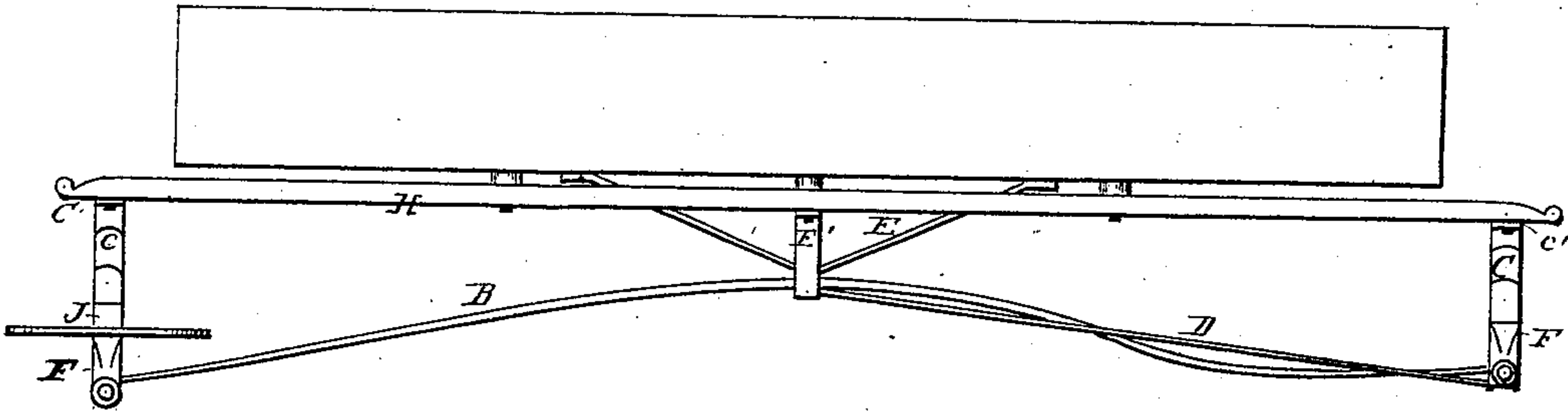
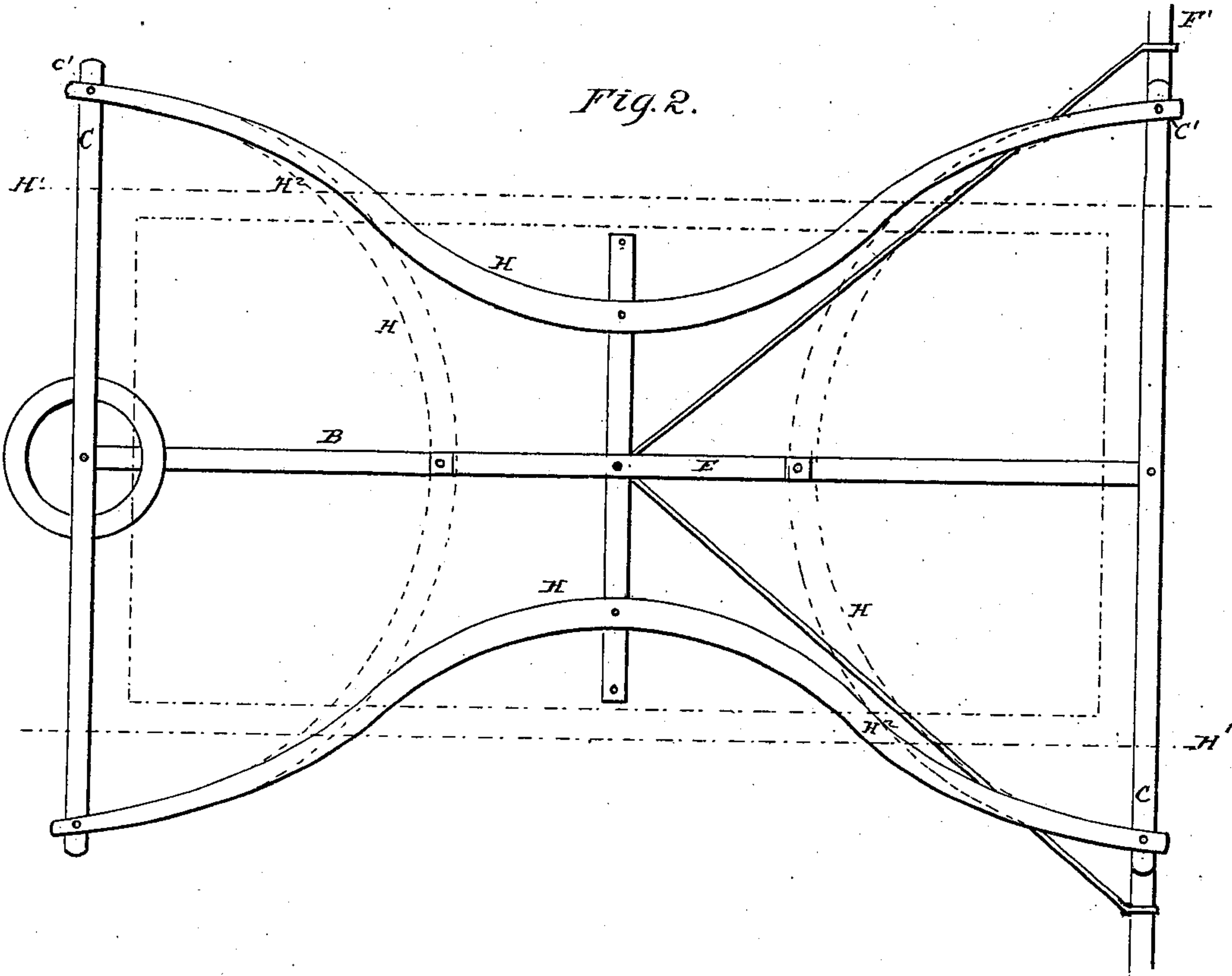


Fig. 2.



Attest

Amos Quincy.
George Thoms.

Inventor
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UNITED STATES PATENT OFFICE.

CYRUS W. SALADEE, OF WASHINGTON, DISTRICT OF COLUMBIA.

IMPROVEMENT IN ROAD-WAGONS.

Specification forming part of Letters Patent No. **197,668**, dated November 27, 1877; application filed September 3, 1877.

To all whom it may concern:

Be it known that I, CYRUS W. SALADEE, of Washington city, in the District of Columbia, have invented certain Improvements in Road-Wagons, of which the following is a specification embodying my said invention:

To enable others skilled in the art to make and use my invention, I herewith submit the following general description.

My invention consists in the construction of a new and improved road-wagon; and has for its object, first, the employment of bent bars extended beyond the length and breadth of the body, and having their central portion rigidly secured to the bottom of the body, and their ends to the main supporting-springs over the front and rear axles, whereby to suspend the body upon longer half-elliptic end springs than can be done where the body is supported upon the usual straight side bars in this class of wagons, and thereby securing a softer and easier motion to the body.

I also employ, in combination with the side supporting-bars and end springs of the vehicle, a spring-perch, arranged in relation to the side bars, body, and end springs in such manner as to make it serve the double purpose of a perch between the axles and a supplementary spring to carry part of the load imposed upon the end springs and body, thereby adding additional support to the body and the main supporting end springs of the wagon.

In the drawings, Figure 1 is a side elevation of the wagon, omitting the wheels and seat on the body. Fig. 2 is a plan top view of the same.

The side bars usually employed in this class of vehicles are made straight throughout their entire length, from a top view; and, to facilitate the turning of the wagon, these bars are placed as near each side of the body as possible, and, as the latter is not generally more than from two feet to two feet two inches wide, the ends of these straight side bars must necessarily rest upon very short end springs, which prevents that ease of motion

to the body that otherwise could be had if the end springs were made longer.

In Fig. 2 this point is made clear by the dotted lines H^1 , which are to represent the straight side bars usually employed, and showing the point where they come in contact with the end spring C.

It will now be seen that by the employment of the bent side bars H, or end bars H, in dotted lines, a spring can be used as much longer at each end as the distance indicated between the dotted line H^1 and the bearing C' of the end of the bent bar H, while the central portion of the bar is entirely under the body and out of the way of the front wheel when turning the vehicle.

The extra length I am thus permitted to give to the end supporting-springs gives me a correspondingly easier riding-wagon without adding to the cost of construction.

The end springs C are secured to the rear axle F' and front spring-bolster J, in the usual way. The spring-perch B is hinged below both axles, as in my Patent No. 193,040, July 10, 1877, and has its central portion rigidly stayed in relation to the body and bars by means of the braces E and E' , as is clearly shown in the drawings. The bars H, springs C, and perch B, being thus connected, move up and down in unison, and each being a brace and a support to the other.

The axle-stays are clipped to the rear axle in the usual way, and their front ends unite and are secured to the central portion of the spring-perch B, as clearly shown in the drawings.

It will be understood that the bent end bars H (seen in dotted lines, Fig. 2) may be employed without the use of the side bars; or the end and side bars may be united, as at the dotted cross-line H^2 , Fig. 2, and thus make a complete bent-bar platform on which to support the body of the wagon.

I claim—

1. A road-wagon the body of which is supported upon bent bars extended beyond the length and breadth of the body, and having

their central portion rigidly secured to the bottom of the body, and their ends to the main supporting-springs over the front and rear axles, substantially as and for the purpose set forth.

2. In a road-wagon, the combination of the body A, supporting-bars H, end springs C, spring-perch B, axle-stays D, and central braces E, the whole constructed and arranged

to operate substantially as and for the purpose set forth.

In testimony that I claim the above as my invention in road-wagons, I hereunto set my hand on this the 18th day of July, 1877.

CYRUS W. SALADEE.

Witnesses:

GEO. A. REYNOLDS,
HENRY PIERPONT.