

C. W. SALADEE.
Road-Wagon.

No. 213,780.

Patented April 1, 1879.

Fig. 1.

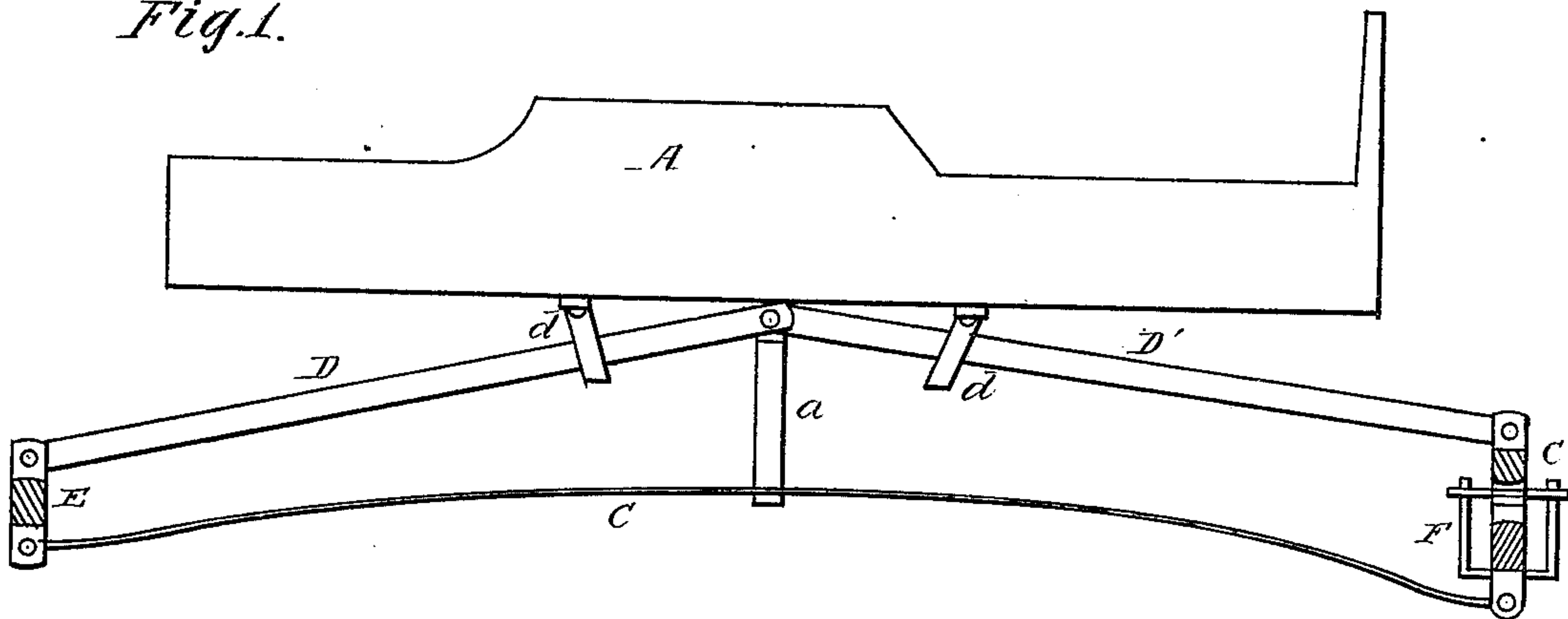


Fig. 2.

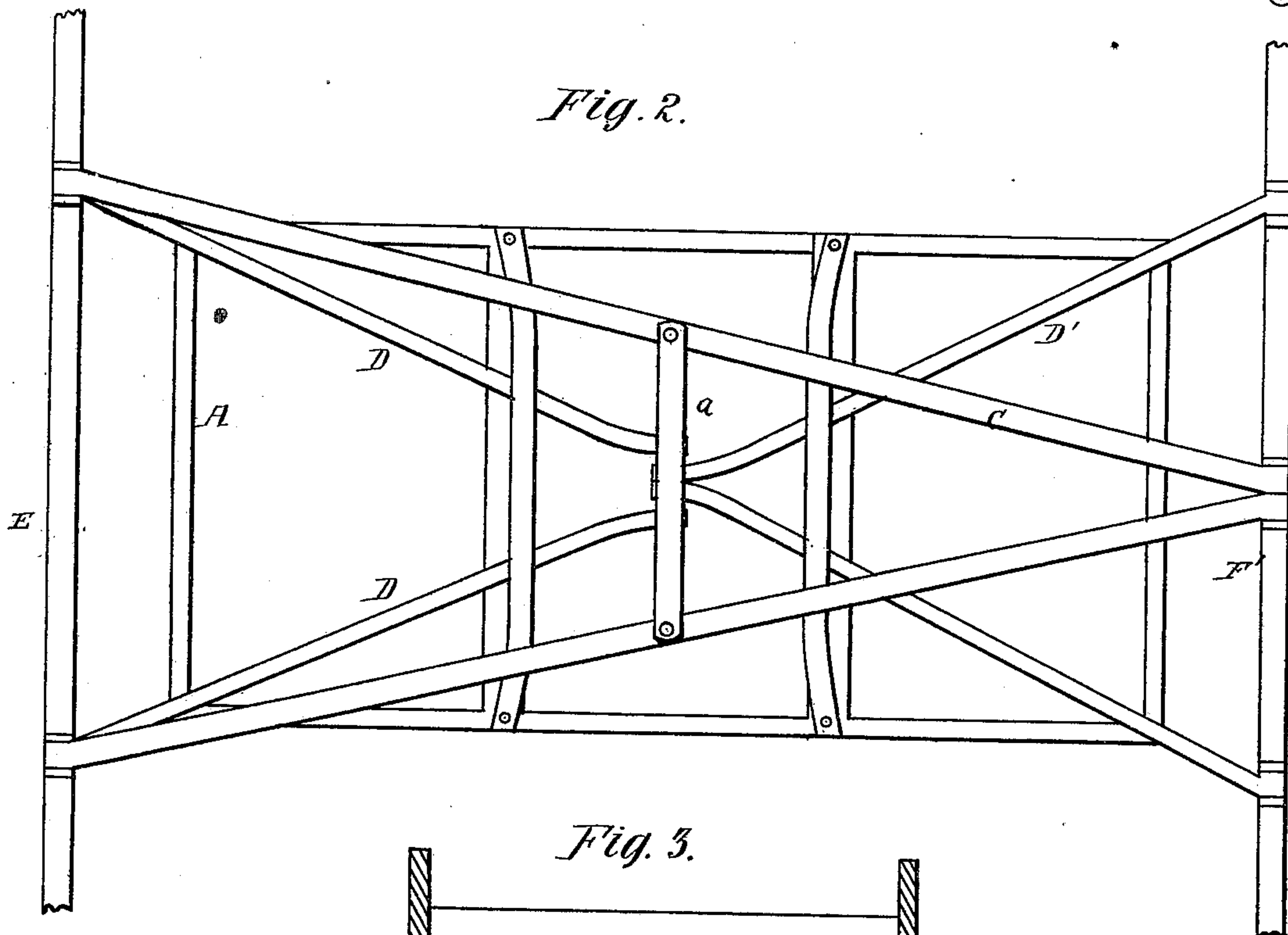
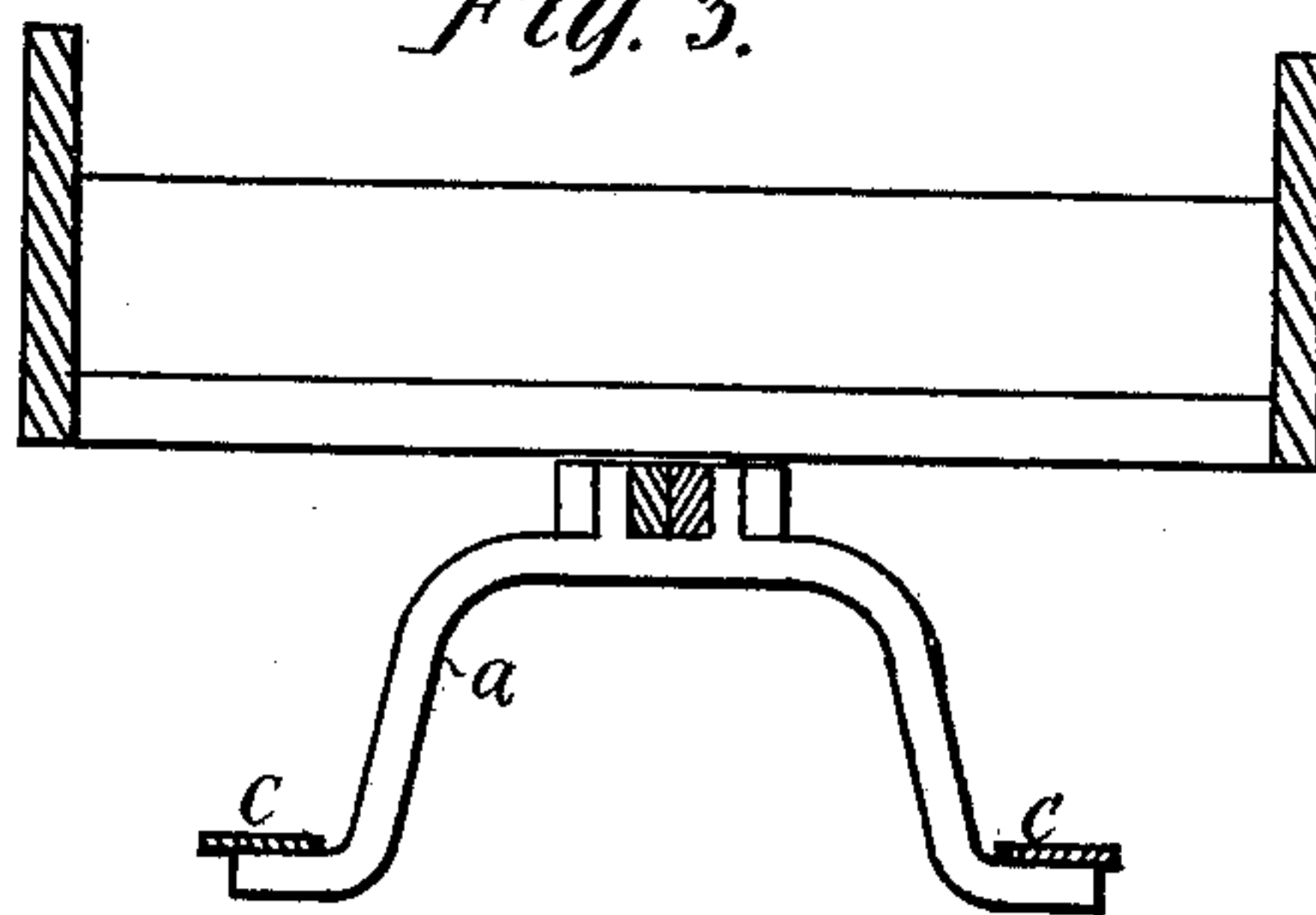


Fig. 3.



Attest:
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By his attorney
Charles E. Foster

UNITED STATES PATENT OFFICE.

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

IMPROVEMENT IN ROAD-WAGONS.

Specification forming part of Letters Patent No. **213,780**, dated April 1, 1879; application filed December 23, 1878.

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 is a road-wagon in which the spring-platform is constructed, as fully described hereinafter, so as to constitute the connection between the axles, support the body without permitting any side motion, maintain a unison action of all the parts, and prevent the turning of the axles.

In the drawings forming part of this specification, Figure 1 is a sectional elevation of sufficient of a road-wagon to show my invention; Fig. 2, an inverted plan view, and Fig. 3 a detached view.

The body A is supported by a spring-platform, consisting of a flexion spring or springs, C, and equalizing-levers D D'.

The springs C are preferably arranged to converge to a point below the front axle, F, being hung at the rear below the rear axle, E.

The equalizing-bars D are jointed at their rear ends above the rear axle, and at their front ends to a bracket, a, extending to the springs C, to which bracket are also connected the inner ends of the levers D', hung at their outer ends to the bolster.

The levers D D' have their fulcra in brackets d, connected to the body A.

The spring-platform thus constructed has its bearings at widely-separated points upon the axles and bolster, so as to afford a firm support and a strong and durable connection between the axles, while the brace or bracket a, diverging outward toward the springs, thereby also obtains a wide bearing, imparting greater steadiness than could otherwise be secured.

The connection of the springs and levers insures unison of action, prevents side motion and turning of the axles, and secures an elastic platform by a simple and economical arrangement of parts.

Two parallel springs or a central spring may be substituted for the converging springs shown.

I claim—

1. The combination of the body A, levers D D', springs C, and bracket or brace a, diverging from its connection with the levers to the springs, substantially as set forth.

2. A road-wagon having its body supported upon equalizing-bars hinged at the outer ends to the bolster and rear axle, united at their inner ends, and connected at their point of union to a bracket or brace extending to lower flexion springs C, substantially as specified.

In testimony that I claim the above as my invention I hereunto subscribe my name this November 23d, 1878.

CYRUS W. SALADEE.

Witnesses:

JOHN W. BROOKS,
C. L. McNEIL.