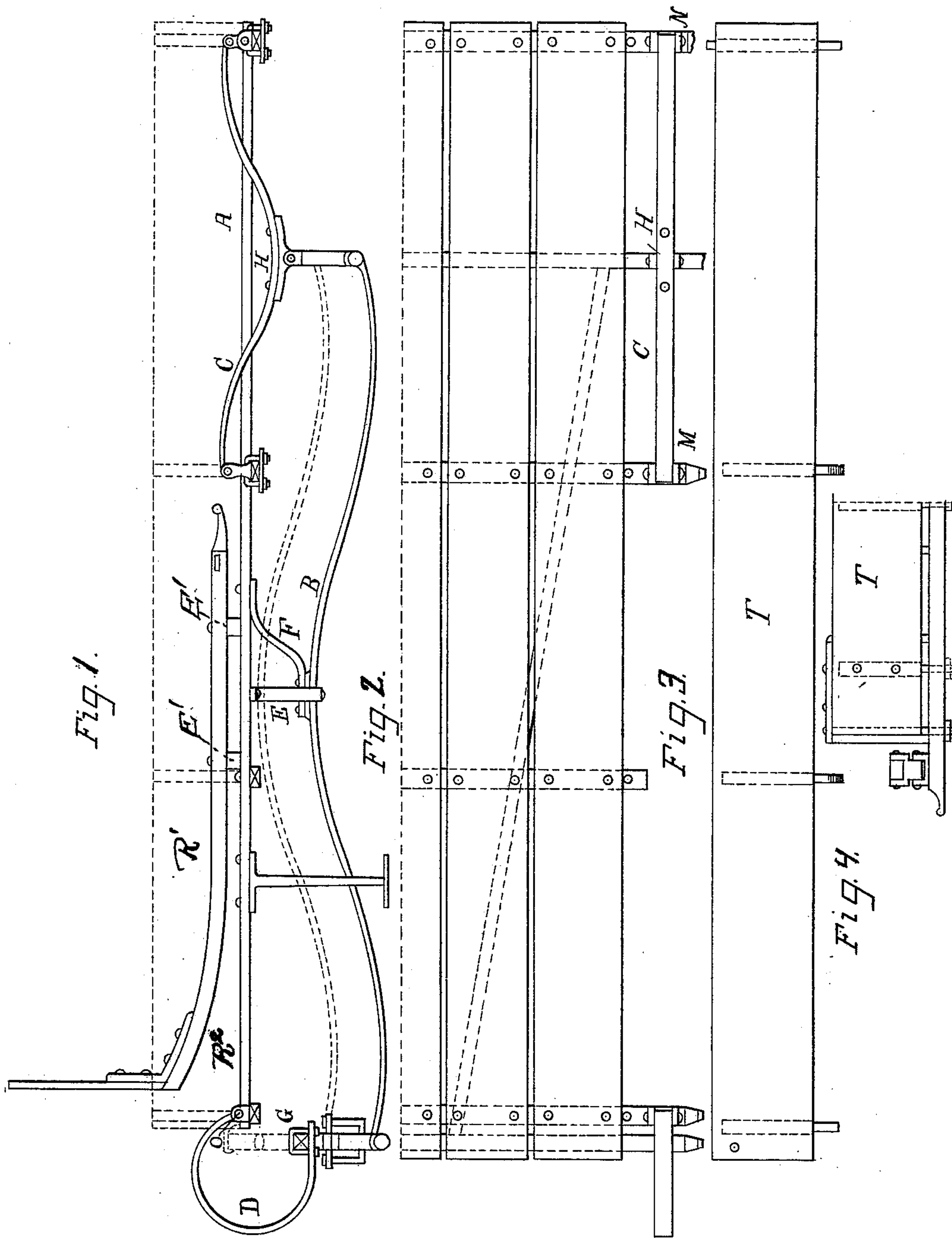


C. W. SALADEE.
Buckboard-Wagon.

No. 218,456.

Patented Aug. 12, 1879.



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UNITED STATES PATENT OFFICE.

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

IMPROVEMENT IN BUCKBOARD-WAGONS.

Specification forming part of Letters Patent No. **218,456**, dated August 12, 1879; application filed May 27, 1879.

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 Buck-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 relates to what are known as "buck-wagons," and has for its object to secure a strong, light, durable, and easy-riding vehicle of this class, in which the elasticity of the buckboard is supplemented by that of supporting-springs arranged as described hereinafter.

In the drawings forming part of this specification, Figure 1 is a side elevation; Fig. 2, a half-plan view of a modification; and Figs. 3 and 4 are views of detached parts of the same.

The buckboard A is constructed of parallel elastic wood strips and connecting cross-bars. I suspend the buckboards, as shown in Figs. 1 to 4. A single spring-perch, B, or a double spring-perch (shown in dotted lines, Fig. 1) may be used. The board A is suspended in front from C-springs D, having their lower ends rigidly clipped to the opposite ends of the bolster G and their upper ends hinged to the buckboard at O, or an elliptic spring may be used, as shown in dotted lines. Over the rear axle is hinged at H, Fig. 1, on each side of the buckboard, a semi-elliptic spring, C, and by hinged connections M N, at the outer ends of the spring, is suspended the rear end of the buckboard A.

A cross-brace, E, and longitudinal brace, F, unite the center of the supporting spring-reach B with the cross-center of the buckboard A. The ends of the buckboard A are thus relieved from the jar which it receives when directly attached to the bolster and axle, while the cross-center support is afforded without interfering with the action of the springs. The springs C, extending forward and back over the axle, support the rear end of the buckboard without interfering with the flexibility of that part of the buckboard between the connections, and without straining the connections, as results when the spring extends only to one side of the axle, thereby securing a very elastic and extremely easy motion.

When it is desirable to provide the buckboard with sides and ends to form a body, side boards and end boards T, Figs. 3 and 4, are provided and attached as clearly shown in the drawings, or in any suitable manner that will admit of their attachment and removal at will, thus combining in one and the same vehicle a buck and express wagon.

Across the top of the buckboard A are secured two cross-bars, E' E', on which to support and carry the foot-board R¹, the front end of the latter being suspended free from contact with the buckboard beneath to thus relieve the feet of the passenger from that jar which would result if resting directly upon the buckboard at R².

The seat is arranged in any suitable manner.

The bottom of the foot-board R¹ may be composed of slats or made close.

The arrangement of spring-perch described and claimed in my Patent No. 197,670, November 27, 1877, is admirably adapted to the wagon herein described, and it is my purpose so to employ the same when desired.

I claim—

1. In a buck-wagon, the elastic buckboard A, suspended at both ends upon spring-bearings, the rear spring being pivoted to the axle, and with its cross-center portion supported upon a spring-reach composed of one or more springs arranged between the axles and beneath the buckboard, substantially as and for the purpose set forth.

2. In a buckboard-wagon, the semi-elliptic side springs, C, centrally pivoted to the rear axle, and their outer ends extended to the front and rear, in combination with the rear end of the elastic buckboard-platform supported by each end of said springs, substantially as and for the purpose set forth.

3. The combination of the spring buckboard, central cross-bars E' E', and foot-board connected at the rear to said cross-bars, as set forth.

In testimony that I claim the above as my invention I hereunto subscribe my name.

CYRUS W. SALADEE.

Witnesses:

CHARLES E. FOSTER,
COURTNEY A. COOPER.