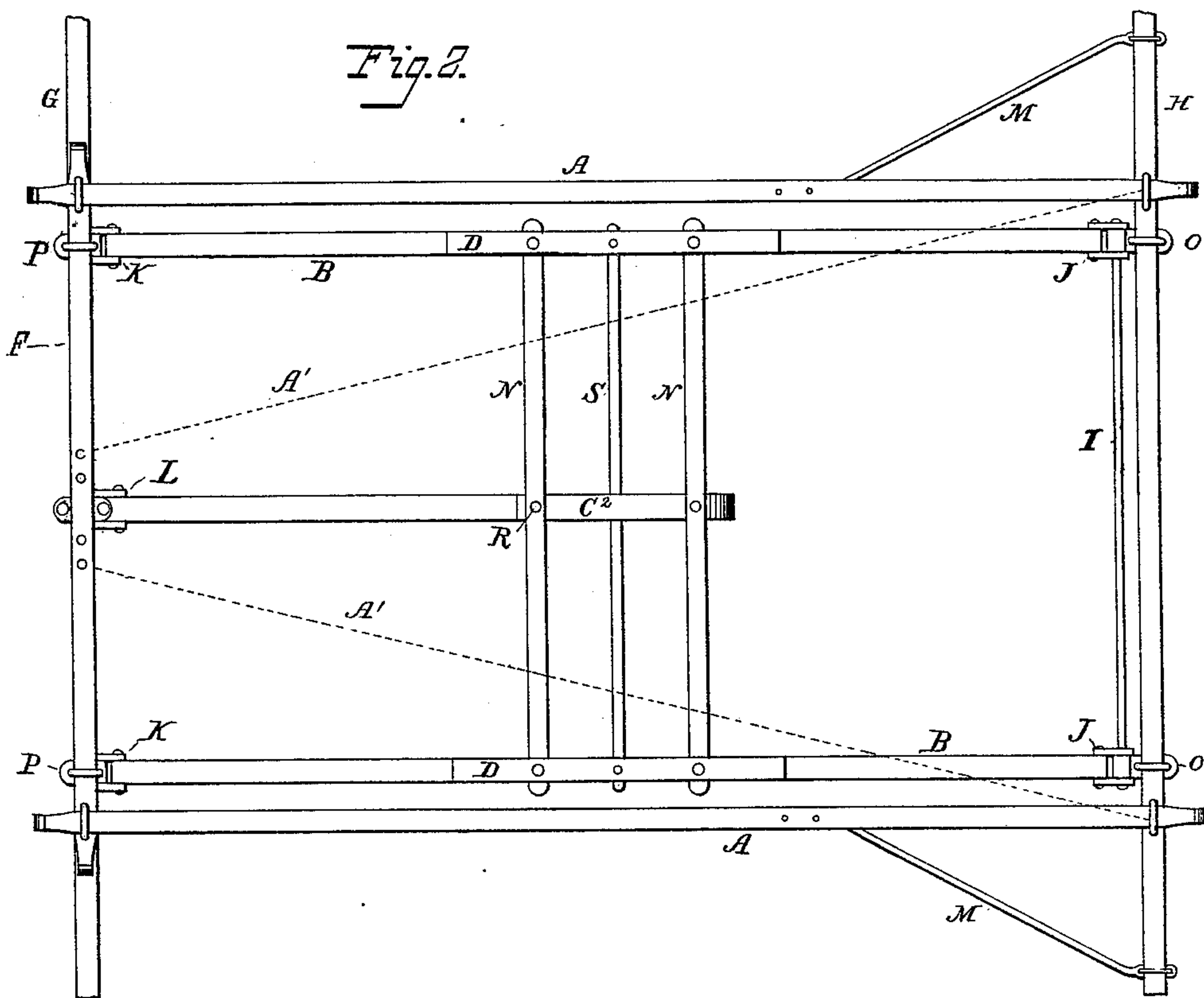
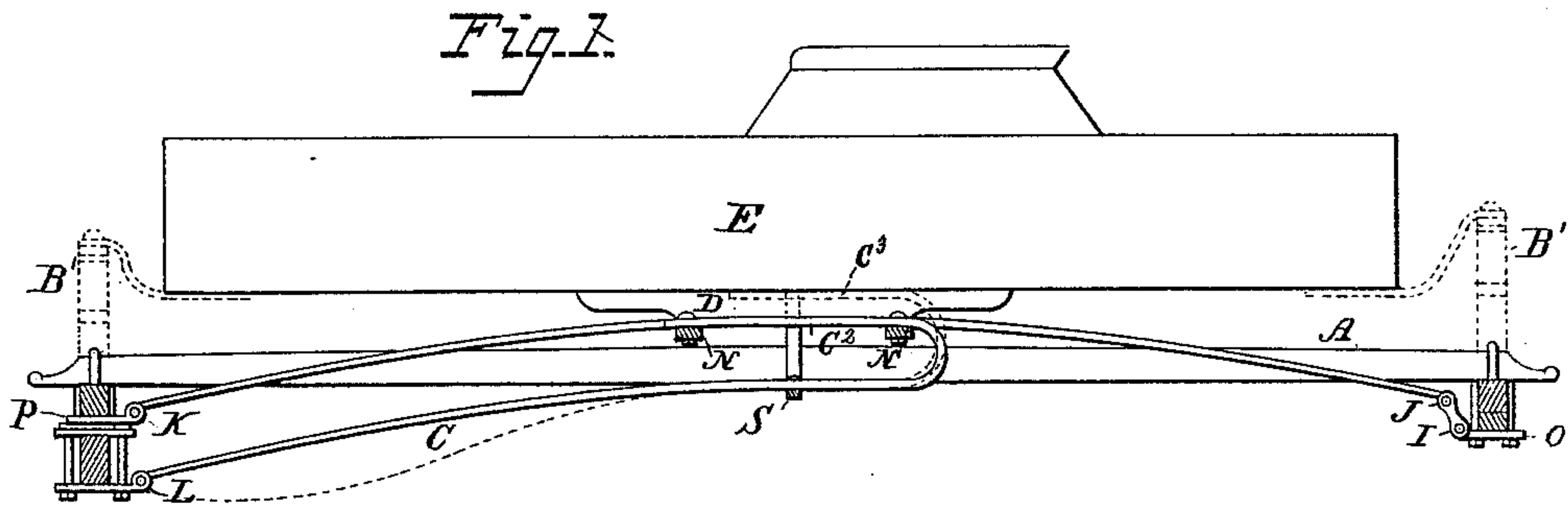


(No Model.)

C. W. SALADEE.  
Road Wagon.

No. 233,438.

Patented Oct. 19, 1880.



Attest:  
Courtney A. Cooper,  
J. V. McElaney.

C. W. Saladee  
By his attorney,  
Charles E. Foster.

# UNITED STATES PATENT OFFICE.

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

## ROAD-WAGON.

SPECIFICATION forming part of Letters Patent No. 233,438, dated October 19, 1880.

Application filed August 10, 1880. (No model.)

*To all whom it may concern :*

Be it known that I, CYRUS W. SALADEE, of Washington, District of Columbia, have invented an Improvement in Road - Wagons, of which the following is a specification.

My invention is designed, first, as an improvement upon road-wagons having a rigid frame with side bars or perches, between which are suspended semi-elliptic side springs supporting the body; and, second, upon all other forms of spring-platform wherein a central spring-brace is required to prevent the longitudinal movement of the body and front axle; and has for its object a more simple, cheap, and perfect construction of gearing and spring-platform than is now attainable under any of the known methods of building wagons of the class to which my invention may apply.

In my Patent No. 148,497, March 10, 1874, I show substantially the same combination of parts constituting the rear half of the gearing shown in the drawings—viz., side bars or perches, A, and side springs, B, the latter arranged between the bars A, with their ends hinged to a connecting-rod, I; but I add to the combination shown in my above-named patent a spring-brace, whereby to prevent any longitudinal movement of the body and front axle.

In the drawings, Figure 1 is a side elevation of so much of a road-wagon as will illustrate my invention, and Fig. 2 is a top or plan view of the same.

A A are the side bars or perches, arranged parallel to each other, or diverging, as in dotted lines A', Fig. 2; or the rigid frame may be made otherwise. B B are the supporting-springs of the body E. N N are cross-bars connecting the side springs, B. S is a cross-brace extending from the side springs or body to the central spring-brace, C, below. H and G are the axles, and F the bolster. C is the central spring-brace, which attaches at L to the center of the front axle and extends back and is bent up and is secured to the cross-bars N N by bolts or clips R; but, if desired, the cross-bars N may be omitted, the body resting on the blocks D, and the end of the brace C being attached directly to the bottom of the

body; but I prefer the combination of the cross-bars N with the spring-brace C C<sup>2</sup>, as shown in the drawings, in all cases where side springs are employed. If, however, the side bars or perches A take the position seen in dotted lines A', Fig. 2, or end elliptic springs, B' B', (seen in dotted lines, Fig. 1,) are substituted for the side springs, I brace the central spring-brace directly, instead of indirectly, as before, to the bottom of the body, as at C<sup>3</sup>, Fig. 1, and attach the ends of the cross-brace S also to the sides of the body; but where the body rests on end springs it is best to make the front end of the spring-brace of the form shown by dotted lines, Fig. 1, whereby to prevent its pushing the front axle forward when the springs are depressed under the load.

The front ends of the side springs are hinged to the bolster, as at K K, and their rear ends to the connecting-rod I, as at J J; but, if preferred, the connecting-rod may be omitted and the rear ends of the side springs hinged to movable links, in the usual way. Thus I provide against the longitudinal movement of the body as well as brace the front axle against the draft applied thereto when the wagon is in use, while placing the spring-platform in a position to hang the body high on the frame.

I claim—

1. In a road-wagon having a rigid frame and body-supporting spring-platform, a spring-brace connected at the front end below the front axle and at the rear end below the body, substantially as set forth.

2. The combination, with the rigid frame and spring-platform consisting of springs B B, connected to the axle and equalizing-bar, of a spring-brace connecting the front axle and the platform, to prevent the longitudinal thrust of the body, substantially as set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

CYRUS W. SALADEE.

Witnesses :

GIDEON H. WELCH,  
WILLIAM PAXTON.