(No Model.)

C. W. SALADEE.

Road Wagon.

No. 239,850. Patented April 5, 1881.

Fig. 1.

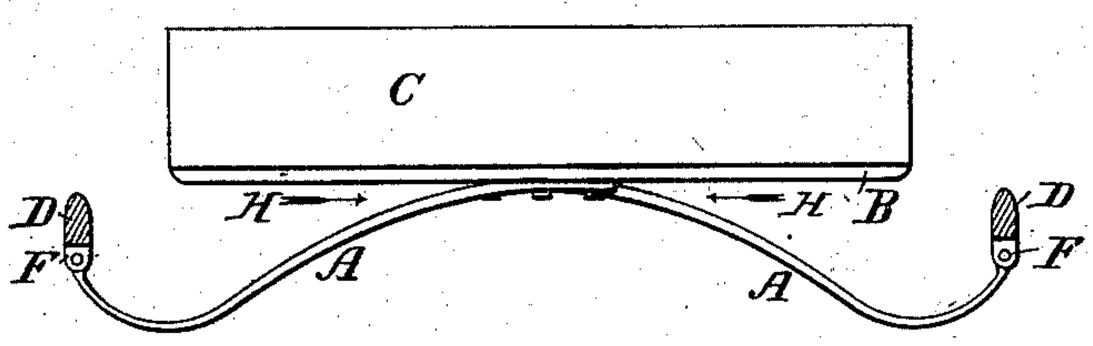
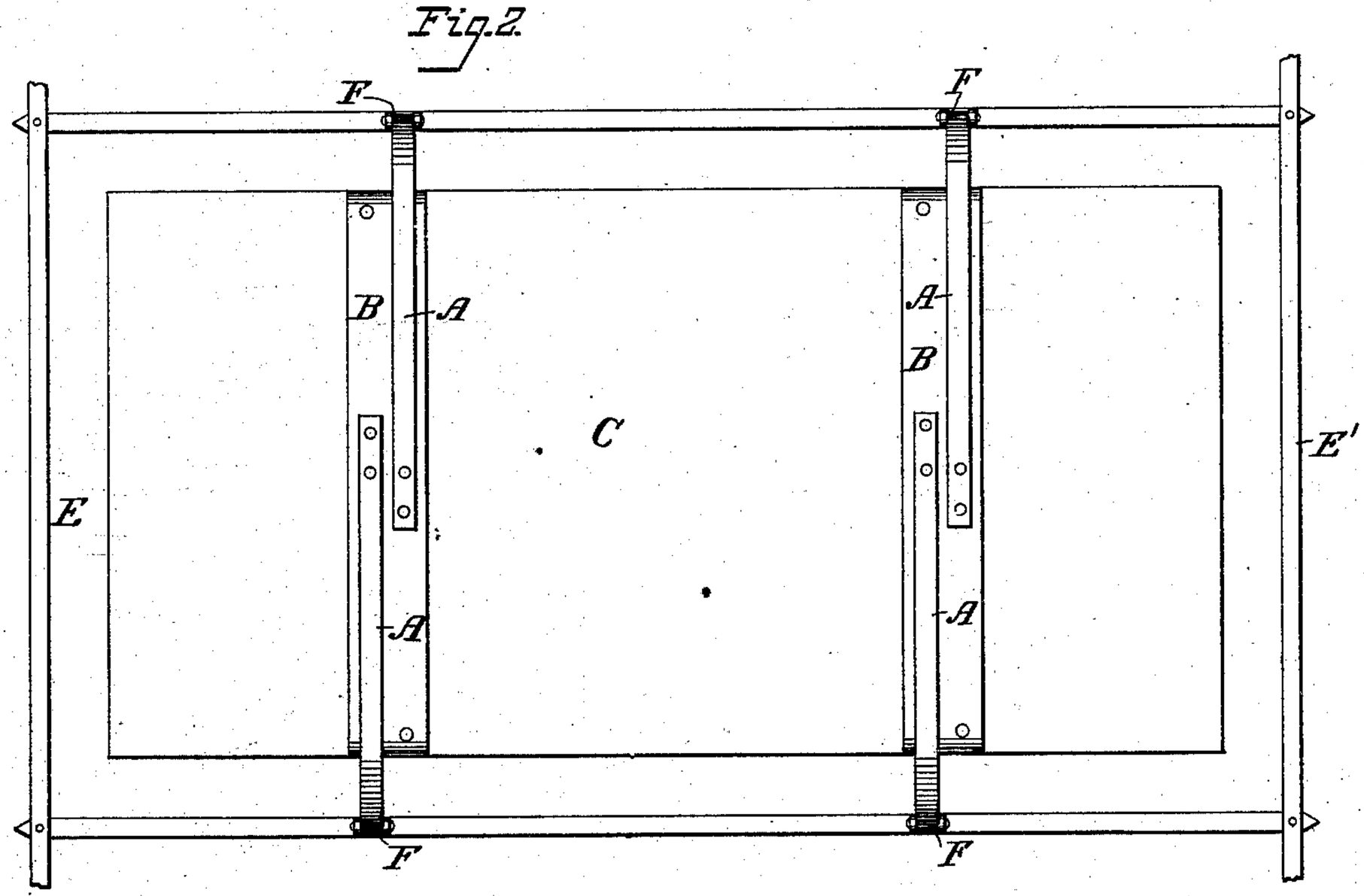


Fig. 2.



Attest:
Courtney A. Cooper
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C. W. Saladee
By his attorney
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UNITED STATES PATENT OFFICE.

CYRUS W. SALADEE, OF WOLCOTTVILLE, CONNECTICUT.

ROAD-WAGON.

SPECIFICATION forming part of Letters Patent No. 239,850, dated April 5, 1881.

Application filed February 7, 1881. (No model.)

To all whom it may concern:

Be it known that I, CYRUS W. SALADEE, of Wolcottville, Litchfield county, Connecticut, have invented certain Improvements in Road-Wagons, of which the following is a specification.

My invention relates to spring-supports for vehicles, wagon-seats, and for other purposes; and it consists of flexion-springs the inner ends of which terminate at and are attached to the bottom of the body, seat, or other object which they are to support at or near its center, and their outer ends are connected to the side bars or frame on opposite sides.

The advantages I claim for the novel arrangement and combination are, first, owing to the peculiar form and arrangement of springs, they will automatically adjust themselves to the weight imposed; and, second, that by reason of the inner or heavy ends of the springs terminating near the center of the body, in place of the springs crossing each other and being extended and attached to the opposite sides of the body, as heretofore, the requisite motion and carrying capacity are secured with about one-third less steel, thereby securing a spring-platform light in weight, while possessing the requisite strength and ease of motion.

In the drawings, Figure 1 is an end view, part in section, and Fig. 2 is an inverted plan, of so much of a side-bar road-wagon as is necessary to illustrate my invention.

A A represent the springs; B, the cross-bar or bottom of the body C; D, the side bars or frame; E E′, front and rear axles, and F the shackle-joint connecting the outer ends of the springs to the side bars or frame.

The springs A are made each of one or more plates, and are bent to form the double curves shown in Fig. 1. Their inner and heavier ends are firmly and rigidly secured to the cross-piece B at or near the center of the body, and their outer ends are connected to the side bars or other frame by the shackles F. It will now be seen by reference to Fig. 1 that as the load is increased in the body C the central curved portions are flattened and the end curved portions bent outward, securing a double spring action. When these springs are used for supporting a wagon-seat, B will represent the bottom of the seat, the springs being connected at their outer ends to suitable brackets secured to the sides of the wagon-body in shackle-joints. The inner ends of the springs being centrally connected to the body, one end alongside of the other, Fig. 2, the flexible portion is that between the center of the body and the side bar, while the spring is but little longer and the body well balanced. The chief advantage, however, is in the resistance offered by one spring of each pair to any weight upon the opposite side of the body, the tendency in such case to tilt the body at one side being resisted by the upward thrust against the side bars through the outer curved portion of the spring at the opposite side, which portion will be merely flattened a little, affording an easy motion to the body without permitting it to sag to any material extent.

This platform may be used for any purpose to which it is applicable.

I claim—

A spring-platform consisting of flexion-springs arranged in pairs, the inner heavier ends of each pair being connected side by side to the central portion of the body or object supported, and the flexion portion of each spring curving downward from the center and then upward to its connection with the frame, all 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:

CHARLES E. FOSTER,

WILLIAM PAXTON.