

(No Model.)

2 Sheets — Sheet 1.

C. W. SALADEE.
Road Wagon.

No. 240,850.

Patented May 3, 1881.

Fig. 1.

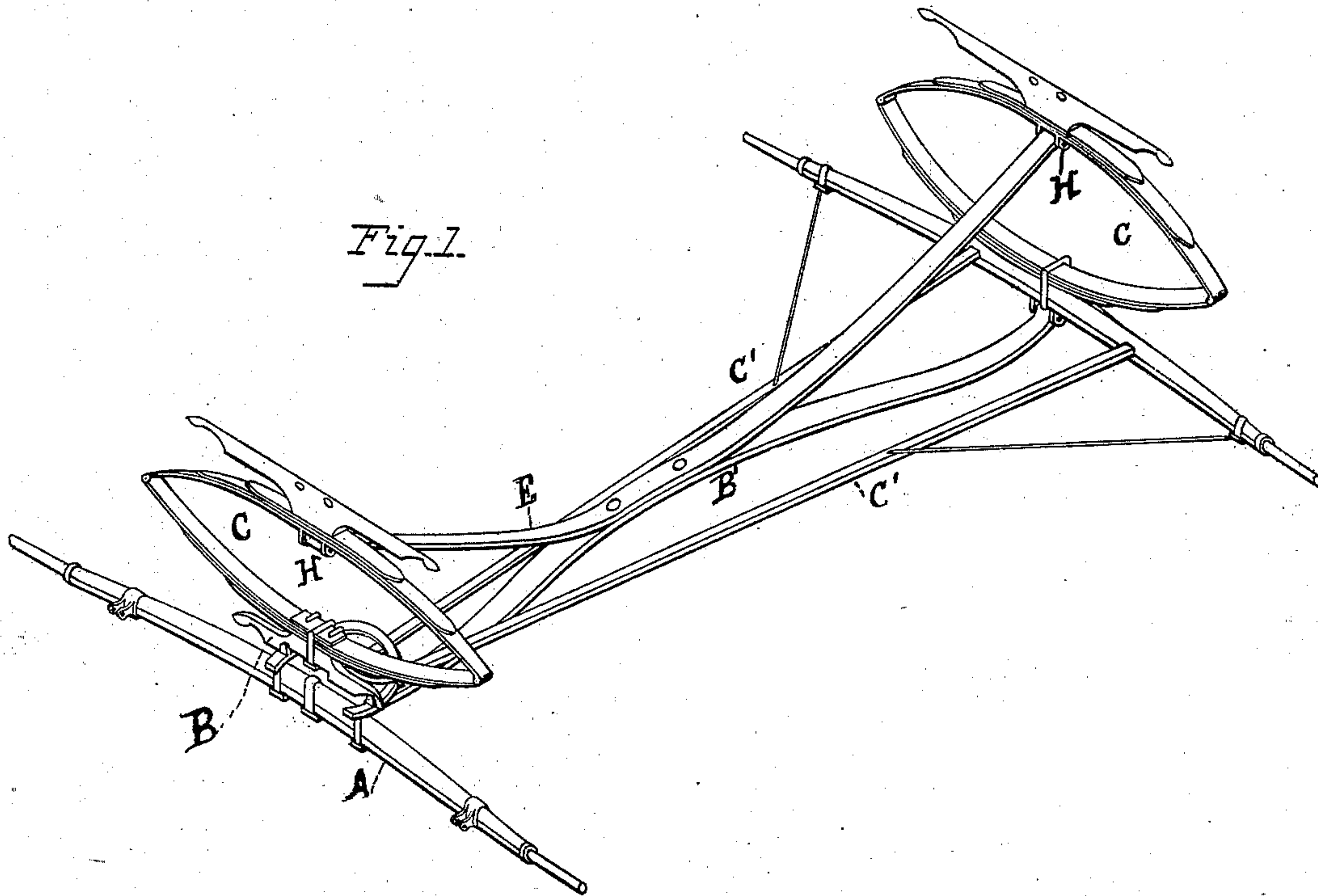
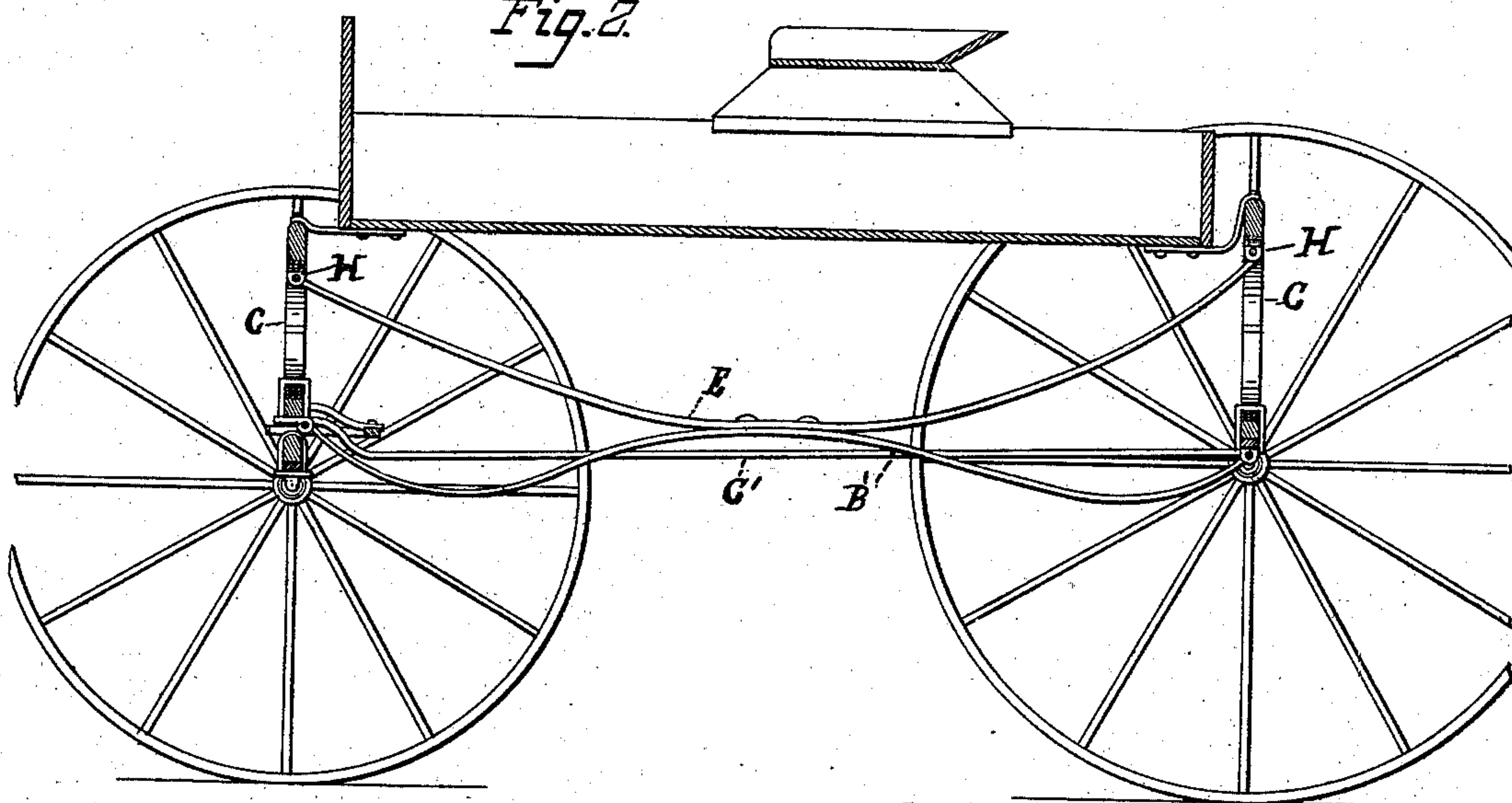


Fig. 2.



Attest:
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A. W. O'Leary,

Inventor:
C. W. Saladee
By his attorney
Charles E. Foster

(No Model.)

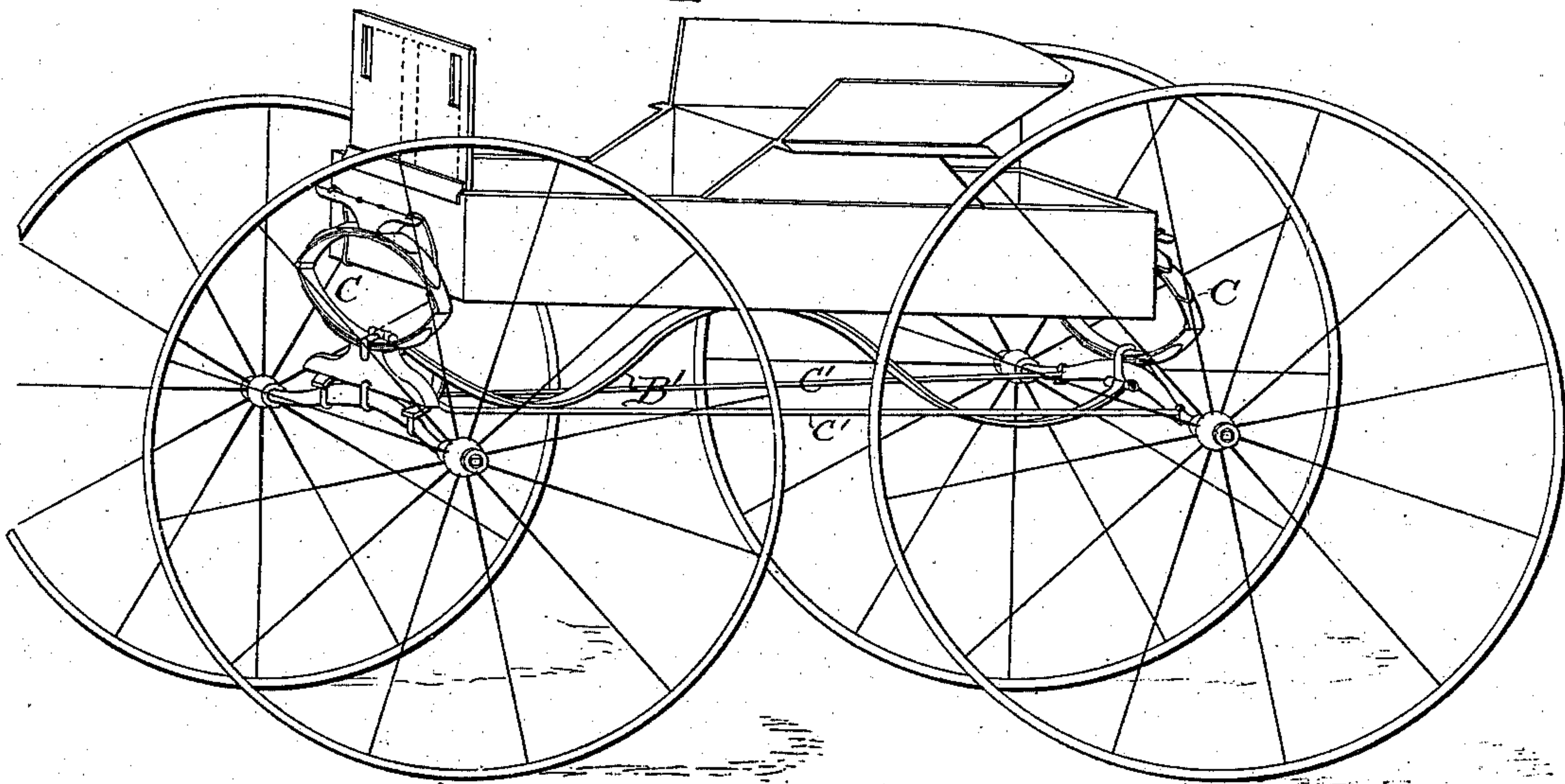
2 Sheets—Sheet 2.

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Fig. 3.



Attest:
Courtney A. Cooper.
William Paxton.

Inventor:
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Charles E. Foster

UNITED STATES PATENT OFFICE.

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

ROAD-WAGON.

SPECIFICATION forming part of Letters Patent No. 240,850, dated May 3, 1881.

Application filed June 16, 1880. (No model.)

To all whom it may concern:

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

My invention relates to that class of road-wagons in which the springs of any suitable character supporting the body are connected to a rigid frame, the object of my invention being to limit or prevent any longitudinal movement of the body in respect to the frame.

In the drawings forming part of this specification, Figure 1 is a perspective view, showing the frame and springs of an ordinary rigid-frame wagon with my improvement. Fig. 2 is a sectional elevation of such wagon; and Fig. 3, a perspective view of a similar wagon, illustrating a modification.

In rigid-frame road-wagons of ordinary construction the body depends for its horizontal position upon its supporting-springs, which therefore receive the thrust resulting from the momentum of the body when the vehicle is suddenly started or stopped. As a result the joints and attachments of the springs become loosened, while when elliptic springs are used, as in the class of wagons illustrated by the drawings, this end-thrust twists the springs, and is the principal cause of the frequent fractures. To remedy this I have employed, in connection with the rigid frame and its spring-platform, a longitudinal spring rigidly braced at the center to the bottom, and connected at the rear end to the rear axle, and at the front to the bolster directly or by the king-bolt, as shown in my Letters Patent No. 197,669, November 27, 1877, thereby preventing any longitudinal movement of the body without interfering with the freedom of its vertical movements.

My present invention is an improvement upon that set forth in the aforesaid patent, and is especially adapted for use in connection with vehicles having end elliptic springs, although not restricted to such structures alone; and it consists in connecting the body and the central spring attached to the rear axle and bolster, as shown, in such manner that the longitudinal thrust of the body will be brought longitudinally upon said spring.

Thus, in the construction shown in Figs. 1 and 2, the body is connected to the central spring hung to the rear axle and bolster, between the perches C' C', by one or more longitudinal braces, E, secured to the spring and extended toward one or both ends of the body, to which a direct or indirect connection may be made. As shown, the brace is connected indirectly by being attached to the springs C C at the points H H. As thus constructed, any longitudinal thrust of the body is brought longitudinally upon the spring B', which effectually prevents any longitudinal movement, while admitting of free vertical motion. The connection with the spring B' may be made by extending the latter upward and connecting it directly or indirectly to the body, as shown in Fig. 3, in which case the extended portion of the spring is a substitute for the braces shown in Figs. 1 and 2.

The braces may be made of round or flat steel or iron of sufficient strength to stand the longitudinal strain merely, and consequently may be much lighter than the transverse braces shown in my aforesaid patent, which must be so strong and secured so firmly as to resist torsional strain.

I am aware that diagonal braces have been used connected to the body and at the lower end to a rigid bar, and make no broad claim to the use of braces in connection with the body and frame, my invention consisting in bracing the body to a central spring, which will accompany the body without limiting its vertical movement, prevent any horizontal play, and yet act to supplement the spring-platform.

I claim—

The combination, in a road-wagon, of a rigid frame, a spring-platform, a body, and a longitudinal spring, B', connected to the rear axle and bolster, and braced longitudinally to the body, 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,
K. C. STURGIS.