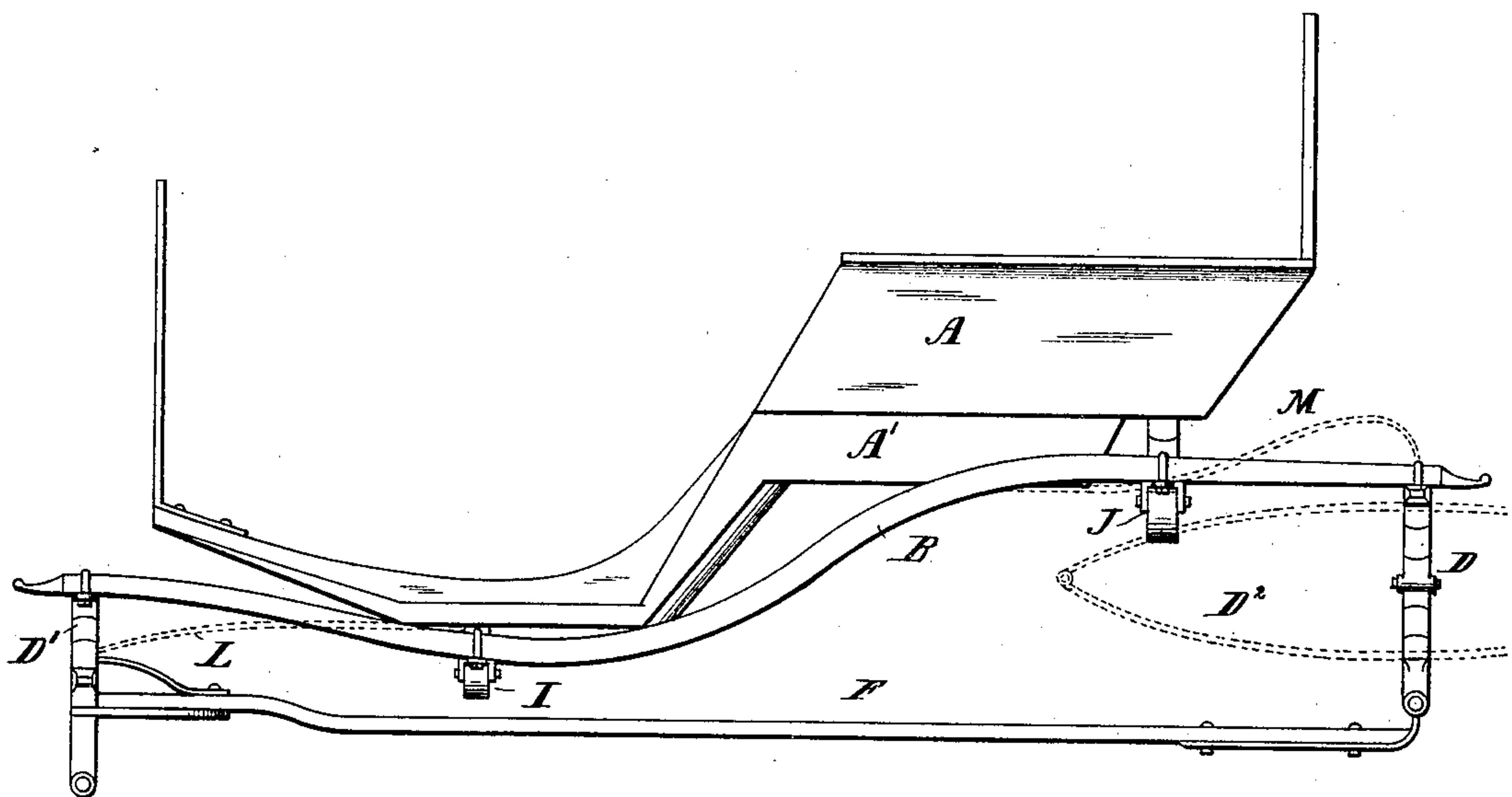


(No Model.)

C. W. SALADEE.
PHAETON.

No. 262,621.

Patented Aug. 15, 1882.



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Attorney.

Attest:
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UNITED STATES PATENT OFFICE.

CYRUS W. SALADEE, OF TORRINGTON, CONNECTICUT.

PHAETON.

SPECIFICATION forming part of Letters Patent No. 262,621, dated August 15, 1882.

Application filed July 8, 1882. (No model.)

To all whom it may concern:

Be it known that I, CYRUS W. SALADEE, of Torrington, county of Litchfield, State of Connecticut, have invented certain Improvements
5 in Phaetons, of which the following is a specification.

My invention relates to "side-bar" vehicles, and has for its object to preserve in side-bar vehicles the general outline of a phaeton or
10 other "drop-front" body, whereby, not only to improve the appearance of the vehicle, but also affording a cheap and effective bearing upon which to hang the body without the use of the "body-loops" generally employed.

15 The drawing represents a side elevation of a phaeton in which my invention is clearly illustrated.

A A' is the phaeton-body of ordinary form. With this are combined side bars, B, which,
20 instead of being straight or curved, are bent, as shown, their rear ends being higher than the front, thus approximating to the outline of the body. Upon the bars the body is suspended in any suitable manner. Thus it may
25 rest on cross springs or braces I and J. The ends of the side bars may be rigidly attached to the bolster and rear axle. The drawing represents the ends of the side bars as resting upon a single elliptic spring, D, behind, and
30 a semi-elliptic spring, D', in front; but, when preferred, two elliptic springs may be employed at the rear, as shown by dotted lines D². In some cases the body may be suspended between the side bars, B, upon longitudinal side

35 springs, substantially as seen by dotted lines L M, and thus omit the cross springs or braces I J and relieve the side bars of all weights of the body.

It will be readily understood that my invention is applicable to all drop-front or curved-
40 bottomed bodies of light pleasure vehicles.

The axles may be connected in the usual way by one or more perches, F, or any suitable frame may be employed.

I claim—

45 1. In a road-wagon, the combination of a frame, a phaeton-body, and side bars formed to approximate the shape of the body, substantially as and for the purpose set forth.

2. In a pleasure-carriage, a drop-front body
50 suspended upon side bars formed to approximate the outline of the body, substantially as set forth.

3. In combination, the phaeton-body, bent side bars, B, and cross-springs I J, substan-
55 tially as set forth.

4. In a side-bar wagon, the combination, with the phaeton-body, of side bars, B, with the rear
60 ends higher than the front, and springs supporting the side bars.

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

CYRUS W. SALADEE.

Witnesses:

WILLIAM PAXTON,
COURTNEY A. COOPER.