2 Sheets—Sheet 1.

C. W. SALADEE.

Road-Wagon.

No. 217,641. Patented July 15, 1879.

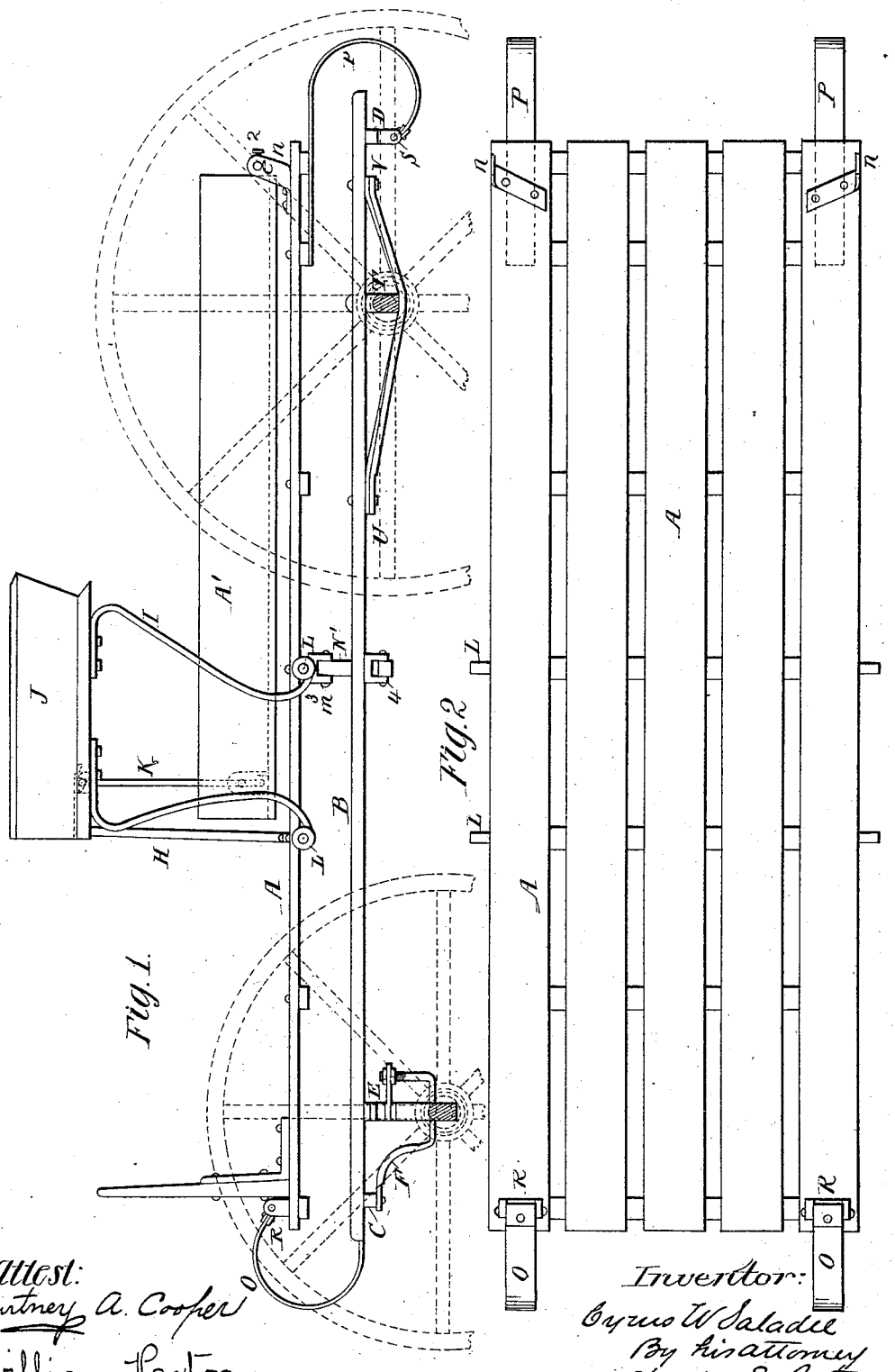

Fig. 1.

Fig. 2.

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2 Sheets—Sheet 2.

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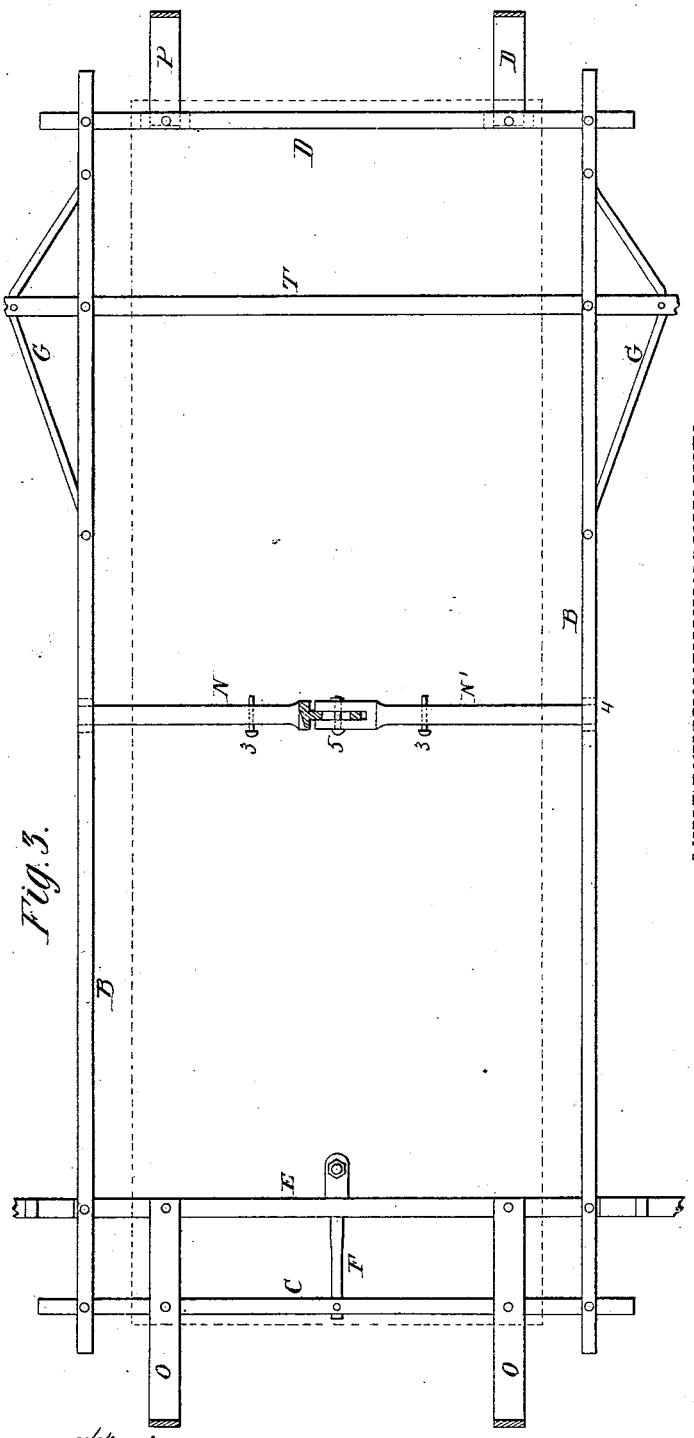

Fig. 3.

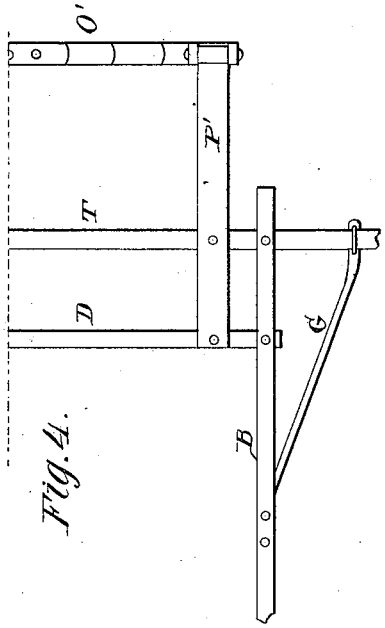

Fig. 4.

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UNITED STATES PATENT OFFICE.

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

IMPROVEMENT IN ROAD-WAGONS.

Specification forming part of Letters Patent No. **217,641**, dated July 15, 1879; application filed April 26, 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 Road-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 improvements in road-wagons generally known as "buck-board wagons;" and consists in the combination, with the axles and bolster and buck-board longer than the distance between the axles, of springs under and supporting the ends of the buck-board and secured to an extended supporting-frame, as fully described hereinafter.

The invention further consists of means for equalizing the motion of the platform, and in the peculiar means of supporting the seat.

In the drawings, forming part of this specification, Figure 1 is a side elevation of a buck-board wagon with my improvements; Fig. 2, a plan of the buck-board platform; Fig. 3, a plan of the frame, and Fig. 4 a modification.

In carrying out the first part of my invention I extend the side bars, B, Figs. 1 and 2, at one or both ends beyond their bearings over the axles, and to make said extended ends the medium of supporting the springs on which is carried the buck-board platform A. Cross-bars C and D cross the extended ends of the side bars, B, and constitute therewith the frame.

At the front end of the running-gear are two C-springs, O, each having one end rigidly secured to the bolster E and cross-bar C, and the other or upper end hinged to the front end of the buck-board A, as at R; and at the rear end are two C-springs, P, each having one end rigidly attached to that end of the buck-board, and the other end hinged to the cross-bar D, as at S.

I reverse the C-springs at the rear end of the buck-board from the position in which the front ones are placed, whereby I secure the desirable advantage of leaving this end of the platform clear of all obstructions; for if the springs at the rear end projected above the end of the platform, as shown at the front end, Fig. 1, they would often be in the way in carrying large packages, such as trunks or the detachable luggage-box hereinafter described.

If two C-springs, O P, at either end of the wagon are not sufficient for heavy loads the number may be increased.

When preferred, any other of the well-known forms of springs may be substituted for the springs shown.

A modification of this part of my invention is represented by Fig. 4, in which longitudinal flexion-springs P′ are employed, one pair having their inner ends rigidly attached to the cross-bar D and rear axle, T, and another pair may in like manner be attached to the cross-bar C and bolster E, and their outer ends extended (in place of the side bars, B,) to take the cross-spring O′, to which latter is secured the end of the platform A. In this modification the extended ends of the springs P′ serve the purpose and take the place of the extended ends of the side bars, B. (Seen in Figs. 1 and 2.)

I brace the front axle against the draft or pull of the wagon by means of a brace, F, extended from and below the axle, to the center of the cross-bar C.

This brace F also serves the further purpose of giving additional support to the extended front ends of the side bars, B.

I support the projecting rear ends of the side bars, B, by extending the axle-stay G to both sides from and below the axle T, and rigidly securing its opposite ends to the side bar, as at U V, Fig. 1.

The lower ends of the seat-supports H and I are attached to the platform A by hinged or pivoted connections L L, Fig. 1, whereby to admit of the free vibration of the buck-board between the supports, which would not be admissible if such or other equivalent provision were not made; for if the seat J were attached to the platform upon the usual rigid seat-risers or otherwise firmly bolted thereto, all that section of the platform A between the points L L would be prevented from acting as parts of the spring-bottom or buck-board. These supports H I are preferably made of stiff spring-steel.

I propose to employ, in connection with the platform, a detachable luggage box or basket, A′, as seen in Fig. 1. The box A′ is made of wood, with solid or slatted sides and ends, or of willow-work, or other material.

The rear end is provided with hinge-bolts *e*,

which bear in ears *n* on the platform, as at 2, Fig. 1; and the front end of the box is suspended from the bottom of the seat J by hangers K, suspended from brackets within the seat-frame, as shown in dotted lines.

The box is thus suspended from the seat-frame and rear end of the platform, so as to leave the bottom free from contact with the buck-board, which may vibrate freely below and independent of the box. The devices used in the jointed connections may be thumb-screws or bolts, to admit of readily attaching or detaching the box. When, therefore, the box A′ is not needed it is detached from the wagon, and when wanted again is attached at will.

I apply to the bottom of the platform A two equalizing-bars, N and N′, to prevent side motion of the platform and seat when more of the load is carried on one side than on the other. The outer ends of these equalizers are hinged below the side bars at 4 and to ears *m* at each side of the bottom of the buck-board, as at 3, and their inner ends are connected upon a sliding joint, as at 5, Fig. 3. When these equalizing-bars are combined with the side bars and bottom of the buck-board, as shown and described, one side cannot be depressed without the other, and thus both are compelled to move at the same instant and together.

It will be apparent that equalizing-bars of different construction and arrangement may be combined with the buck-board platform and its supporting-frame.

I claim—

1. The combination, with the rear axle and bolster, of a frame consisting of side and cross bars, B B C D, projecting beyond the axle or bolster, and supporting at the outer ends the springs connected to a buck-board platform, substantially as set forth.

2. In a buck-board wagon, the combination of the platform A and the C-springs O and P, the latter being curved downward below the upper face of the platform, substantially as and for the purpose set forth.

3. In a buck-board wagon, the combination of the supporting-frame, the platform A, supported by springs connected to said frame, and equalizing-bars hung to the frame and connected to the platform and to each other at the inner ends, substantially as set forth.

4. The seat-supports H and I, having their lower ends attached to the spring-bottom or buck-board A by pivoted connections L L, or other equivalent joints, substantially as and for the purpose set forth.

CYRUS W. SALADEE.

Witnesses:
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CHARLES E. FOSTER.