C. W. SALADEE.
Road-Wagon.

No. 197,669. Patented Nov. 27, 1877.

Fig. 1.

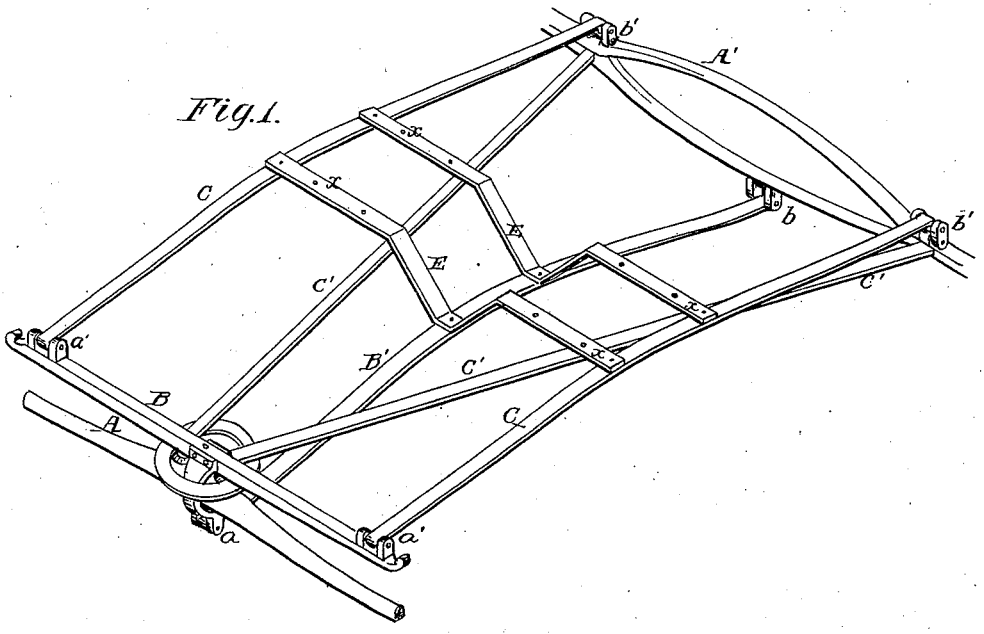
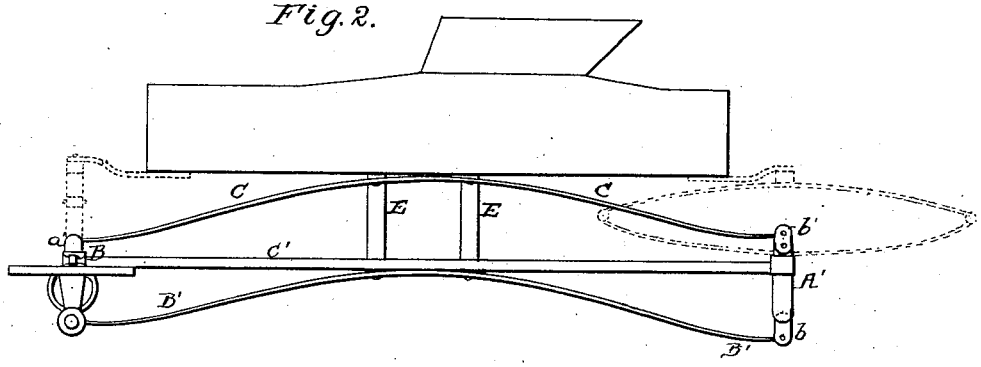


Fig. 2.



Attest:

Fred Benjamin.
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Charles E. Foster

UNITED STATES PATENT OFFICE.

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

IMPROVEMENT IN ROAD-WAGONS.

Specification forming part of Letters Patent No. **197,669**, dated November 27, 1877; application filed September 21, 1877.

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 that class of road-wagons in which the rear axle and bolster are connected by a rigid perch or perches, the object being to obtain an elastic support for the body to prevent one portion of the spring-platform from yielding without the other parts, and to maintain the parallelism of the rear axle and bolster.

In the drawing, Figure 1 is a perspective view, and Fig. 2 a side elevation, of sufficient of a road-wagon to show my invention.

The front axle A is jointed to the bolster B, and the latter is connected to the rear axle A′ by a rigid perch or perches in any suitable manner, so that the rear axle and bolster are maintained parallel to each other at the same distance apart, constituting a rigid frame for the support of the spring-platform.

The spring-platform consists of a central semi-elliptic spring, B′, and side, or front and back, springs C C, the spring B′ extending below the central perch or between the diverging perches C′ C′, and being hung at the front to ears *a* connected to the bolster below the front axle, and at the rear to links *b*, suspended below the rear axle.

The upper springs may be elliptic springs, arranged at the front and rear in any of the usual modes, as shown by dotted lines; but I prefer to employ the semi-elliptic springs C, each pivoted to ears *a′* on the bolster and to links *b′* jointed to lugs on the rear axle, or both ends of the upper springs may be connected to the front bolster and rear axle by links in the usual way.

Whatever arrangement of upper springs is used, the body is braced by rigid stays E extending from each side to the central spring B, which, while yielding to vertical pressure, will prevent the undue tilting of the body to one side when not loaded at the center.

This object is further secured by using the side springs C C and connecting the braces E, forming a spring-platform in which all the parts are braced together and work in unison, securing a most elastic support for the body, and preventing the sagging or tilting to any material extent when loaded at one side.

A most important auxiliary to this result is the rigid frame formed by the rear-axle bolster and rigid perch, as the bolster and rear axle to which the ends of the springs are connected cannot assume an angular position to each other, as they are liable to do when connected solely by the spring-platform, straining the connections and tilting the body more or less. The rigid supporting-frame has the further advantage of preventing the falling of the body should a spring break.

A reduction in weight is effected and greater rigidity obtained by forming the braces E each of one piece of metal, the ends *x* of which support and are bolted to the body, extend beyond the sides thereof, and form connections with the springs C, while the V-shaped center extends to the central spring, forming the lateral stays.

I claim as my invention—

1. A road-wagon having the front and rear axles connected by a rigid perch or perches, and provided with side or end springs, and with a lower central spring, B′, connected to the body by braces, substantially as set forth.

2. The combination, with the rigid frame, consisting of the rear-axle bolster and perch, of a spring-platform, the lower spring of which extends longitudinally below the center of the body and is connected thereto by braces, substantially as specified.

3. The combination, with the rigid supporting-frame of a road-wagon, of a spring-platform, consisting of a lower central spring, B′, and side springs C C connected to the body and central spring by braces E, substantially as set forth.

In testimony that I claim the above as my invention in road-wagons I hereunto set my hand on this the 18th day of July, 1877.

CYRUS W. SALADEE.

Witnesses:

GEO. A. REYNOLDS,

HENRY PIERPONT.