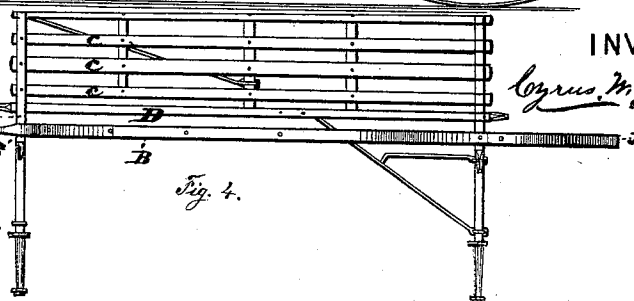
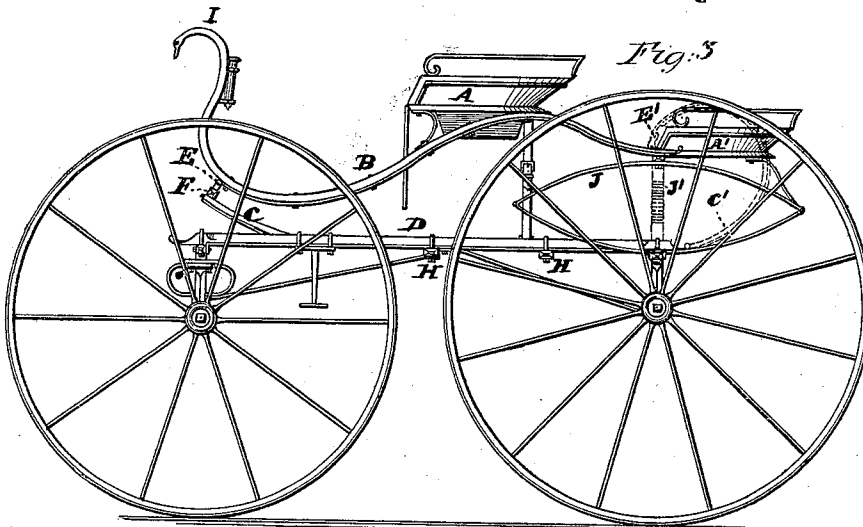
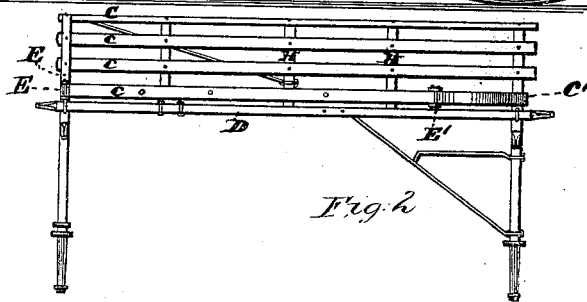
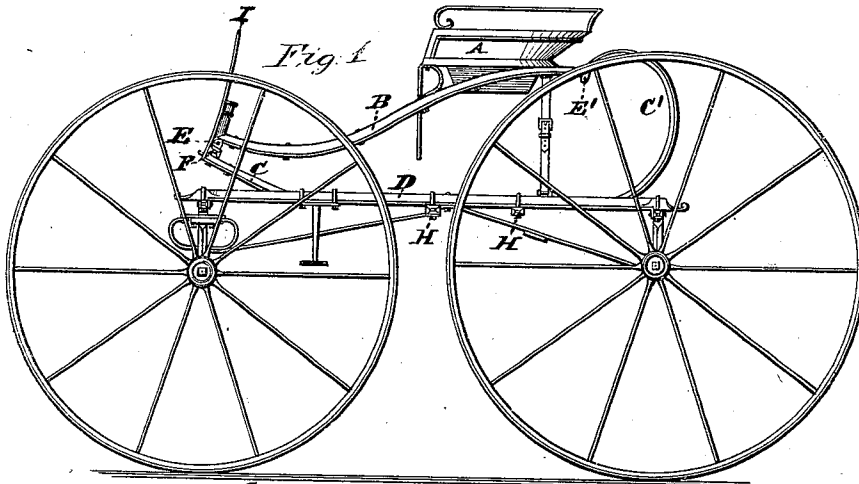


C. W. SALADEE.  
Pleasure-Vehicles.

No. 148,502.

Patented March 10, 1874.



WITNESSES:

C. W. Saladee  
E. B. Saladee

INVENTOR:

Cyrus M. Saladee

# UNITED STATES PATENT OFFICE.

CYRUS W. SALADEE, OF PITTSBURG, PENNSYLVANIA.

## IMPROVEMENT IN PLEASURE-VEHICLES.

Specification forming part of Letters Patent No. **148,502**, dated March 10, 1874; application filed December 31, 1873.

A.

*To all whom it may concern:*

Be it known that I, CYRUS W. SALADEE, of Pittsburg, in the State of Pennsylvania, have invented certain new Improvements in Pleasure-Vehicles, of which the following is a specification embodying my invention:

My present invention relates more particularly to that class of vehicles known as the "buck" or "road-wagon," and is designed as an improvement upon this class of wagons generally, and has for its object a cheaper and better construction than has heretofore been attained in this kind of vehicle.

In the drawings, Figure 1 is a side elevation, and Fig. 2 a half-plan view, with seat removed, of my first modification; and Fig. 3 is a side elevation, and Fig. 4 a half-plan view, of my second modification.

In the first modification the arrangement of gearing and slatted bottom is substantially the same as that shown in some of my former patents; but in this case the half-elliptic side spring, generally employed in this class of vehicle, is discarded, and the outside slats C of the slatted bottom are bent up at the ends, and made to serve the additional purpose of springs, as well as a part of the slat bottom. The outside slats C on each side of the slat bottom (or any desired number of the slats may be so treated and employed) are bent up in the rear in form of a C-spring, as seen in Fig. 1, and by dotted lines C' in Fig. 3, and the front ends of all the slats are bent up to form the spring foot-board F. The under sides of these outer slats, if made of wood, are plated throughout their entire length with a thin strip of spring steel. Next in order, a pair of side bars, B, are provided, and bent into the required form, as seen in Fig. 1, the rear ends of which are hinged to the point of the C-springs, or made to rest upon whatever other spring or springs may be secured to the rear end of the gearing or over the hind axle, while the front ends are hinged to the point of the spring foot-board at E, and the seat A is then mounted upon these side bars B, substantially as seen in the drawings. It will now be clearly understood that, as the seat rests upon the side bars B, and the outer ends of the latter being connected to the springs over the rear

axle, and to the spring foot-board in front, and the whole supported upon the central cross-bars H and H, an easy vibrating motion is secured not only to the seat, but likewise to the foot-board, since the latter must vibrate in unison with the up-and-down motion of the seat, and thus render the use of the usual half-elliptic side springs unnecessary. If preferred, however, the C-springs described may be dispensed with, and a pair of small elliptic springs, J, or a single cross-spring, J', seen in Fig. 3, may be substituted and answer equally well, and in some cases, as where a second seat is desired, will be preferable to the C-springs seen in Fig. 1, and in dotted lines in Fig. 3.

The second modification of my present invention is seen in Fig. 3, and it consists in bending the front ends of the side bars B so as to form the ends of the dash I, and the space between is filled up with a wood panel, the same as in the front of sleigh-bodies.

I am thus combining with the side bars B a wood dash, and thereby saving the cost attending the construction of an iron frame and leather dash, as now generally used.

In both of these modifications the feet of the passenger rest upon the foot-board C and between the side bars B.

I will further state that these side bars B and wood dash I, Fig. 3, are, in part, identical with the same shown in my second application filed herewith, and which I hereby refer to.

I claim as my invention—

1. The spring-slats C, having the rear ends extended and bent up in the form of a C-spring, C', substantially as and for the purpose set forth.

2. The seat A, supported upon bent side bars B, the rear ends of which are carried by the spring or springs over the hind axle, and the front ends resting upon the front ends of the spring-slats or foot-board C, substantially as and for the purpose shown and described.

3. The side bars B, extended and bent up in front to form the dash I, substantially as and for the purpose set forth.

CYRUS W. SALADEE.

Witnesses:

C. W. SALADEE, Jr.,  
G. B. SALADEE.