

WILLIAM CAMPBELL.

Improvement in Wagon Seat Standard.

No. 119,118.

Patented Sep. 19, 1871.

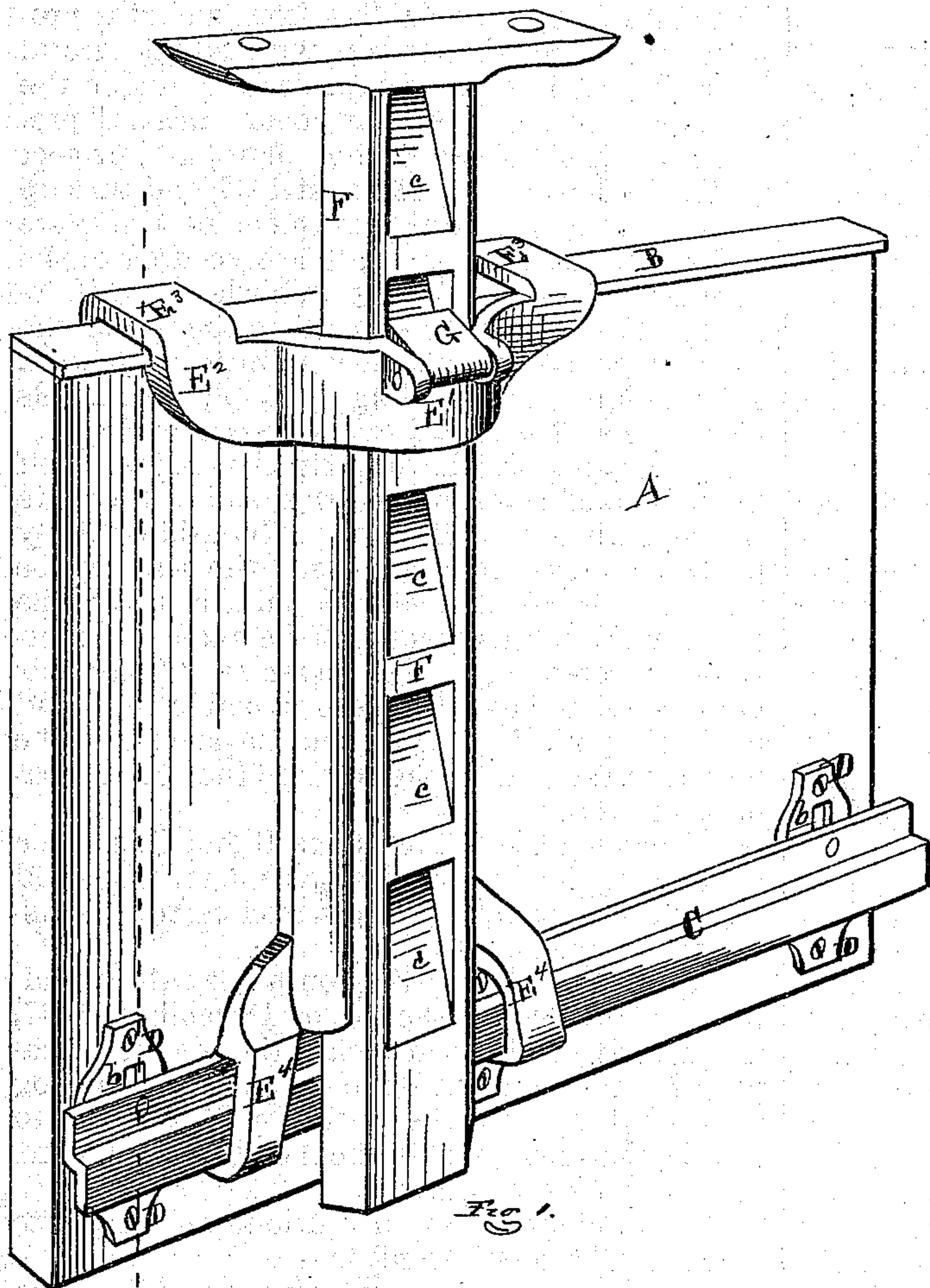


Fig. 1.

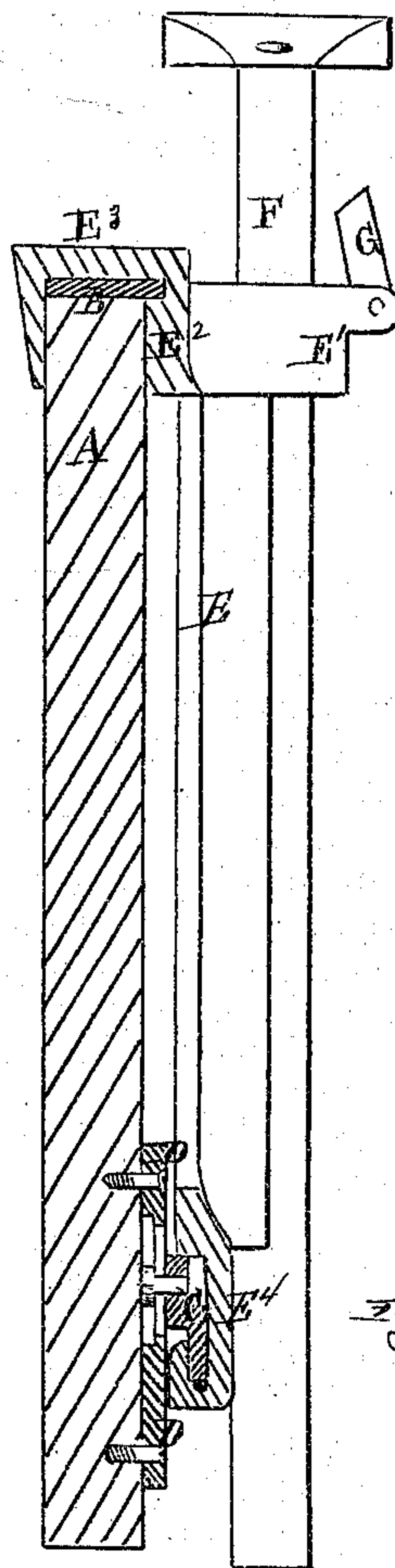


Fig. 2.

ATTEST:
 Myron H. Church.
 H. F. Everts.

INVENTOR:
 Wm Campbell
 per attorney.
 Thos S. Sprague

UNITED STATES PATENT OFFICE.

WILLIAM CAMPBELL, OF BELLEVILLE, MICHIGAN.

IMPROVEMENT IN WAGON-SEAT STANDARDS.

Specification forming part of Letters Patent No. 119,118, dated September 19, 1871.

To all whom it may concern:

Be it known that I, WILLIAM CAMPBELL, of Belleville, in the county of Wayne and State of Michigan, have invented a new and useful Improvement in Adjustable Wagon-Seat Standards; and I do declare that the following is a true and accurate description thereof, reference being had to the accompanying drawing and to the letters of reference marked thereon, and being a part of this specification, in which—

Figure 1 is a perspective view of my adjustable wagon-seat standard attached to the side board of a wagon, and Fig. 2 is a cross-section of the same on the line *x x* in Fig. 1.

Like letters refer to like parts in each figure.

The nature of this invention relates to the construction and operation of a vertically-adjusting and sliding seat-standard, more especially designed for the seats of lumber-wagons. The invention consists: First, in the peculiar construction and arrangement of a plate, channeled to receive a sliding vertical standard supported at any point by a dog pivoted to the top of the plate engaging with ratchet-notches in the face of the standard. Second, in the construction and arrangement of the plate so that it may slide on a metallic plate at the top edge of the wagon-box and an angle-iron strip below, the latter so secured to the face of the side board of the box that it may adjust itself to the plate in the shrinking and swelling of the box, and in the general arrangement of the various parts, as more fully hereinafter set forth.

In the drawing, A represents the front end of the side of a wagon-box, on the top edge of which a strip, B, of light band iron, is secured, said strip being a little wider than the side is thick, so as to project over or overhang the outer side, as shown. C is a double angle-iron strip of the section shown, the upper inner web having bolts or headed studs *d* projecting into recesses on the inner sides of the plate D secured to the box A through the vertical slots *b*, whereby the strip C may be raised or lowered in a horizontal plane. E is a plate cast with a dovetail channel, in which slides the seat-standard F, having ratchet recesses *c* formed in its face, with which engages a dog, G, hinged in lugs projecting from a yoke, E¹, cast with the upper part of the plate E, so that the standard may be held at any elevation.

The plate E is formed with a front and rear-projecting arm, E², at the top, with a flat lateral hook, E³, resting on and projecting under the strip B of the box. Similar hooked arms E⁴ project from the bottom of the plate, and project under the lower edge of the strip C, and turn up to prevent any lateral movement of the plate and arms. The seat-springs are secured to the perches at the top of the standards; and, if desired, the seat may be secured to the top of the spring-blocks with swivel-couplings to prevent the standards from binding in the plate-channels when the seat is raised or lowered unevenly.

By allowing the lower strip C to adjust itself to the hooked arms of the lower end of the plate the shrinking or swelling of the box-sides is fully provided for, so that at all times the seat may be moved forward or backward on the box, while the vertical adjustment will be readily understood on reference to the drawing. Where it is not desired to have the seat movable back and forth, the plate E, cast without the arms, may be bolted to the side of the box and the vertical adjustment had.

All parts, except the strips B and C, may be made of malleable cast-iron at a small cost, and applied to a wagon by any person capable of using the simpler tools.

I am aware of the invention patented by Walter T. Thornton on the 3d of December, 1867, and utterly disclaim any part therein, as I simplify his combination by so constructing the dog as to do away with the necessity of a spring to compel it to engage with the rack-standard, mine acting by its own gravity.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The construction and arrangement of the dovetail-channeled plate E, yoke E¹, dog G, and ratchet-faced standard F, as and for the purpose set forth.

2. The plate E cast with the yoke E¹, arms E² terminating in hooks E³, and the lower hooked arms E⁴, in combination with the strips B C, plates D, dog G, and ratchet-faced standard F, as and for the purpose set forth.

WILLIAM CAMPBELL.

Witnesses:

H. F. EBERTS,
MYRON H. CHURCH.

(22.)