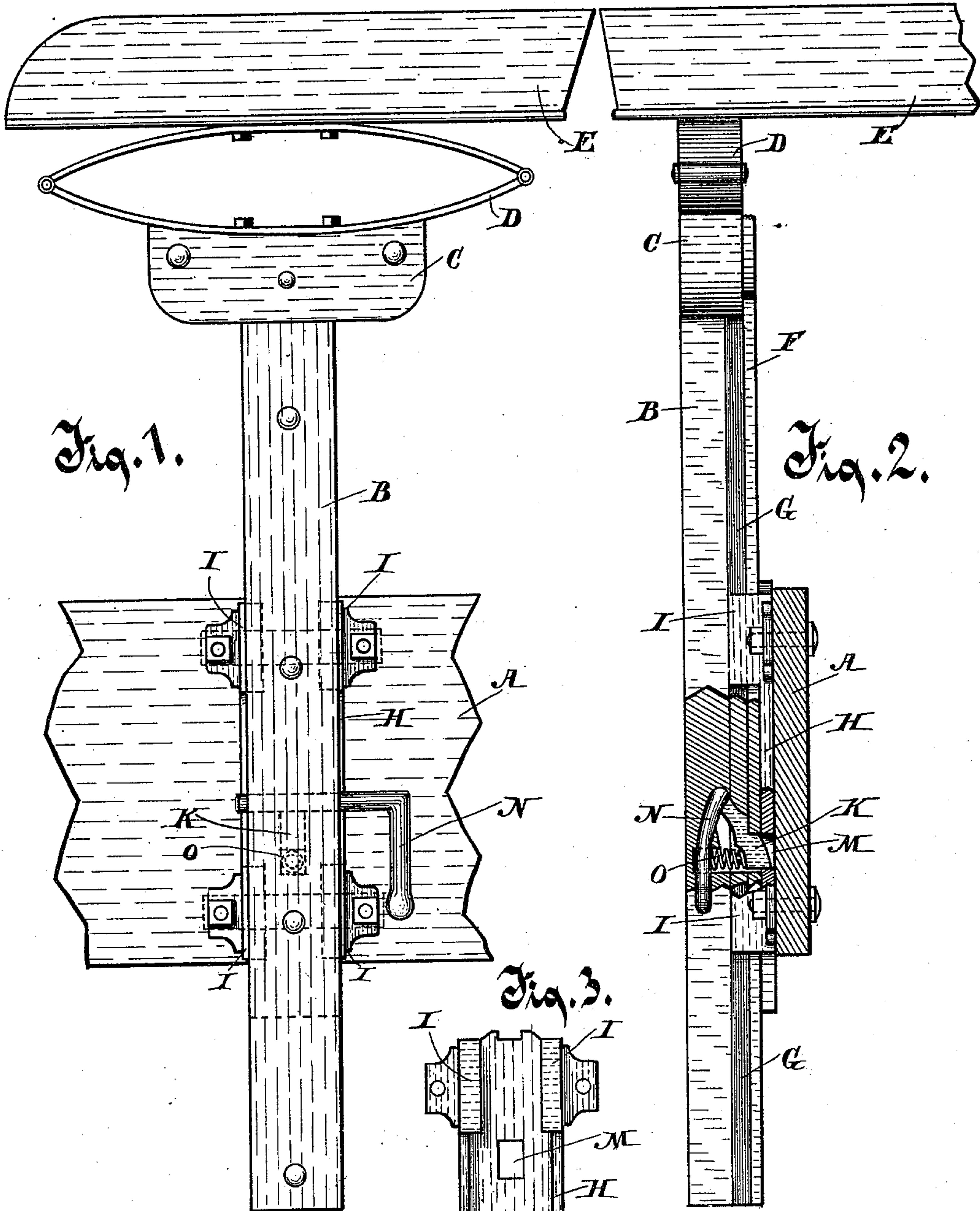


(No Model.)

B. PEACOCK.  
SEAT STANDARD FOR WAGONS.

No. 434,158.

Patented Aug. 12, 1890.



Witnesses.

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# UNITED STATES PATENT OFFICE.

BENJAMIN PEACOCK, OF BIG BEND, WISCONSIN.

## SEAT-STANDARD FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 434,158, dated August 12, 1890.

Application filed June 9, 1890. Serial No. 354,827. (No model.)

*To all whom it may concern:*

Be it known that I, BENJAMIN PEACOCK, of Big Bend, in the county of Waukesha and State of Wisconsin, have invented a new and useful Improvement in Adjustable Devices for Supporting Wagon-Seats, of which the following is a description, reference being had to the accompanying drawings, which are a part of this specification.

My invention relates to a device that is especially adapted for use in connection with farm-wagons or such as have a box having vertical sides, to which my device is adjustably secured.

In the drawings, Figure 1 is an elevation of my improved device as seen at one side of the wagon, which shows the end of the seat supported thereon. Fig. 2 is a view from the rear of one part of my device, the side of the box to which the device is adjustably secured being shown in cross-section and other parts of the device being broken away to show interior construction. Fig. 3 is a detail of the plate that is affixed to the side of the wagon-box, and which serves as a guide and support for the vertically-moving leg of the device.

In the drawings, A is the side of a box for the wagon, being such as is in common use on farm-wagons. It must be understood that with every wagon-box there are two such sides, and that my device includes two vertically movable and adjustable legs—one secured adjustably to the outside of each side-board A of the wagon-box—which two legs together support the seat, one being under each end of the seat, though only one of the legs is shown in the drawings. The vertically-movable leg B is provided with a cross-head C, on which are fixed elliptical springs D, and thereon is placed the seat E.

The leg B is constructed with rabbeted or grooved inner corners, and a metal plate F is affixed to the inner side of the leg throughout its length, which has about the same lateral width as the width of the principal part of the leg, thus forming channels or grooves G G, one in each edge of the leg throughout its entire length.

A metal plate H is secured permanently to the side A of the box, which is provided with

outwardly-extending and inwardly-turned lugs I I, which enter the channels G G on both sides of the leg near the top and near the bottom of the side of the box, forming guides on which the leg travels vertically. A latch K is pivoted in the leg B, its lower end swinging in a recess formed therein for that purpose, and is adapted to swing inwardly into any one of the slots M, formed in the plate H, and engage the plate, thereby supporting the leg and its load. The latch K is provided with a lever-handle N, and its free end is held yieldingly outwardly to its work by a spring O, inserted in the leg behind the latch and bearing against it.

It will be understood that the leg may be raised in the plate H, and that the latch K by reason of the inclined form of its upper outer edge will be forced away from the plate H, so as to pass upwardly against it, and will downwardly engage the plate in the slots M automatically, but that when the leg is to be lowered the latch must be swung away from the plate by and through force applied to the handle N, by which means it may be held away from the plate H while the leg is lowered to such distance as is desired. It will also be understood that this mechanism is duplicated on the other side of the wagon beneath the other end of the wagon-seat, and that the two legs of the device should be raised or lowered correspondingly.

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

1. The combination, with a wagon-box and plates thereto affixed on the outside, which plates are provided with guides for controlling the vertical movements of legs attached to the seat and with recesses for receiving and engaging latches, of seat-legs movable vertically and arranged to travel in and be guided by the plates on the sides of the wagon-box, and swinging latches pivoted in the legs and adapted to engage the plates, substantially as described.

2. In an adjustable wagon-seat, the combination of a supporting-leg having longitudinal grooves in its lateral edges, of a plate affixed to the wagon-box having lugs arranged to enter the grooves in the leg, and slots or recesses in its inner face, and a swing-

ing latch pivoted in the leg and adapted to engage the recesses in the plate, which latch is provided with a handle and a spring to hold it yieldingly to its work, substantially  
5 as described.

3. In a wagon-seat having a leg movable vertically in a plate affixed to the side of a wagon-box, a latch pivoted in the leg, the free end of which latch projects beyond the inner  
10 face of the leg and is adapted to engage a recess in the plate on the wagon-box in which

the leg travels, which latch is provided with a handle projecting laterally at one side of the leg, and a spring inserted in the leg behind the latch and adapted to hold it yieldingly to its work, substantially as described. 15

In testimony whereof I affix my signature in presence of two witnesses.

BENJAMIN PEACOCK.

Witnesses:

S. B. SMITH,

KATE SMITH.