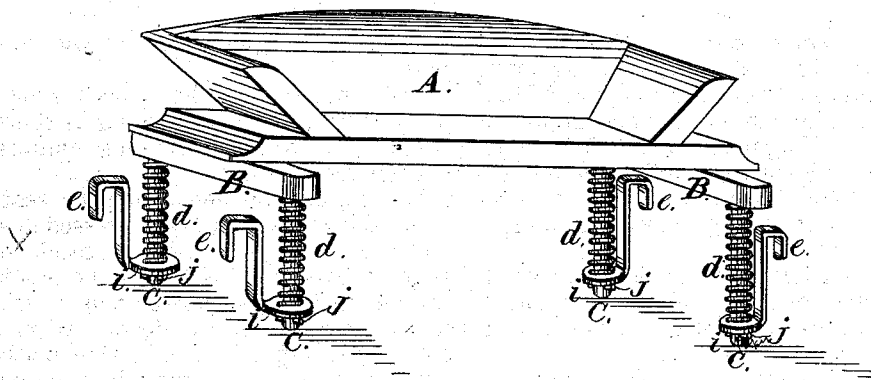


S. G. PEABODY.
Wagon-Seats.

No. 156,377.

Patented Oct. 27, 1874.



Witnesses.

E. L. Emerson
J. W. Pollack

Inventor.

S. G. Peabody

UNITED STATES PATENT OFFICE.

STEPHEN G. PEABODY, OF CHAMPAIGN, ILLINOIS.

IMPROVEMENT IN WAGON-SEATS.

Specification forming part of Letters Patent No. **156,377**, dated October 27, 1874; application filed November 7, 1873.

To all whom it may concern:

Be it known that I, STEPHEN G. PEABODY, of the city and county of Champaign and State of Illinois, have invented a new and Improved Seat-Spring for Wagons; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawing forming a part of this specification.

The invention relates to providing a wagon-seat with an improved attachment for connecting it to, and supporting it upon, the wagon-body, as hereinafter described.

The drawing represents a front perspective view of a seat with attachments constructed and arranged according to my invention.

The seat *A* rests on transverse bars *B B*, and in the extended ends of the latter are fixed vertical parallel rods or pins *C C*, which are encircled by spiral springs *d*. The connection between the seat and vertical sides of the wagon-body is made by *S*-shaped hooks *e e*, through the lower curved parts or feet *l* of which pass the rods *C C*. The spiral springs *d* thus rest on the feet *l*, and both are pre-

vented from slipping off by the transverse pins *j*.

Thus, in practice, the hooks *e* slide up and down on the rods *C*, according as the varying weight or pressure on the seat compresses the springs more or less.

By this arrangement when the seat is not in use the hooks are always pressed downward and held firmly in position to catch upon the edge of the wagon-body when the seat is again wanted. The rigid pins or rods on which the hooks slide may project downward on the outside of the wagon-body, and thus neither they nor the hooks will obstruct its interior.

I am aware it is not new to employ hooks and springs for attaching seats to wagon-bodies, and I do not, therefore, claim such combination.

What I claim is—

The combination of the seat *A*, fixed vertical rods *C C*, springs *d d*, and hooks *e e*, as shown and described.

Witnesses:

S. G. PEABODY.

E. Q. EMERSON,
J. W. POLLOCK.