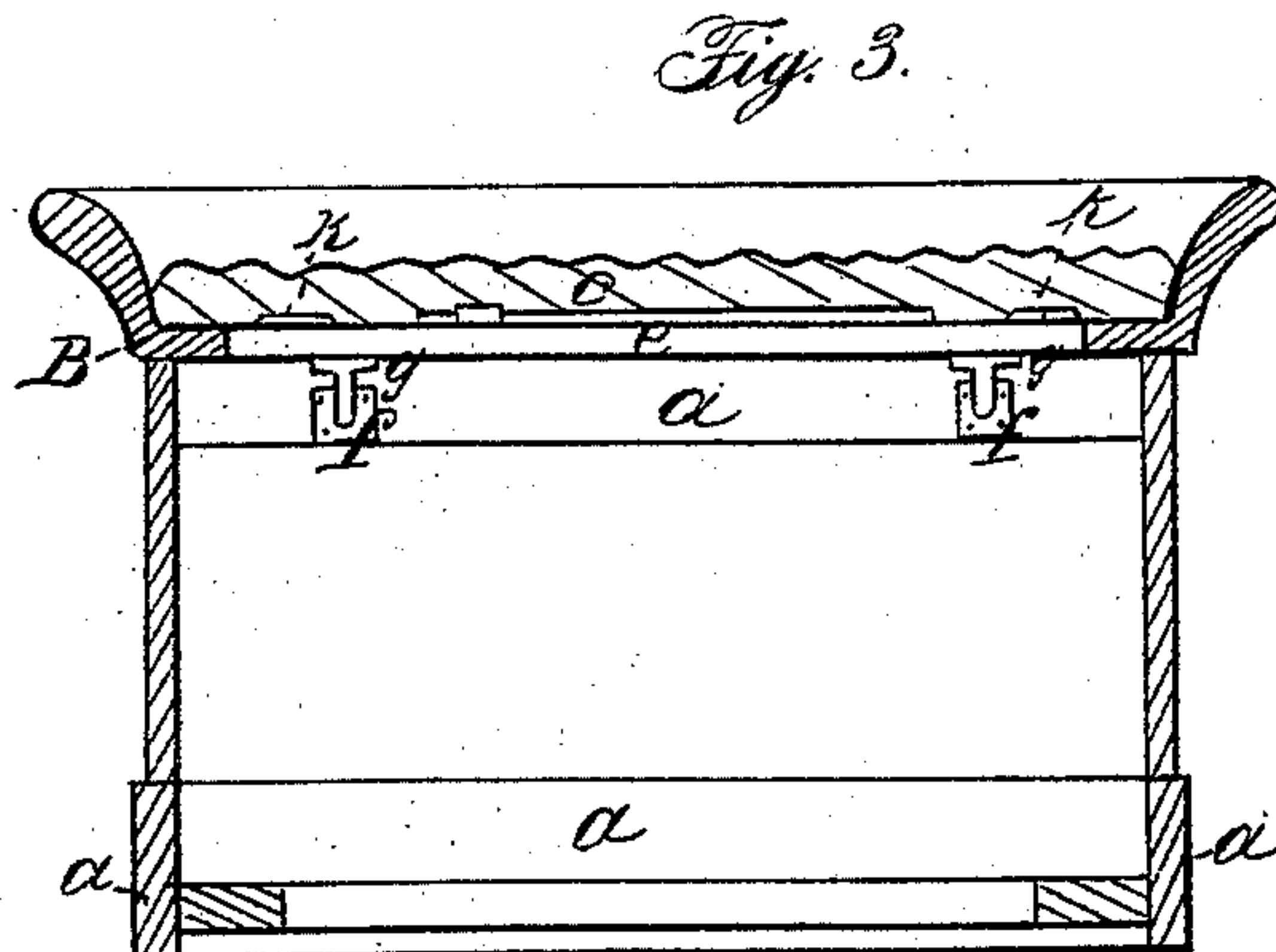
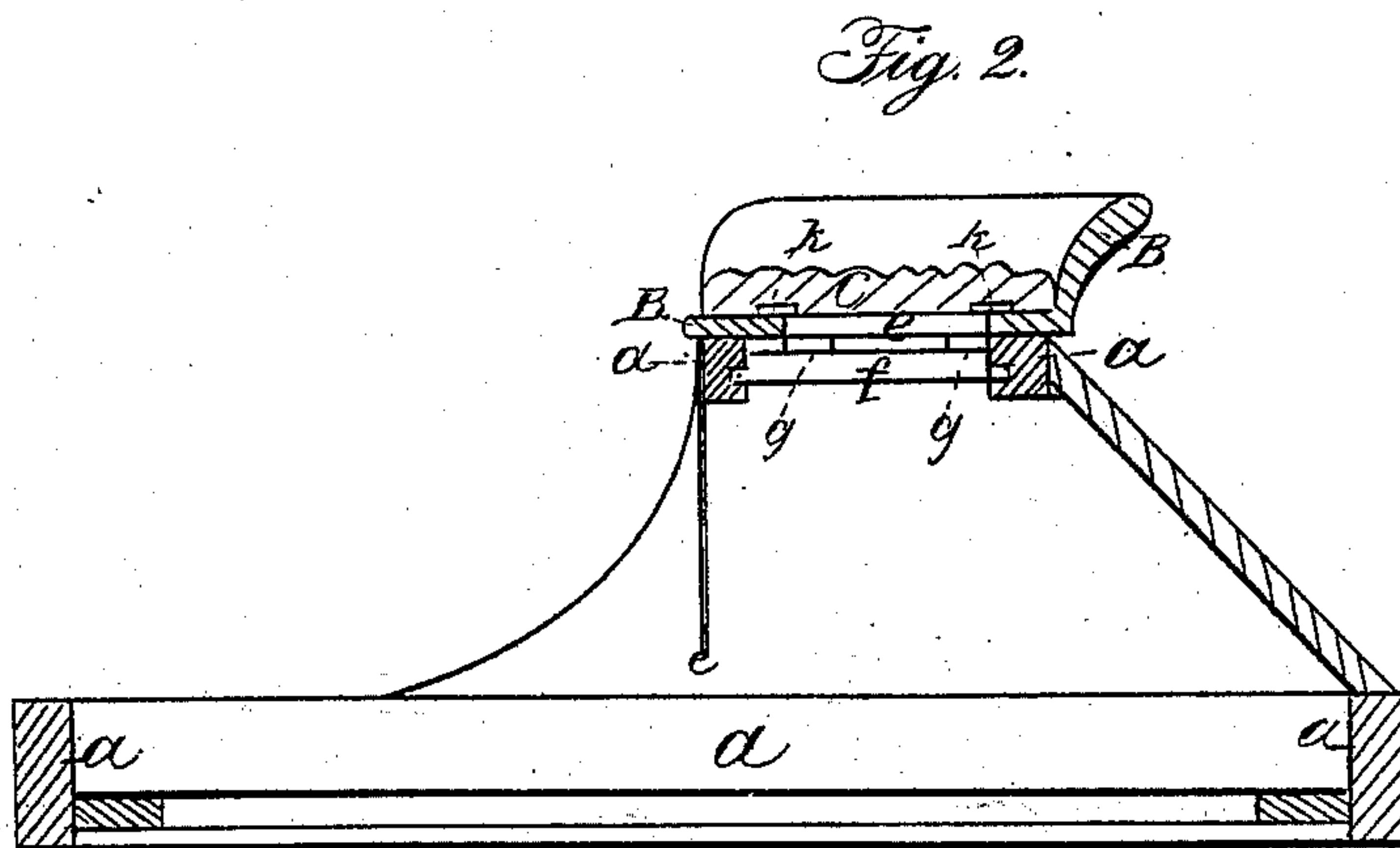
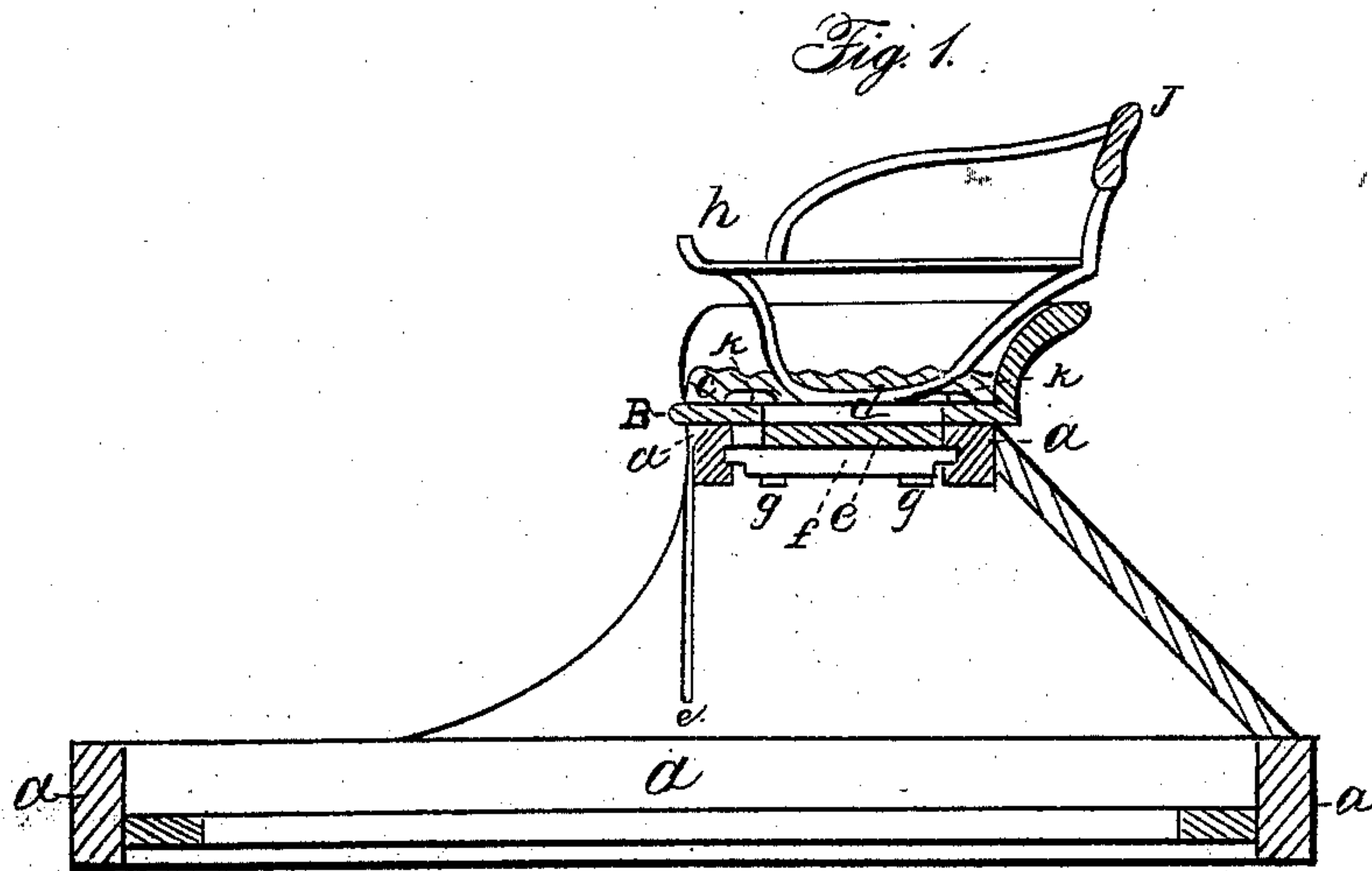


KING & GARDNER.

Shifting-Rail.

No. 47,959.

Patented May 30, 1865.



Witnesses:

John McMintry
L. Gibbons

Inventor:

D. A. King
V. N. Gardner

UNITED STATES PATENT OFFICE.

D. A. KING AND V. N. GARDNER, OF LEXINGTON, KENTUCKY.

IMPROVEMENT IN ATTACHING AND DETACHING TOPS OF VEHICLES.

Specification forming part of Letters Patent No. 47,959, dated May 30, 1865.

To all whom it may concern:

Be it known that we, D. A. KING and V. N. GARDNER, both of the city of Lexington, in the county of Fayette and State of Kentucky, have invented a new and Improved Mode of Attaching and Detaching Tops to Vehicles; and we do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

The nature of our invention consists in providing a simple plan of attaching and detaching the seat to which the top of the vehicle is attached, so the same can be readily and quickly removed and set aside, without any derangement or injury to the same, until again needed, when it may be replaced with ease and dispatch.

To enable others skilled in the art to make and use our invention, we will proceed to describe its construction and operation.

We construct the top to vehicles in the usual manner, excepting the top, to a frame-work of metal, as represented in Figure 1 of annexed drawings. Said metal frame is attached to a bottom piece marked *d* in Fig. 1 in annexed drawings, making a part of this specification, to which reference is here made, in which—

Fig. 1 is a section of the body of the vehicle; Fig. 2, a sectional view of the vehicle, with the top detached; Fig. 3, a sectional view parallel with the seat, with the top detached.

a a represent the frame of the vehicle.

B B represent the fixed part of the seat.

c represents the cushion of the seat.

d represents the movable part of the seat, to which the metal frame of the top is attached.

e represents a false bottom below the movable bottom *d*, and which is intended to take the place of *d* when it is removed.

f represents bearing-pieces of metal, having their pivots entirely on one side of the same, as shown, so that when the movable bottom *d* is removed, (to which the top is attached,) and *e* being raised, so as to turn the bearing-pieces *f* over, and thereby bring the top edges of *f* level with the bottom of the seat *B*, when the false bottom *e*, being of the same thickness as *B*, will, in resting on the bearing-pieces *f*, be level with the seat *B*, and will receive the cushion *c*.

g g represent flanges on the top of *f*, as shown in the several figures, for preventing the bearers *f* from turning over while sustain-

ing the false bottom *e* up level with the fixed bottom *B*.

h h represent that part of the metal frame to which the top is attached, but which has been omitted here for the sake of convenience.

J is the cushioned part of the metal frame, called the "back piece."

K K represent buttons attached to the fixed portion of the seat *B*, for holding the movable portion *d*, to which the top is attached.

The operation is as follows: When constructed as above described—as, for example, as shown in Fig. 1 of annexed drawings—having the metal frame to which the top is to be attached in position, and if it be desired to remove the top, it is only necessary to operate the buttons *K K*, so as to be able to lift off the top, which, being attached to the piece *d*, keeps the top in the same position as when upon the vehicle; or it may be folded in the usual manner and set away in some convenient place until again needed. When *d* is removed, as above described, the false bottom *e* is raised, so as to permit the turning of *f f*, with the flanges *g g*, up level with the bottom of the fixed seat, which sustains the false bottom level with the top of the fixed seat, which is then ready to receive the cushion *c*. The flanges *g g* on the bearers *f* prevent the bearing-pieces *f* from turning. Thus the top is easily and rapidly removed, leaving the seat as shown at Figs. 2 and 3; or the top can in like manner be replaced, as shown in Fig. 1.

The ordinary mode of attaching the top to vehicles is by means of a number of screws, inconvenient to get at or work without a wrench, and when removed leaves the pieces to which the top is attached in such a loose condition that the same is very soon seriously injured by the necessary handling of the same.

What we claim, and desire to secure by Letters Patent, is—

The mode herein described of attaching the top of vehicles to the movable piece *d*, resting on the false bottom *e*, and sustained by the bearers *f*, and with the movable piece *d*, held in position by the buttons *K K*, or their equivalents, all constructed and operated as above described, and for the purposes set forth.

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Witnesses:

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