

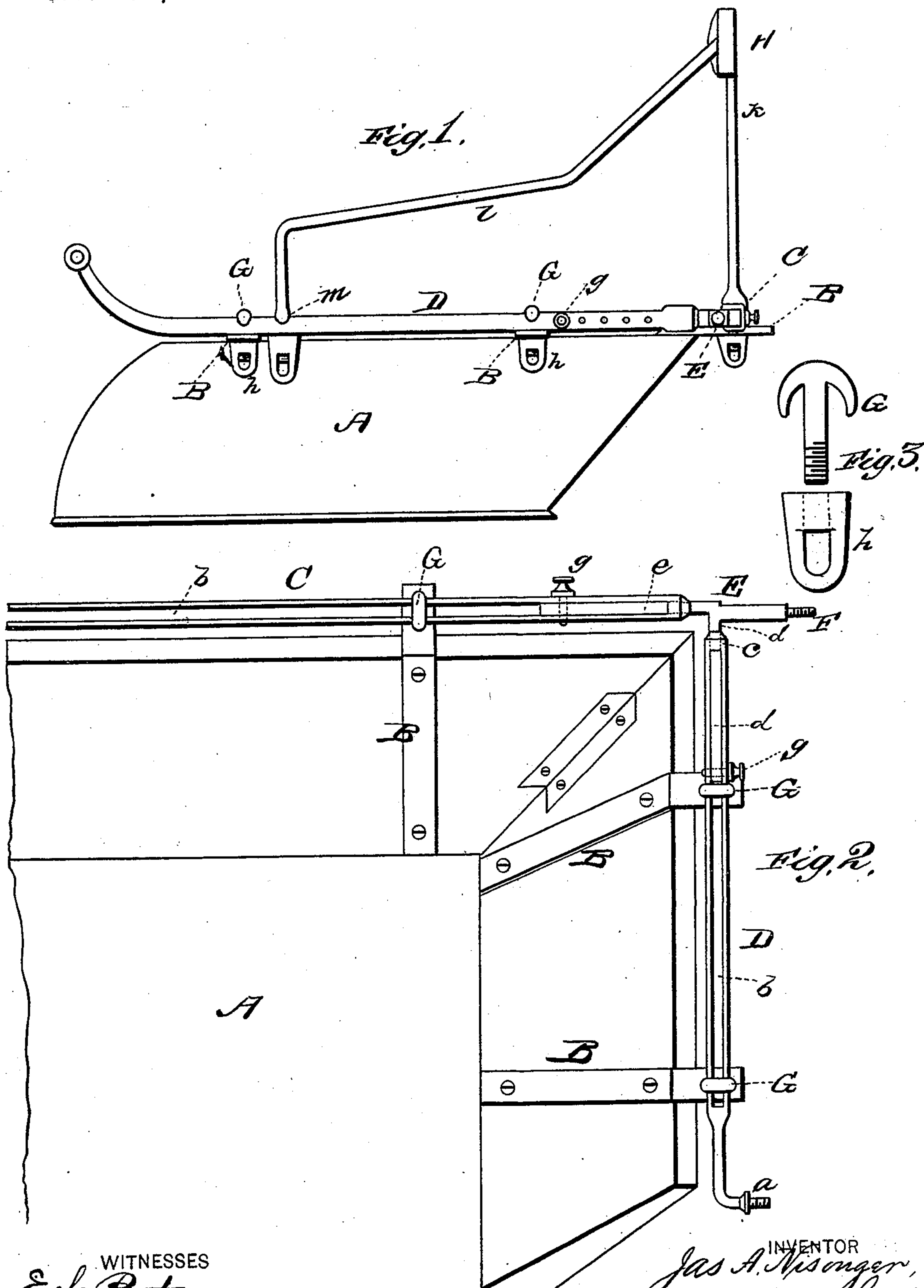
(No Model.)

J. A. NISONGER.

SHIFTING RAIL FOR VEHICLES.

No. 258,464.

Patented May 23, 1882.



WITNESSES
E. H. Bates,
Philip Lett Masi.

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UNITED STATES PATENT OFFICE.

JAMES A. NISONGER, OF GOSHEN, INDIANA.

SHIFTING-RAIL FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 258,464, dated May 23, 1882.

Application filed March 16, 1882. (No model.)

To all whom it may concern:

Be it known that I, JAMES A. NISONGER, a citizen of the United States, resident of Goshen, in the county of Elkhart and State of Indiana, have invented a new and valuable Improvement in Shifting-Rails for Vehicles; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference
10 being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a side view of a buggy-seat showing my improvement. Fig. 2 is a top or plan view of the same, and Fig. 3 is a detail view of the bolt and nut.

This invention has relation to extension shifting-rails for top-buggies; and it consists
20 in the construction and novel arrangement of the angle-pieces and the slotted adjustable rail-sections in sliding engagement therewith, these parts being secured to the seat by suitable fastenings, all as hereinafter set forth.

25 The object of this invention is to provide an extensible slide shifting-rail which can be easily adjusted to fit buggy-seats of different dimensions.

In the accompanying drawings, the letter A
30 designates a buggy-seat, and B straps or bearings extending over its edge outward to support the rail. These bearings are perforated for the passage of the fastening-bolts.

C represents the back rail-section, and D the
35 siderail-section, the latter being provided with the usual threaded end stud, *a*, for the attachment of the top bows. Each rail-section is slotted longitudinally and vertically, as indicated at *b*, and at its end next the corner of
40 the seat is provided with a squared aperture, *c*, communicating with the slot *b*.

E designates the angular corner-piece, having the forward branch *d* and the lateral branch *e*, said branches being squared, and
45 designed respectively to engage the squared apertures *c* of the side and back rail-pieces sliding into the slots thereof. The angle-iron

E is provided with the bow rest or arm F. By adjusting the rail-pieces with reference to the angle-irons these parts of the rail can be ar-
50 ranged to fit the seat accurately, and when this is accomplished the rail-sections are secured to the angle-irons by means of the rivets or screws *g*, which pass through perforations therein, as shown in the drawings. The
55 rail-sections are secured to the bearings B by means of the T-headed bolts G, which extend through the slots *b* and the perforations of the straps, being secured by the nuts *h*, so that the rail is solid and firm when the nuts *h* are
60 screwed home. It will be observed, however, that the T-bolts permit an adjustment of the side rails, D, forward and backward, so that buggy-tops of varying sizes may be fitted to the same seat by reason of the fact that the
65 rails are slotted and the threaded ends *a* are not secured directly to the seat.

H indicates a seat-back, having rear supports, *k*, and arms *l*, having T-shaped threaded ends *m*, which are passed through the slots *b*
70 of the rail-sections and secured by nuts *h*.

Having described this invention, what I claim, and desire to secure by Letters Patent, is—

1. An adjustable extensible shifting-rail for
75 top-buggies, consisting of the angle-irons E, the slotted rail-section C, and the slotted adjustable rail-sections D D in sliding engagement therewith, said sections being adapted to be secured to the seat by fastening-bolts
80 and bearings, substantially as specified.

2. In a shifting-rail for vehicle-seats, the combination, with the seat A, having perforated bearing-plates B secured thereto, of the perforated slotted rails C D, having apertures
85 *c*, the angle-irons E, screws *g*, and the T-headed bolts G and nuts *h*, substantially as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

JAMES A. NISONGER.

Witnesses:

JO. H. DEFREES, Jr.,
MYRON E. MEADER.