

(No Model.)

2 Sheets—Sheet 1.

N. LENNON.

SHIFTING RAIL FOR VEHICLES.

No. 289,845.

Patented Dec. 11, 1883.

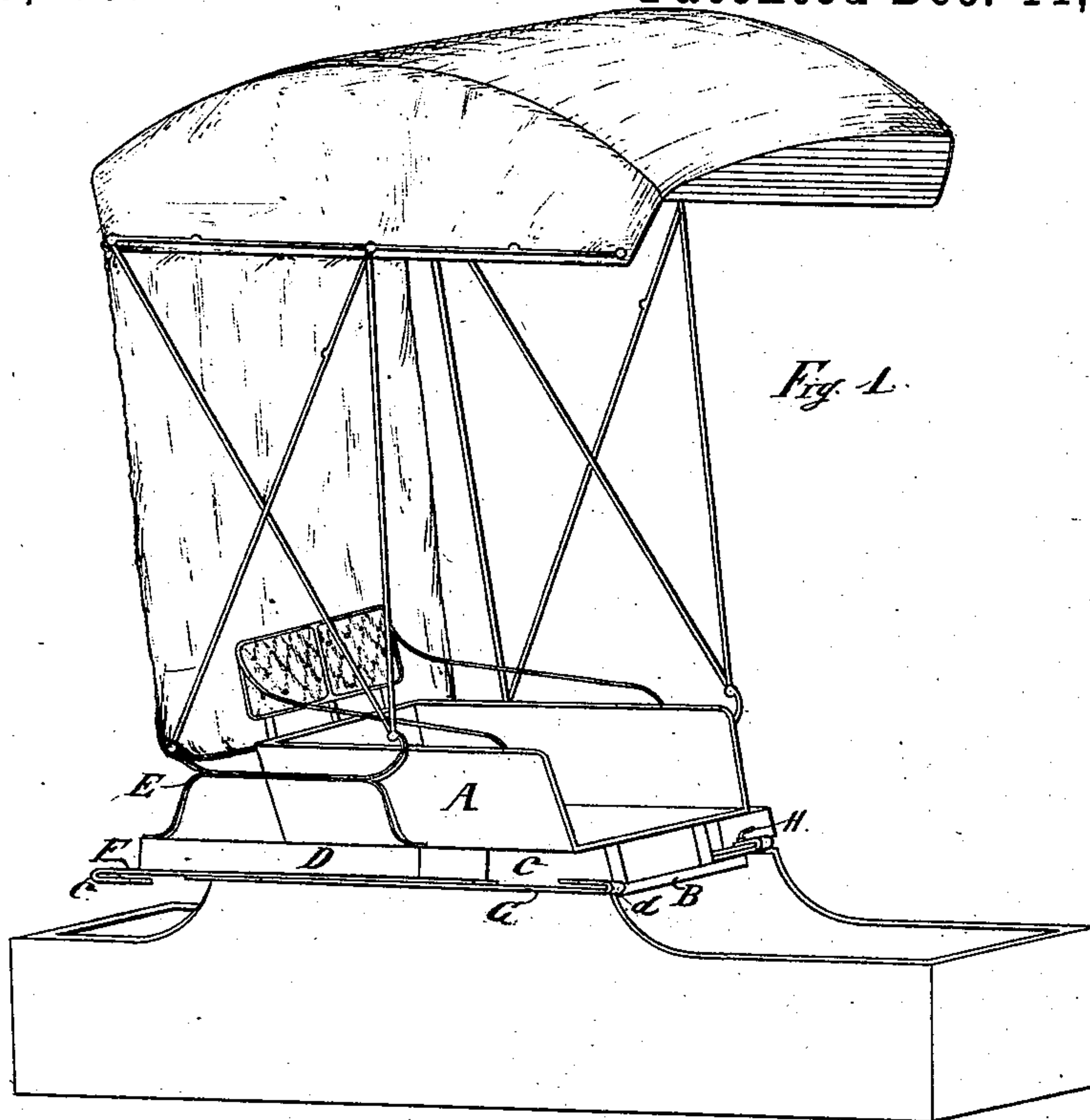


Fig. 1.

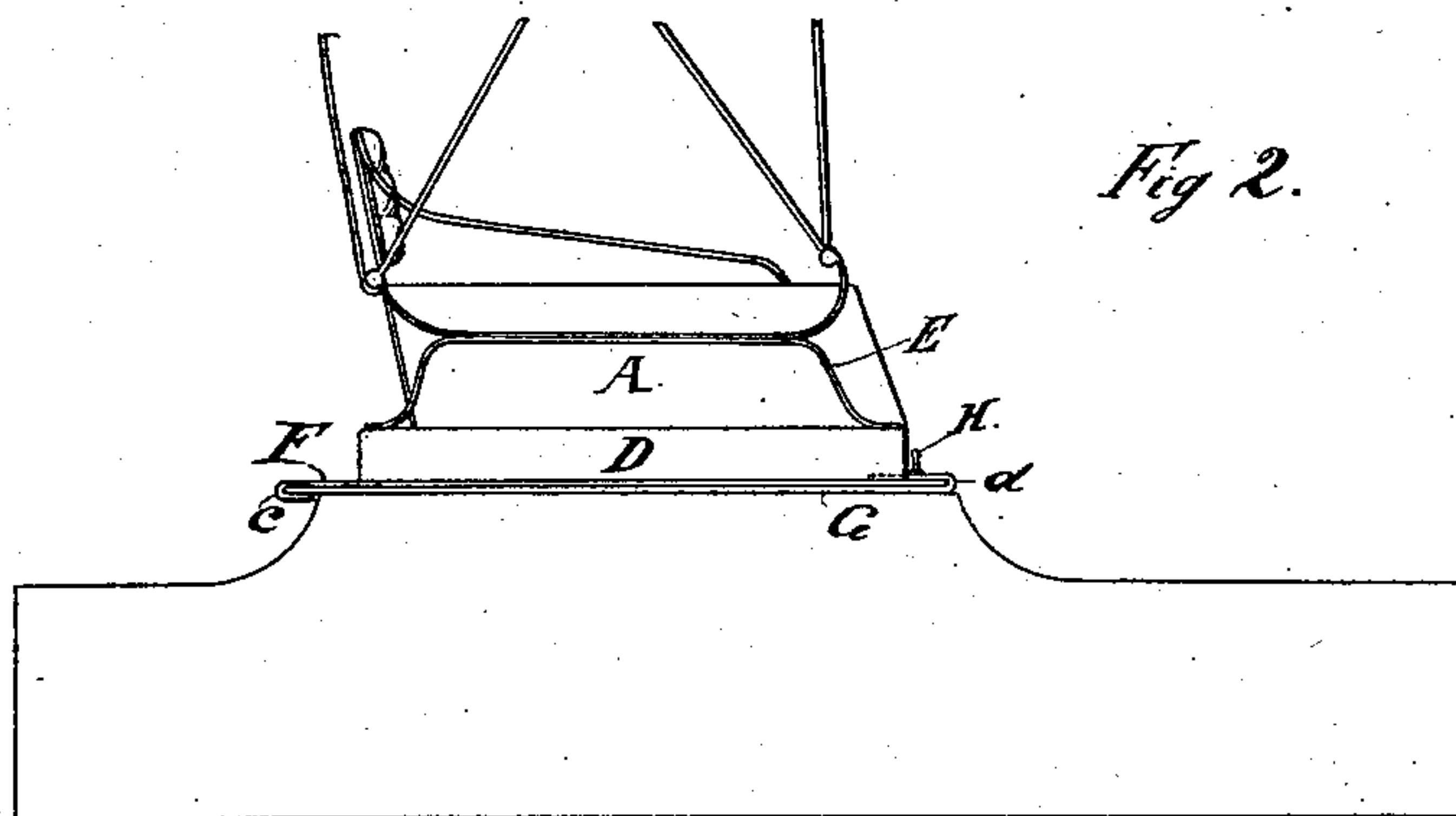


Fig. 2.

WITNESSES.

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Fig. 3.

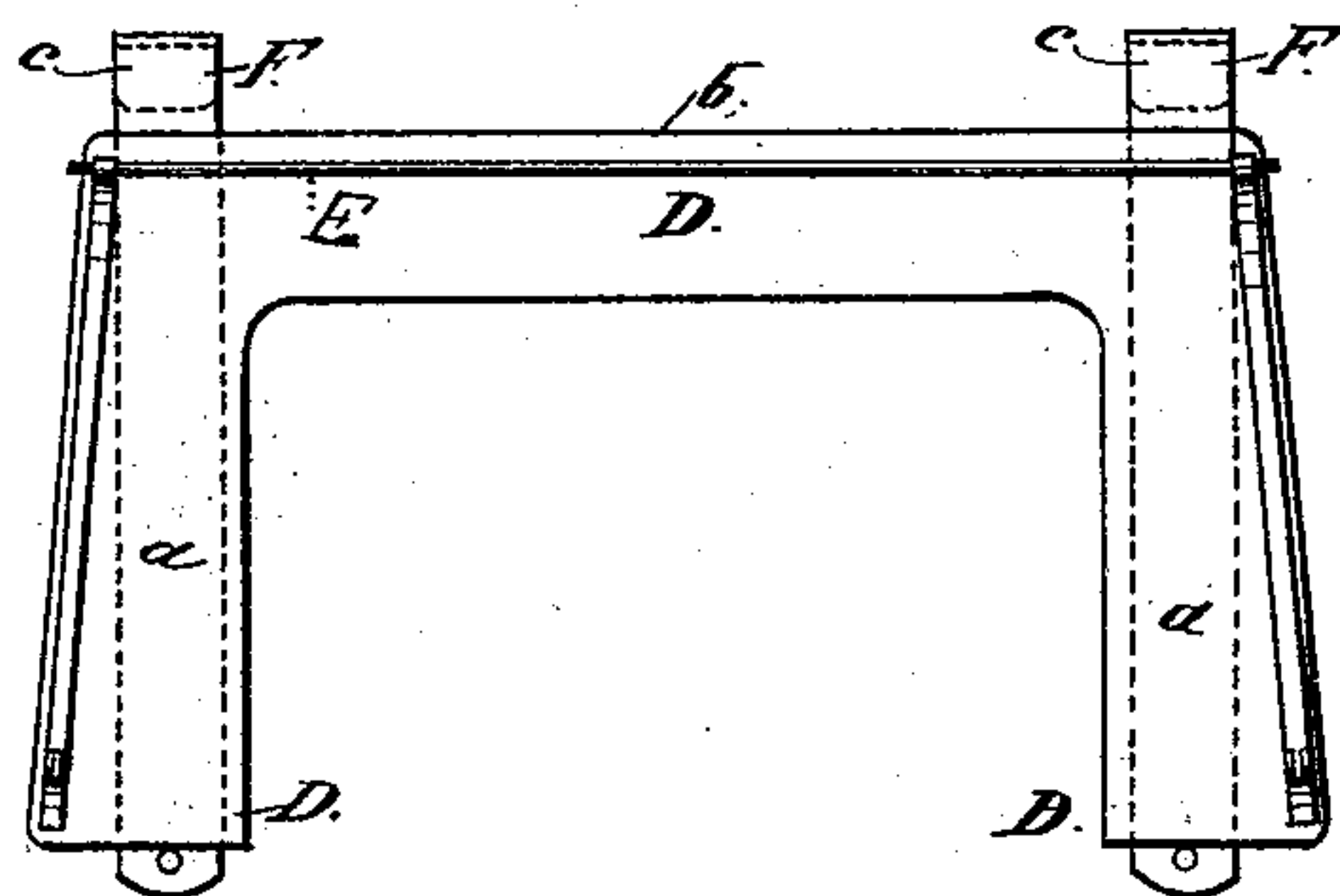


Fig. 4.

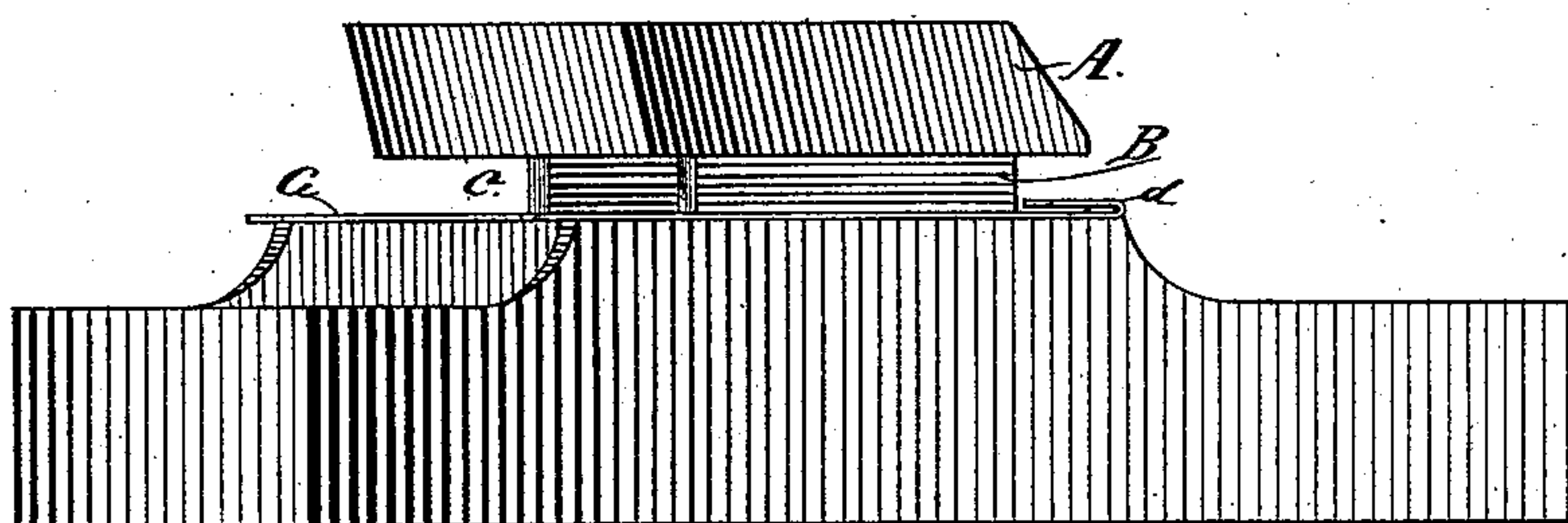
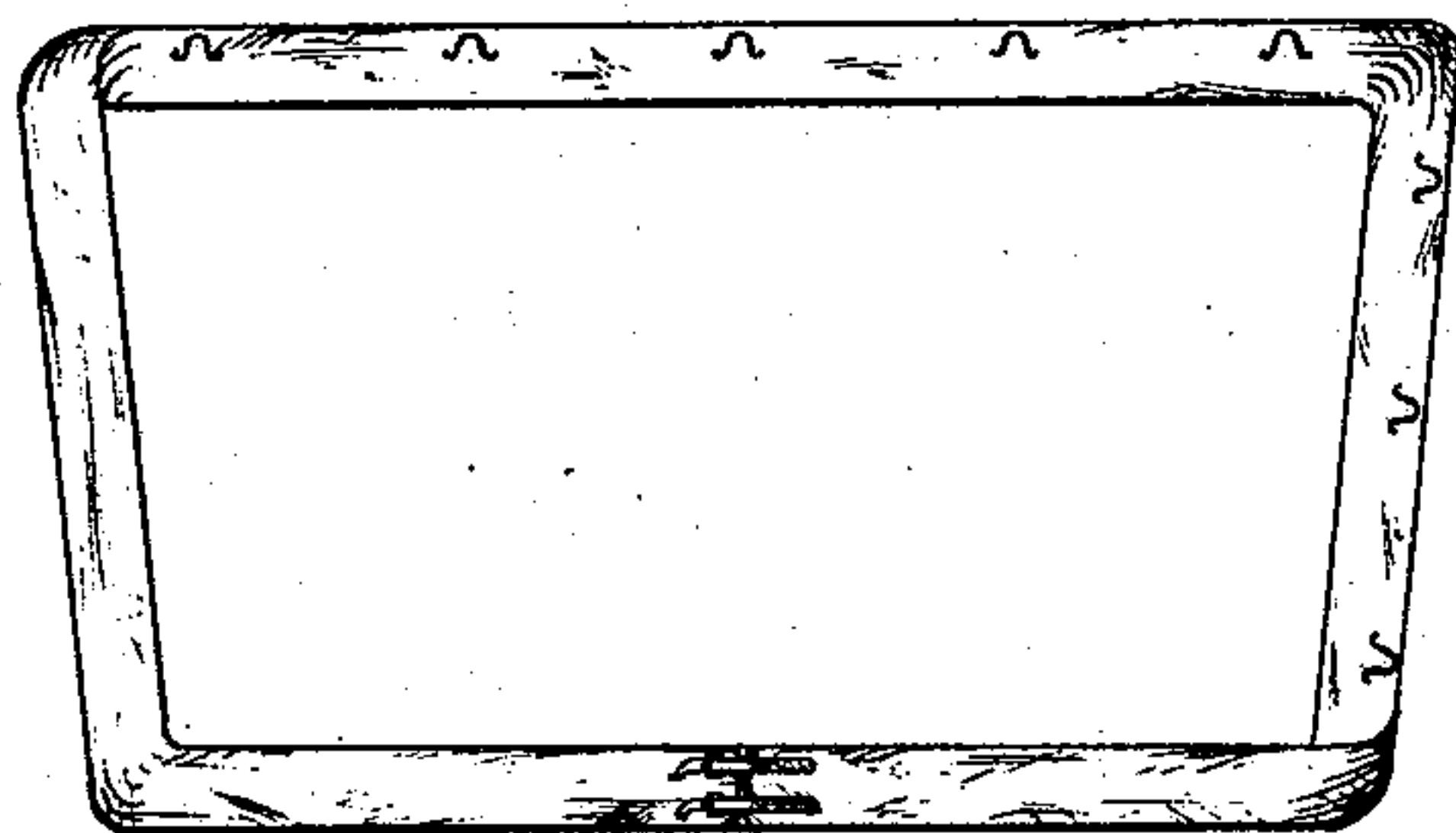


Fig. 5.



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UNITED STATES PATENT OFFICE.

NELSON LENNON, OF CEYLON, OHIO.

SHIFTING-RAIL FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 289,845, dated December 11, 1883.

Application filed September 5, 1883. (No model.)

To all whom it may concern:

Be it known that I, NELSON LENNON, a citizen of the United States, residing at Ceylon, county of Erie, and State of Ohio, have invented
5 a certain new and useful Improvement in Vehicles; and I do hereby declare the following to be a description of the same, and of the manner of constructing and using the invention, in such full, clear, concise, and exact terms
10 as to enable any person skilled in the art to which it appertains to construct and use the same, reference being had to the accompanying drawings, which form a part of this specification, the principle of the invention being
15 herein explained, and the best mode in which I have contemplated applying that principle, so as to distinguish it from other inventions.

My invention is designed to provide an improved method of swinging a vehicle-top to
20 one side, so as to permit of easy getting in or out of the vehicle.

Heretofore there have been two different ways devised for swinging a vehicle-top to one side. The first one pivoted the seat centrally
25 to the vehicle-body, and swung the seat, together with the vehicle-top, obliquely to the vehicle-body. The second one swung the vehicle-top independently of the seat, so as to place the vehicle-top obliquely to the latter.
30 This was done by a frame-work attached to the upper portion of the seat, and consisting of several movable parts adapted to be relatively adjusted as the vehicle-top was swung.

My invention differs from both said previous methods; and it consists of a rigid frame
35 which carries the vehicle-top, and is located in a horizontal plane below the seat, said frame being detachably pivoted in position at each forward side portion, and adapted to have
40 sliding movement partially beneath the seat.

Referring to the drawings, Figure 1 is a perspective view of the invention applied as in use, the vehicle-top being represented as swung to one side. Fig. 2 is a side elevation
45 of the swinging frame, represented as in normal closed position. Fig. 3 is a view of the frame alone. Fig. 4 is a perspective view of the seat and seat-support without the swinging frame, and showing the space in which the latter fits. Fig. 5 is a view of the frame here-
50 inafter referred to.

The seat A of a vehicle is mounted on a support, B, the two forming between them, at both sides and in the rear, an open horizontal space, C. Within this space the swinging
55 frame D fits and works, being thereby located in a horizontal plane below the seat. Said frame consists, substantially, of two parallel side portions, *a*, and a rear connecting portion, *b*.

Secured to the outer marginal portion of
60 the frame is a railing, E, to which the vehicle-top is secured. This vehicle top and railing are merely shown to illustrate the practical application of my invention, and either of
65 them may be changed to any other desired form.

Each side portion of the frame has secured to its under side a longitudinal wearing-plate, F. A similar plate, G, is secured on each
70 edge of the vehicle-body, and the two sets of plates are adapted to register with each other.

Each plate F has its rear extremity formed with a depending hook, *c*, which projects forwardly, and fits under the rear extremity of
75 the corresponding plate, G. Each plate G has its forward extremity formed with a raised hook, *d*, which projects rearwardly, and fits over the forward extremity of the corresponding plate, F. A pin, H, detachably pivots
80 the forward extremities of the two sets of plates together at each side of the frame. The hooks serve to interlock the plates, and aid in preventing loose motion or play of the frame when in normal position. The pins lock
85 the frame in closed position, and permit of its being readily swung to either side of the vehicle at will. By removing one of the pins the other one serves as a pivot on which the rigid frame can swing, the free side of the lat-
90 ter being thus adapted to be moved back, so as to carry the corresponding side of the vehicle-top to a position where it will be out of the way of any person getting in or out of the vehicle. By this swinging movement the for-
95 ward portion of the free side of the frame can be moved to a position in rear of the vertical plane, in which the forward portion of the corresponding side of the seat is located. This adjustment causes the goose-neck, the slat-
100 irons, and the top-cover to be simultaneously thrown back in a swinging movement, and

leaves the corresponding side of the seat clear and unobstructed.

My invention is also adapted for use as a shifting-top device, to permit the vehicle to be readily used as an open buggy. By removing both pivots, the swinging frame, with the vehicle-top, can be removed from the vehicle and a suitable false frame be substituted therefor. This false frame may be of any suitable character, and I have shown in Fig. 5 one form thereof as an illustration.

The swinging frame is preferably made in part of wood and in part of iron; but any suitable material may be used.

Other forms of wearing-plates may be substituted for the ones herein shown; also, other means for preventing loose motion of the swinging frame when in normal position, and the pins may be substituted by other devices adapted to accomplish the same end.

If desired, the back and arm rests may be secured to the swinging frame instead of to the seat.

It will be understood that omissions, substitutions, and changes may be made as regards the forms and parts herein set forth, provided the principles of construction and operation embraced in the following claims are retained and employed.

I therefore particularly point out and distinctly claim as my invention—

1. In a vehicle, the combination, with a vehicle-top, of a frame, which carries it, and is pivoted in position at either one of its two for-

ward side portions, said frame being rigid and having free swinging movement on said single point, substantially as set forth.

2. In a vehicle, the combination, with a seat having an open space formed beneath it at each side, of a swinging frame carrying the vehicle-top, and adapted to fit in said spaces, substantially as set forth.

3. In a vehicle, the combination, with a seat and a seat-support, the two forming open horizontal spaces between them at the sides and in the rear, of a swinging frame carrying the vehicle-top, and adapted to fit in said spaces, and means for locking said frame therein, substantially as set forth.

4. In a vehicle, the combination, with a frame which carries the vehicle-top, and is detachably pivoted in position at each forward side portion, of plates secured, respectively, to the frame and the vehicle-body, said plates interlocking by hooks formed, respectively, on their extremities, substantially as set forth.

5. In a vehicle, the combination, with a seat and a rigid frame adapted to be swung obliquely thereto, of railing secured to said frame, and a vehicle-top secured to said railing, substantially as set forth.

In testimony that I claim the foregoing to be my invention I have hereunto set my hand this 25th day of August, A. D. 1883.

NELSON LENNON.

Witnesses:

S. H. LENNON,
LOWELL M. EATON.