(No Model.)

J. C. PARKER.

SHIFTING RAIL FOR CARRIAGES.

No. 452,500. Patented May 19, 1891.

FIG. 1.

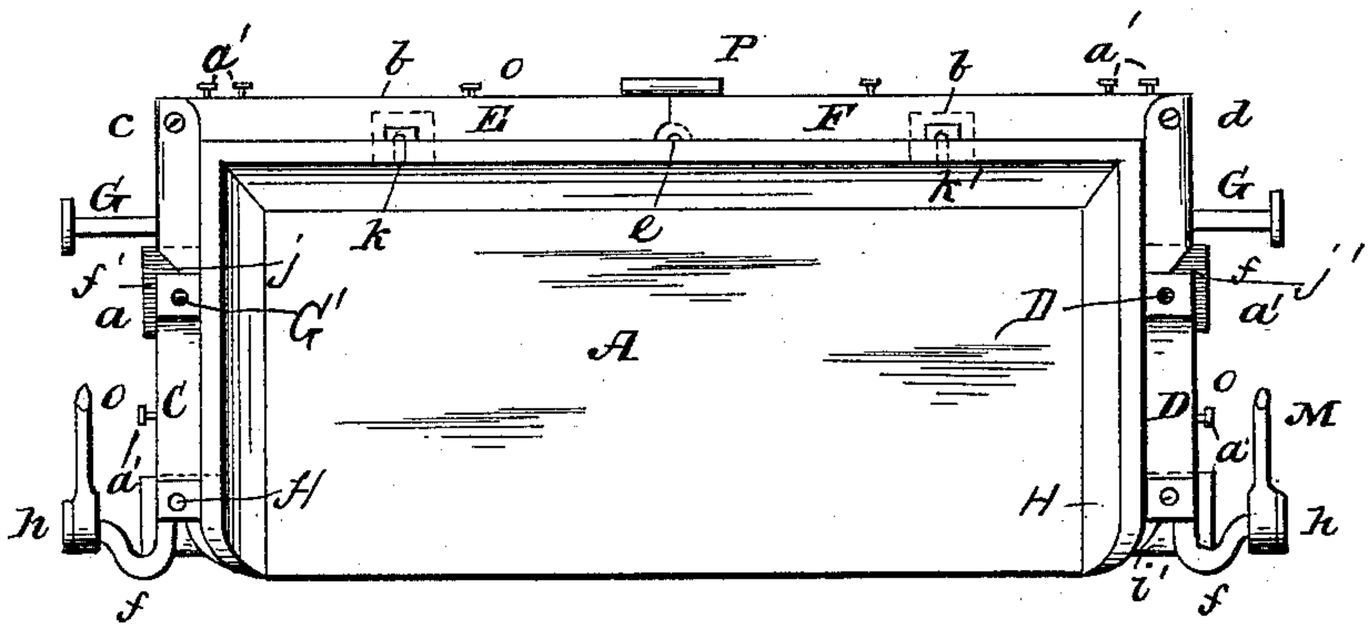


FIG. 2.

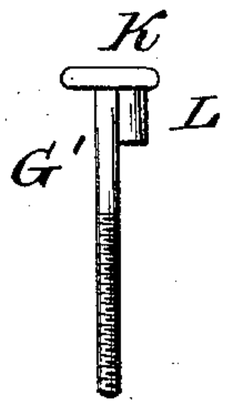
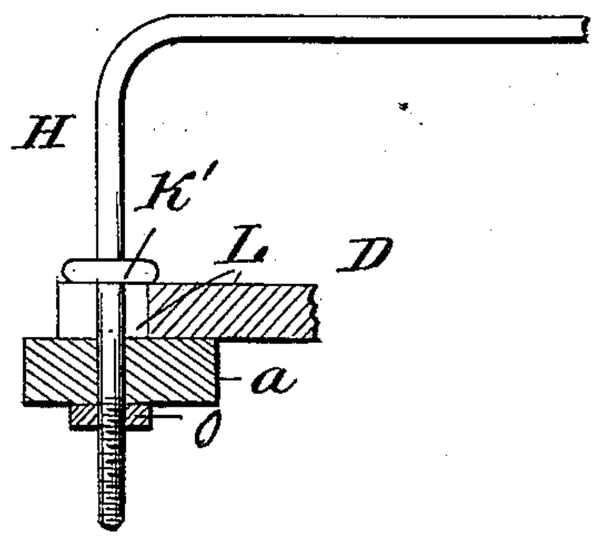


FIG. 3.



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UNITED STATES PATENT OFFICE.

JAMES C. PARKER, OF WOODSTON, KANSAS.

SHIFTING RAIL FOR CARRIAGES.

SPECIFICATION forming part of Letters Patent No. 452,500, dated May 19, 1891.

Application filed September 30, 1890. Serial No. 366,694. (No model.)

To all whom it may concern:

Be it known that I, JAMES C. PARKER, a citizen of the United States, residing at Woodston, in the county of Rooks and State of Kansas, have invented certain new and useful Improvements in Shifting Rails for Covered Vehicles and their Bolts and Braces; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention relates to shifting rails for covered vehicles, and has for its object to improve the construction, operation, and efficiency of such devices.

With this object in view my invention consists in the construction, arrangement, and combination in devices hereinafter fully described, and afterward specifically pointed out in the claim.

In the accompanying drawings, Figure 1 is a top plan view of my improved shifting rail for a vehicle, the seat being also shown. Fig. 2 is a view in side elevation of one of my shouldered bolts. Fig. 3 is a sectional view showing the connection between seat, seat-brace, rail-brace, and rail.

Like letters of reference mark the same parts in all the figures of the drawings.

Referring to the drawings by letters of reference, A is a seat having side projecting braces or supports *a a* and rear projecting braces *b b*.

B is a shifting rail composed of sides C D and back portions E F. The back portions E F are connected together at their center by rule-joints *e*, and have their outer ends connected to their side pieces C and D by rule-joints *c d*. Each shifting rail is provided at its end with a projection turned outward and inward, as at *f f*. These projections are for the purpose of attaching the shifting top, which is held thereon by nuts *h h*, as shown, and each side rail is provided at G with a projecting rod, upon which the top rests when thrown backward. The side rails are provided with open notches *j j'* in their outer sides, the back pieces being provided with open notches *k k'* in their front sides.

In Fig. 2 I have shown my improved bolt G' and in Fig. 3 my improved brace H. The notches *j j'* and *k k'* receive bolt G' and notches *i i'* in the front of the side pieces C D receive brace H. The bolts G' are threaded and provided with nuts O and heads K, as usual, but are also provided along their sides just under their heads with flat projections L, as shown. The end of the brace H is constructed similarly, the shoulder K' formed thereon answering the purpose of the head on the bolt G'. The projection L extends from the head of a distance about equal to the thickness of the shifting rails.

The bows of the vehicle-top, a portion of which is at M in Fig. 1, are pivoted on the projections *f f'* before described, and when the top is thrown backward these bows rest as usual, supported by the side braces of top upon the rests G. Curtain-buttons *a'* are provided at their proper intervals.

P is a spring which may be used to prevent the rail from shifting backward, and, if desired, the shifting rail may be bolted to the said spring.

It may be seen that the device shown in Fig. 1 may be readily removed by drawing the spring P backward and then drawing the rule-joint E, which will cause the sides to be drawn in toward the center, disengaging the slots *j* and *j'* from the side bolts, while at the same time the forward ends of the side bars (in Fig. 1) will be drawn backward, releasing the said braces H, thus obviating the necessity of removing the bolts and of disturbing the seat.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent of the United States, is—

In a shifting rail, the combination, with two back bars having their inner ends hinged together and having slots in their forward edges, of side bars pivoted to the outer ends of said back bars, the said side bars having open slots in their forward ends and in their outer sides, as described.

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

JAMES C. PARKER.

Witnesses:
P. C. DUNLAP,
R. EASTMAN.