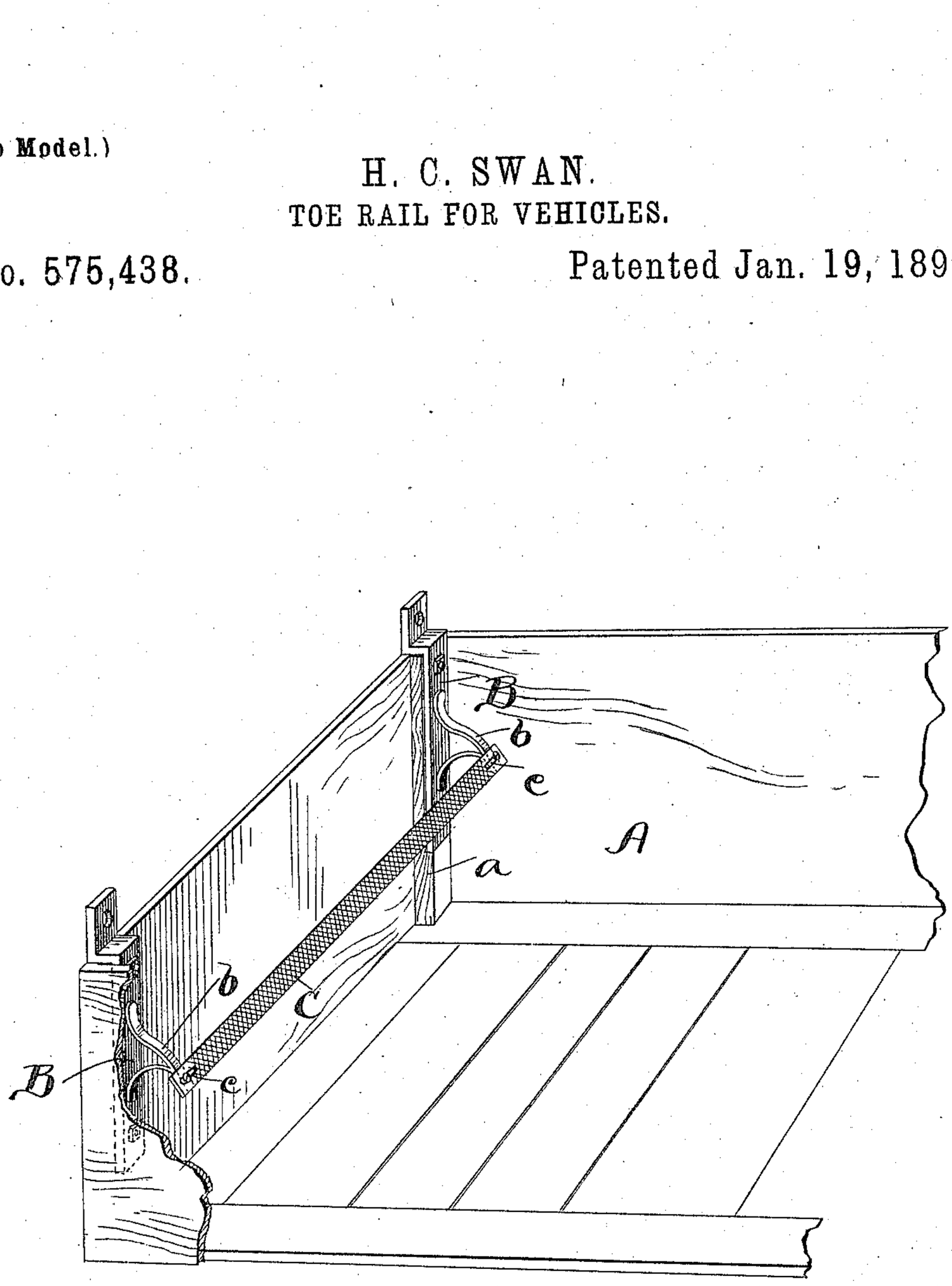
(No Model.)

H. C. SWAN.

TOE RAIL FOR VEHICLES.

No. 575,438. Patented Jan. 19, 1897.



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UNITED STATES PATENT OFFICE.

HENRY C. SWAN, OF OSHKOSH, WISCONSIN.

TOE-RAIL FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 575,438, dated January 19, 1897.

Application filed July 27, 1896. Serial No. 600,707. (No model.)

To all whom it may concern:

Be it known that I, HENRY C. SWAN, a citizen of the United States, residing at Oshkosh, in the county of Winnebago and State of Wisconsin, have invented certain new and useful Improvements in Toe-Rails; and I do hereby 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.

The toe-rails for vehicles are commonly provided with feet which are secured to the bottom of the body. These feet are in the way, and in order to sufficiently elevate the rail these feet must be so long that the ordinary pressure against the rail loosens the connection between said feet and the body. These feet have also been bolted to the front of the vehicle-body. This latter construction, as well as that first referred to, is objectionable, because, being a thing distinct from other necessary parts of the vehicle, it adds to the cost of said vehicle.

The object of my invention is to provide a construction which is simple and cheap, wherein the toe-rail when placed in the desired position will remain firmly fixed without danger of being loosened by use.

In the drawing, the figure is a perspective view of the front end of a wagon-body containing my invention.

Referring to the parts by letters, A represents a wagon-body, the front end of which is alone shown.

B B represent the dash-feet, which are attached to the corner-posts *a* of the wagon-body by bolts. Integral with each dash-foot is a rearwardly-projecting bracket-arm *b*, which is placed at a suitable elevation.

C represents the toe-rail, which is secured to said bracket-arms *b* by bolts. The ends of the said toe-rail are provided with slots *c*, through which the bolts pass, which slots may be of any shape, provided they are large enough to permit the bolts to move in them a short distance lengthwise of the rail. This permits a secure and rigid connection between the rail and brackets, even though the distance between said brackets may vary a little in different jobs. It is obvious the slotting of one end of the toe-rail will produce substantially the described result.

Having described my invention, I claim—

The combination of the dash-feet B B, each having an integral rearwardly-projecting bracket-arm, and a toe-rail having a longitudinal slot in its end, and bolts for connecting the toe-rail and brackets, one of said bolts passing through said slot, substantially as and for the purpose specified.

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

HENRY C. SWAN.

Witnesses:
E. L. THURSTON,
E. B. GILCHRIST.