

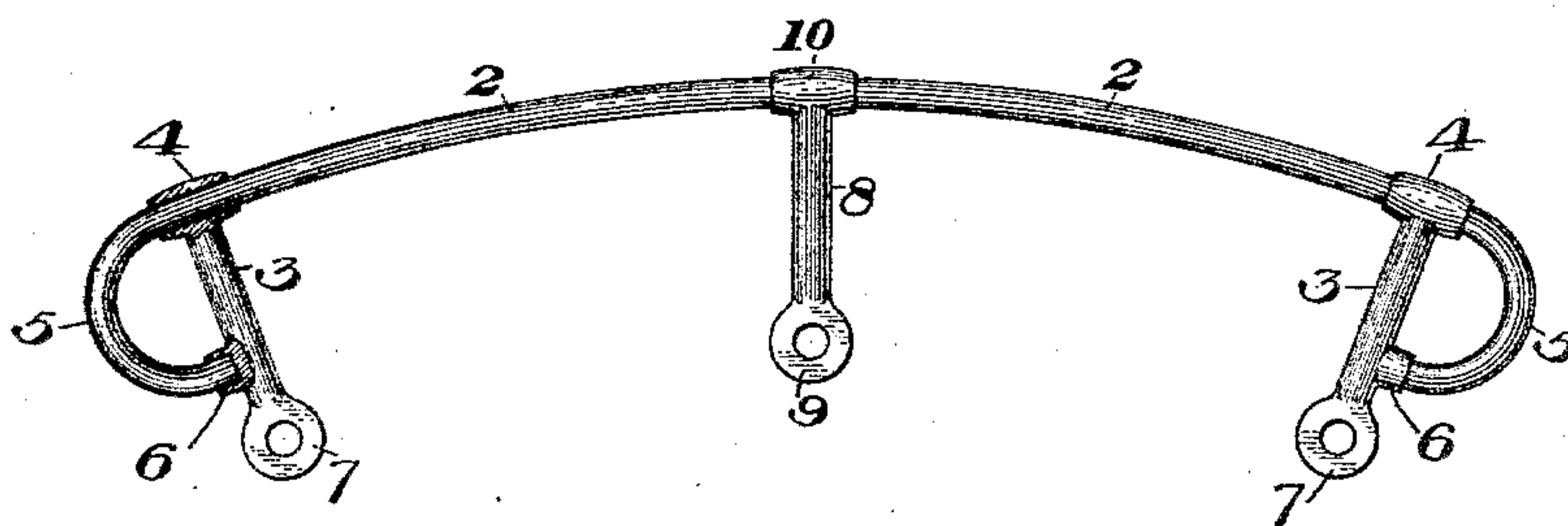
(No Model.)

H. C. SWAN.  
TOE RAIL FOR VEHICLES.

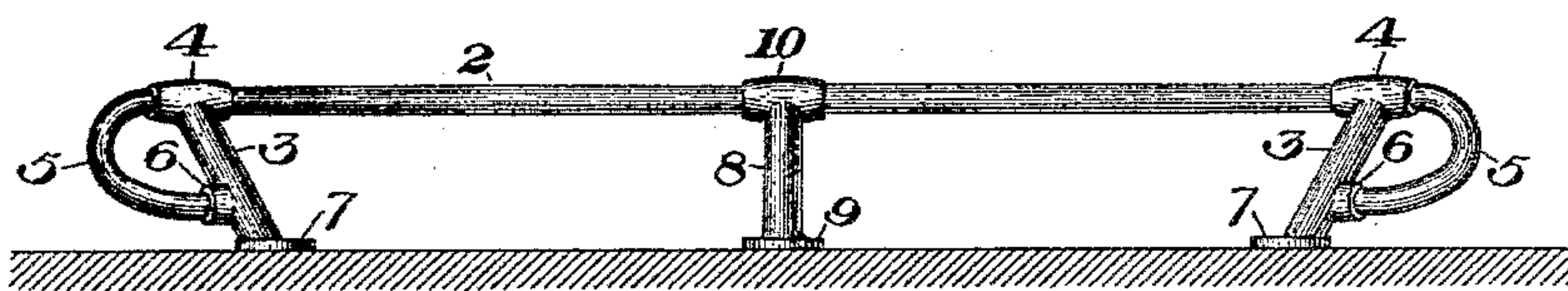
No. 597,568.

Patented Jan. 18, 1898.

*Fig. 1.*



*Fig. 2.*



WITNESSES

Warren W. Swartz  
D. J. Stoddard

INVENTOR

Henry C. Swan  
by Robert Stoddard  
his attys.

# UNITED STATES PATENT OFFICE.

HENRY C. SWAN, OF OSHKOSH, WISCONSIN.

## TOE-RAIL FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 597,568, dated January 18, 1898.

Application filed September 4, 1897. Serial No. 650,572. (No model.)

*To all whom it may concern:*

Be it known that I, HENRY C. SWAN, of Oshkosh, in the county of Winnebago and State of Wisconsin, have invented a new and  
5 useful Improvement in Toe-Rails for Vehicles, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, in which—

Figure 1 is a top plan view of my improved  
10 rail, and Fig. 2 is a rear elevation of the same.

My invention relates to the toe-rails employed upon vehicles and is designed to greatly cheapen and simplify their construction. Heretofore, especially upon vehicles  
15 having extended toe-boards in front of the body, the toe-rails have been very expensive to manufacture, the feet being either forged solid with or welded to the rod or rail proper. My invention overcomes this difficulty; and  
20 it consists of a rod forming the rail proper, in combination with brackets having barrels or collars through which the rod passes, the rod being secured to these brackets.

In the drawings, 2 represents a wrought-  
25 iron rail which is bent, preferably while cold, into the arc of a circle.

3 represents an end bracket or support having at its outer end a barrel or eye 4, through which the rail is passed, the end portion 5 of  
30 the rail then being curved back and secured within a socket 6 in the bracket. The inner end of the bracket is provided with a perforated boss or plate 7, through which the

bolt passes which secures the device to the toe-board. I use a pair of these end brackets, 35 as shown, and also preferably employ a central bracket 8, having a perforated support 9 and an outer barrel 10, which surrounds the central portion of the rail proper.

The advantages of my invention are due 40 to the cheapness and simplicity of the device, the parts of which are easily formed and assembled.

Many variations in the shape of the rail and the supporting-brackets may be made by 45 the skilled mechanic without departing from my invention, since

What I claim is—

1. The combination with a curved toe-rail, of end brackets each having a barrel or eye 50 through which the rod passes and each also having a socket which receives the end of the rod.

2. The combination with a curved toe-rail, of a central bracket having an eye for the 55 rod, and end brackets each having an eye for the rod and also a socket receiving the end of the rod, said brackets having a perforated base arranged to be secured to the vehicle.

In testimony whereof I have hereunto set 60 my hand.

HENRY C. SWAN.

Witnesses:

THOMAS R. BECKWITH,  
DANZIE W. GARRINGTON.