

No. 706,359.

Patented Aug. 5, 1902.

R. THOMPSON.  
FOOT REST FOR CARRIAGES.

(Application filed June 13, 1902.)

(No Model.)

Fig. 1.

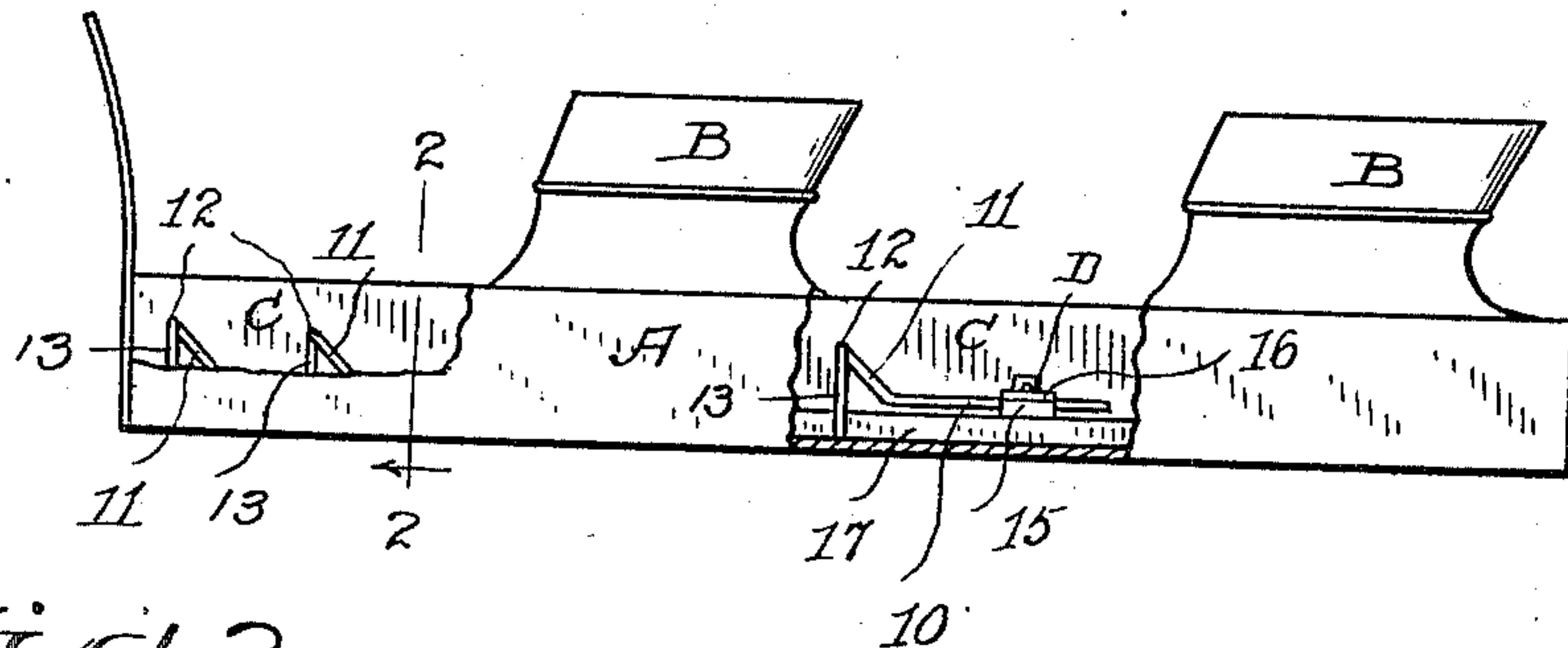


Fig. 2.

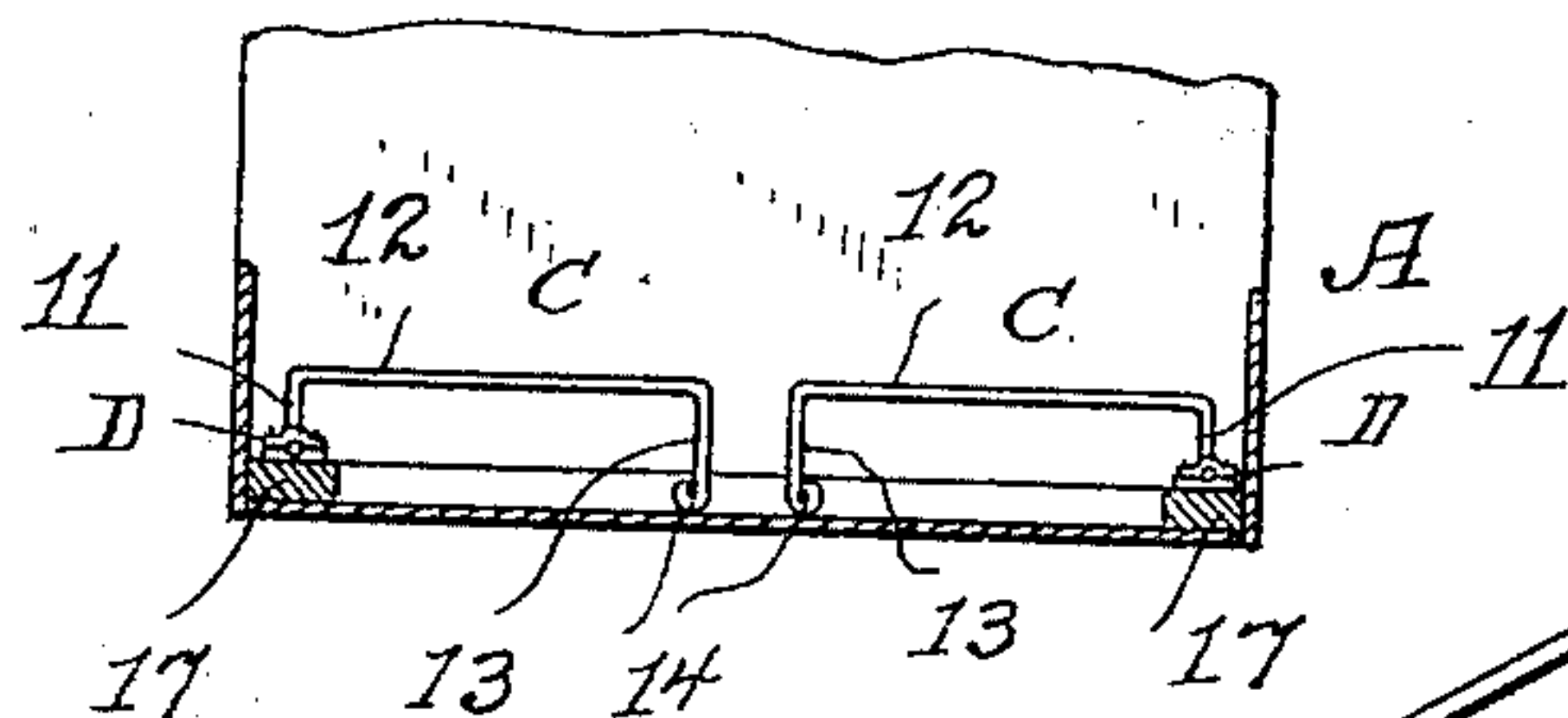


Fig. 3.

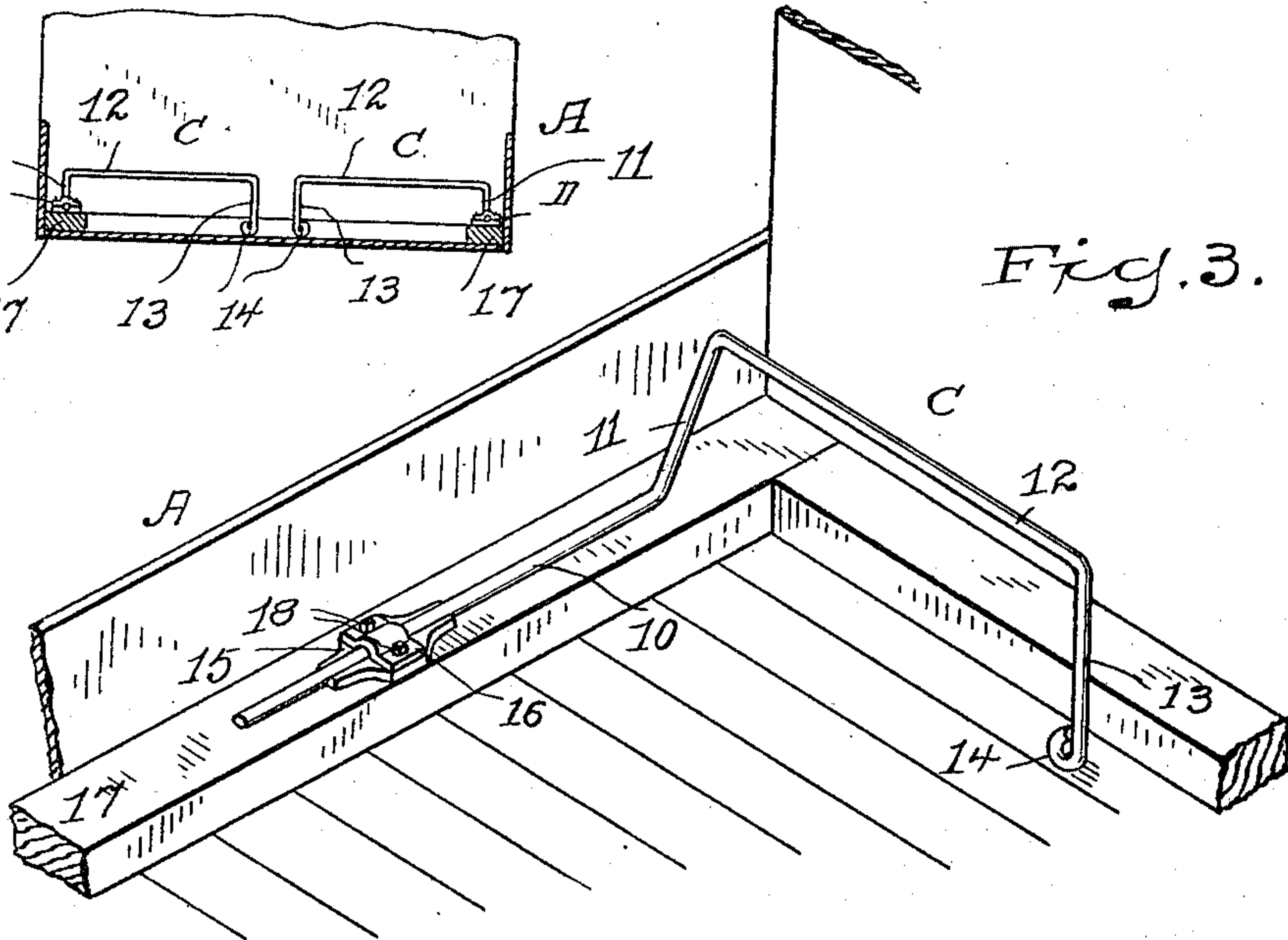
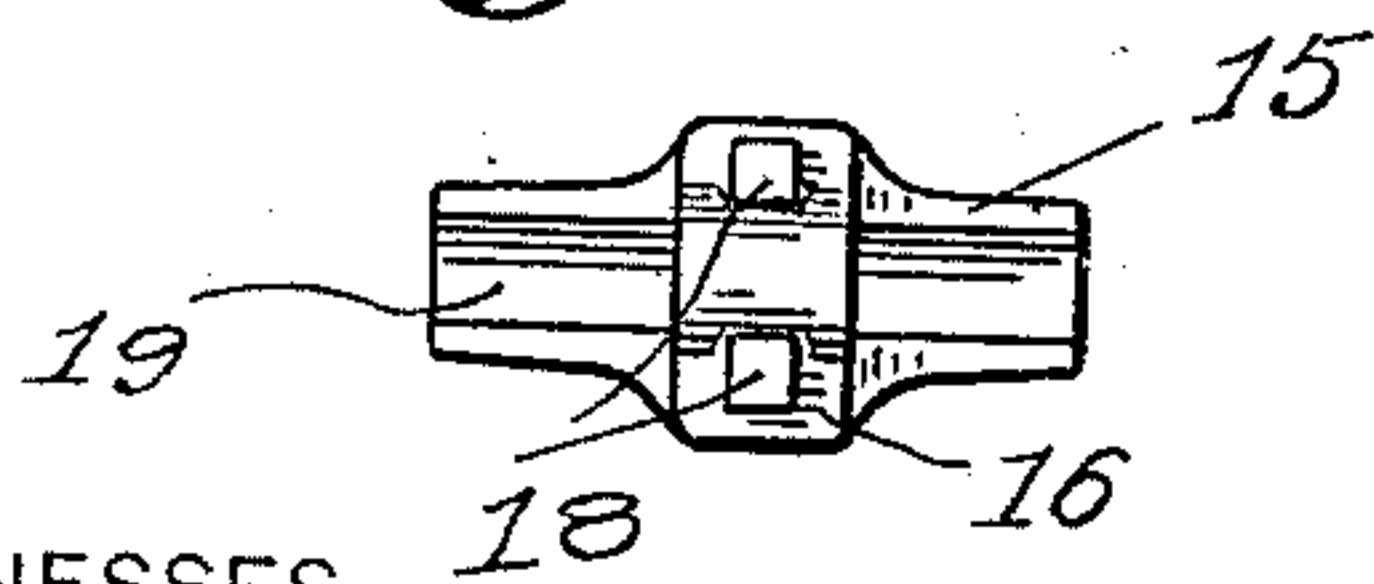


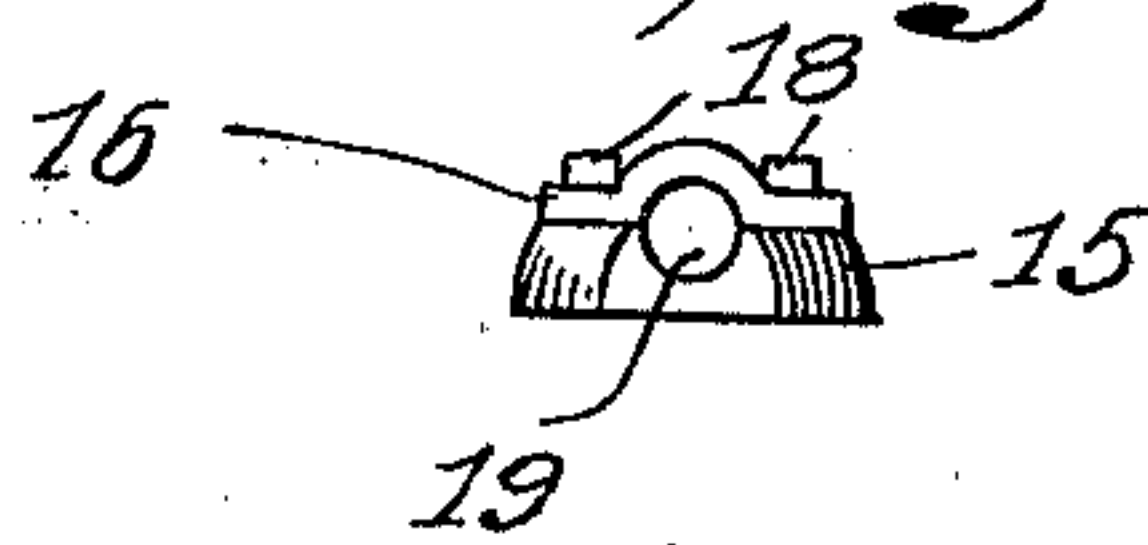
Fig. 4.



WITNESSES.

H. A. Lamb,  
S. W. Atherton.

Fig. 5.



INVENTOR.

Rollin Thompson  
By A. M. Wooster  
Atty.



# UNITED STATES PATENT OFFICE.

ROLLIN THOMPSON, OF THOMASTON, CONNECTICUT.

## FOOT-REST FOR CARRIAGES.

SPECIFICATION forming part of Letters Patent No. 706,359, dated August 5, 1902.

Application filed June 13, 1902. Serial No. 111,507. (No model.)

*To all whom it may concern:*

Be it known that I, ROLLIN THOMPSON, a citizen of the United States, residing at Thomaston, county of Litchfield, State of Connecticut, have invented a new and useful Foot-Rest for Carriages, of which the following is a specification.

This invention relates to carriages, buggies, and pleasure-wagons generally, whether drawn by horses or driven by power, as by a steam, gasoline, or electric engine, and has for its object to provide a simple, inexpensive, easily-applied, and easily-adjusted double foot-rest—that is, a foot-rest capable of a different adjustment on each side of the carriage, so that two persons of different heights, as a tall man and a short woman, or vice versa, or an adult and a youth or miss can ride comfortably and either be enabled to drive, if required, owing to the fact that each side of the wagon is provided with a substantial foot-rest which may be readily adjusted toward or from the dashboard.

Pleasure-wagons and light road-wagons generally are equipped with foot-rests at the forward end of the body, which, however, are not adjustable to accommodate different people. A variation of the old form of foot-rest has been to provide a cross-piece extending from side to side and capable of being moved up or down on an incline. Such a foot-rest, however, does not meet the requirements of use, as it does not accommodate two persons of different heights simultaneously. In order to accomplish the desired result, I have devised the novel double foot-rest, which I will now describe, referring to the accompanying drawings, forming part of this specification, and using reference characters to designate the several parts.

Figure 1 is a side elevation of the body of a two-seated road-wagon, partly broken away, in longitudinal section, showing the application of my invention to a two-seated wagon; Fig. 2, a section on the line 2-2 in Fig. 1; Fig. 3, a perspective, on an enlarged scale, illustrating more clearly the construction and operation of my novel foot-rest; and Figs. 4 and 5 are detail views illustrating a form of clamp detached.

A denotes a wagon-body, which may be of any ordinary or preferred construction and

power-driven or not, it being understood that my invention is applicable to any of the various types of wagon-bodies in general use wholly irrespective of the motive power.

B denotes seats, C my novel foot-rests, and D clamps therefor.

The rests are made of rod-iron and comprise a longitudinal strip 10, a riser 11, a transverse piece 12, and a brace 13, having a head 14, adapted to rest upon the bottom of the body. The clamp consists of a base 15, adapted for attachment to the wagon-body, as to a side strip 17, and a cross-piece 16, secured thereto by bolts 18. The base and the cross-piece are provided with half-sockets, which together form a socket 19, adapted to receive longitudinal strip 10 of the rest and grip it firmly when the bolts are tightened, so as to lock the rest in any position in which it may be placed. The size of rod-iron used is heavy enough so that the engagement of the brace with the bottom of the body will give a perfectly firm support for the transverse piece and form a solid rest for the feet in riding or driving. It will of course be understood that the height of the rest or the lines of the riser and base are wholly immaterial so far as the principle of the invention is concerned. The head 14 upon the brace is simply a suitable enlargement to rest upon the wagon-bottom. A metallic head may be attached to the end of the rod-iron to rest upon the bottom, or the end of the rod-iron may be coiled, as indicated in the drawings.

The operation of my novel rest will be obvious from the drawings. Whenever it is desired to adjust either rest for a short person, the operator loosens bolts 18 in the clamp of the rest it is desired to adjust, moves the rest backward as far from the front of the body as may be required, and locks it in place by tightening the bolts. My novel foot-rests, on account of the ease with which they may be adjusted and the convenience with which they may be removed and replaced, are especially adapted for use in connection with the back seats where two or more seats are used.

Heretofore, so far as I am aware, no rest capable of convenient adjustment, removal, and replacement has been provided for use in connection with the rear seats of a wagon.



The value of a rest of this type will be readily appreciated by persons riding upon the rear seats of a vehicle upon rough roads.

Having thus described my invention, I  
5 claim—

1. An adjustable foot-rest for wagons comprising a clamp adapted for attachment at the sides of a wagon-bottom and a rest consisting of a longitudinal strip adapted to engage the clamp, a riser, a transverse piece  
10 and a brace descending therefrom and adapted to engage the bottom of the body at approximately its mid-width.

2. The foot-rest C made from a piece of rod-  
15 iron and consisting of a longitudinal strip 10, a riser 11, a transverse piece 12, a brace 13,

and a head 14, substantially as shown, for the purpose specified.

3. The combination with a wagon-body, of clamps on opposite sides thereof and adjustable rests engaging said clamps and extending inward to approximately the mid-width of the body, each rest consisting of a longitudinal strip, a riser, a transverse piece, and a brace depending from the riser and engaging the bottom of the body.  
20 25

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

ROLLIN THOMPSON.

Witnesses:

HENRY E. STOUGHTON,  
LUTHER J. POTTER.