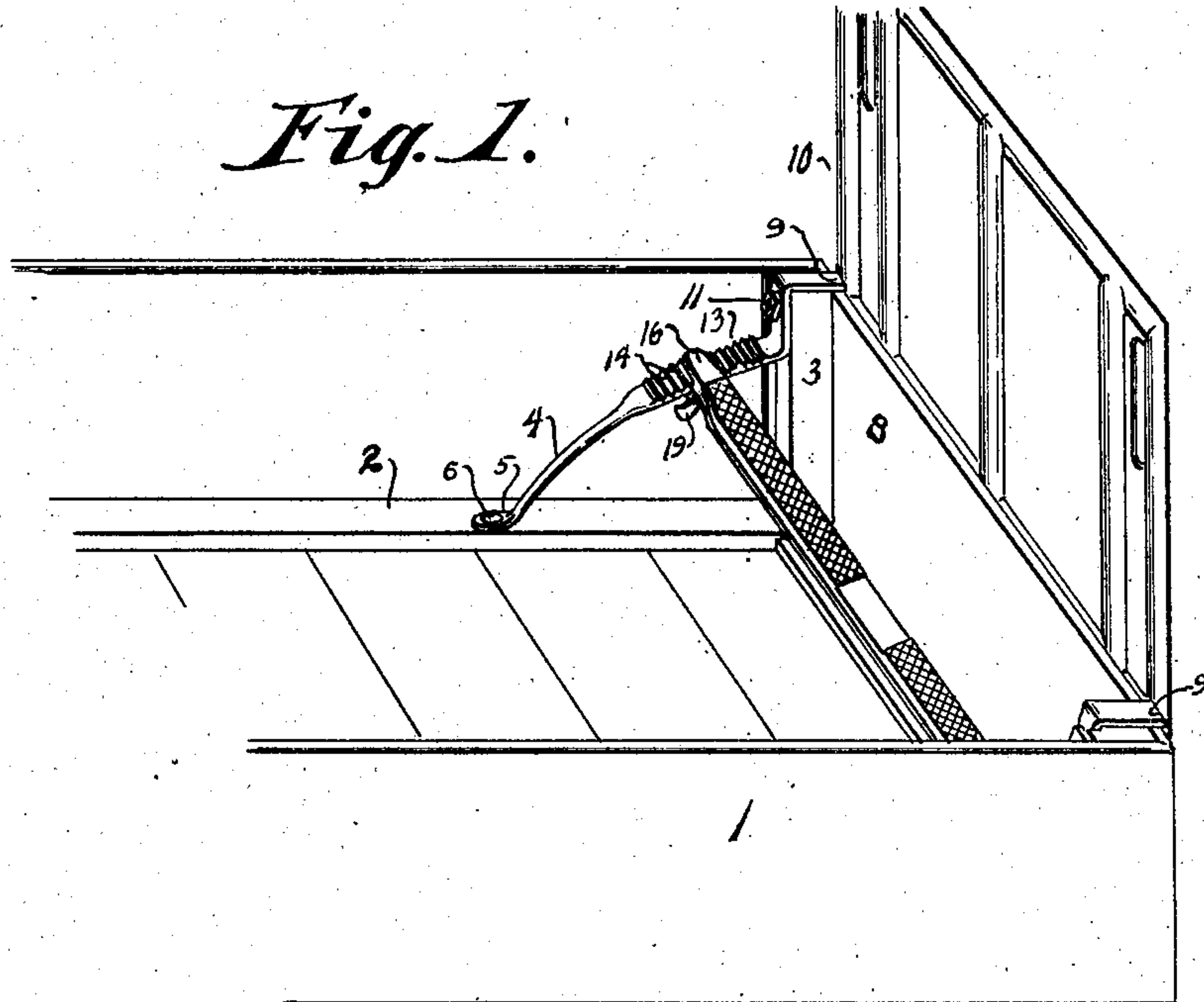


No. 827,194.

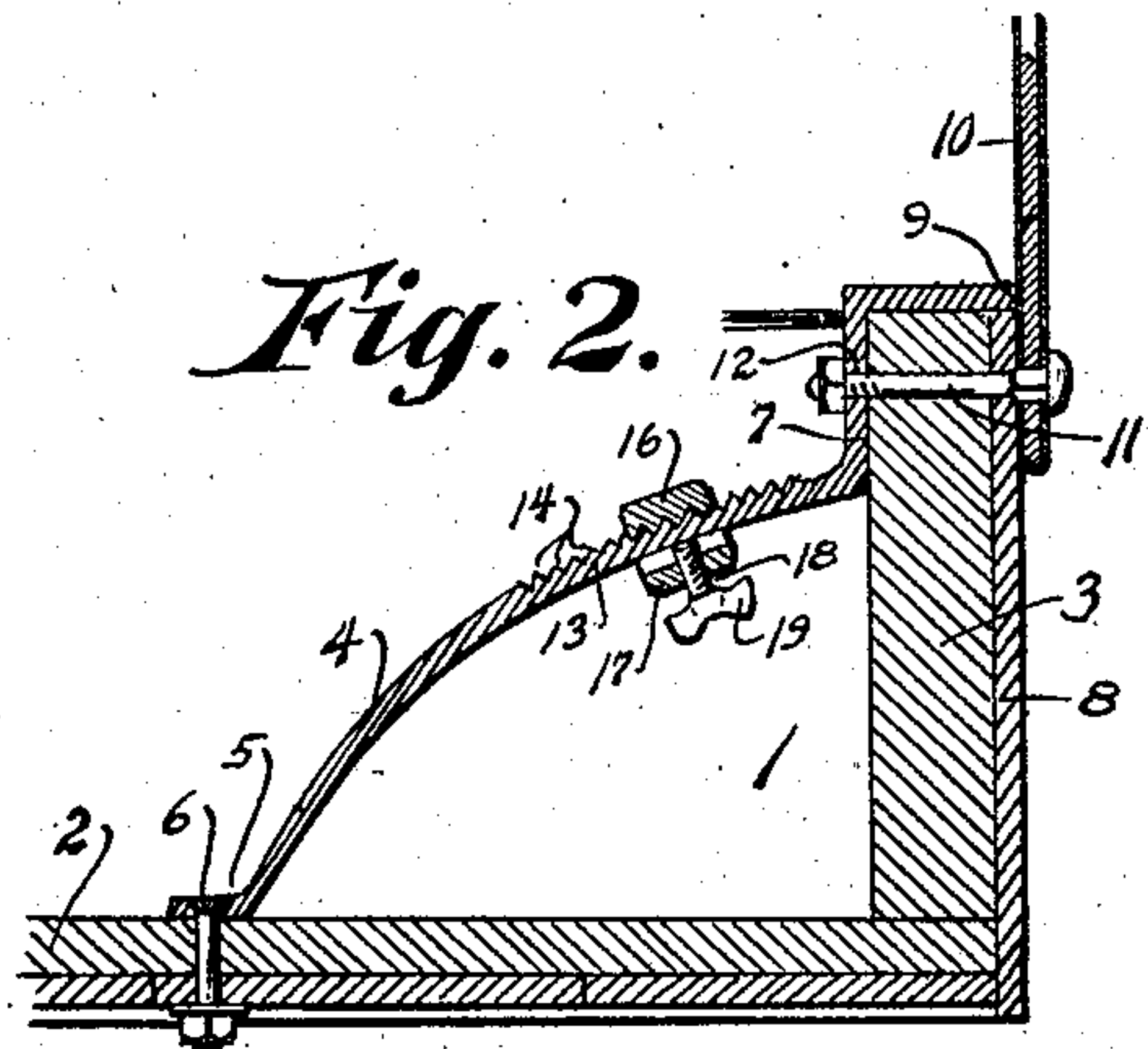
PATENTED JULY 31, 1906.

D. L. TSCHANTZ.  
TOE RAIL AND BRACKET.  
APPLICATION FILED MAY 3, 1905.

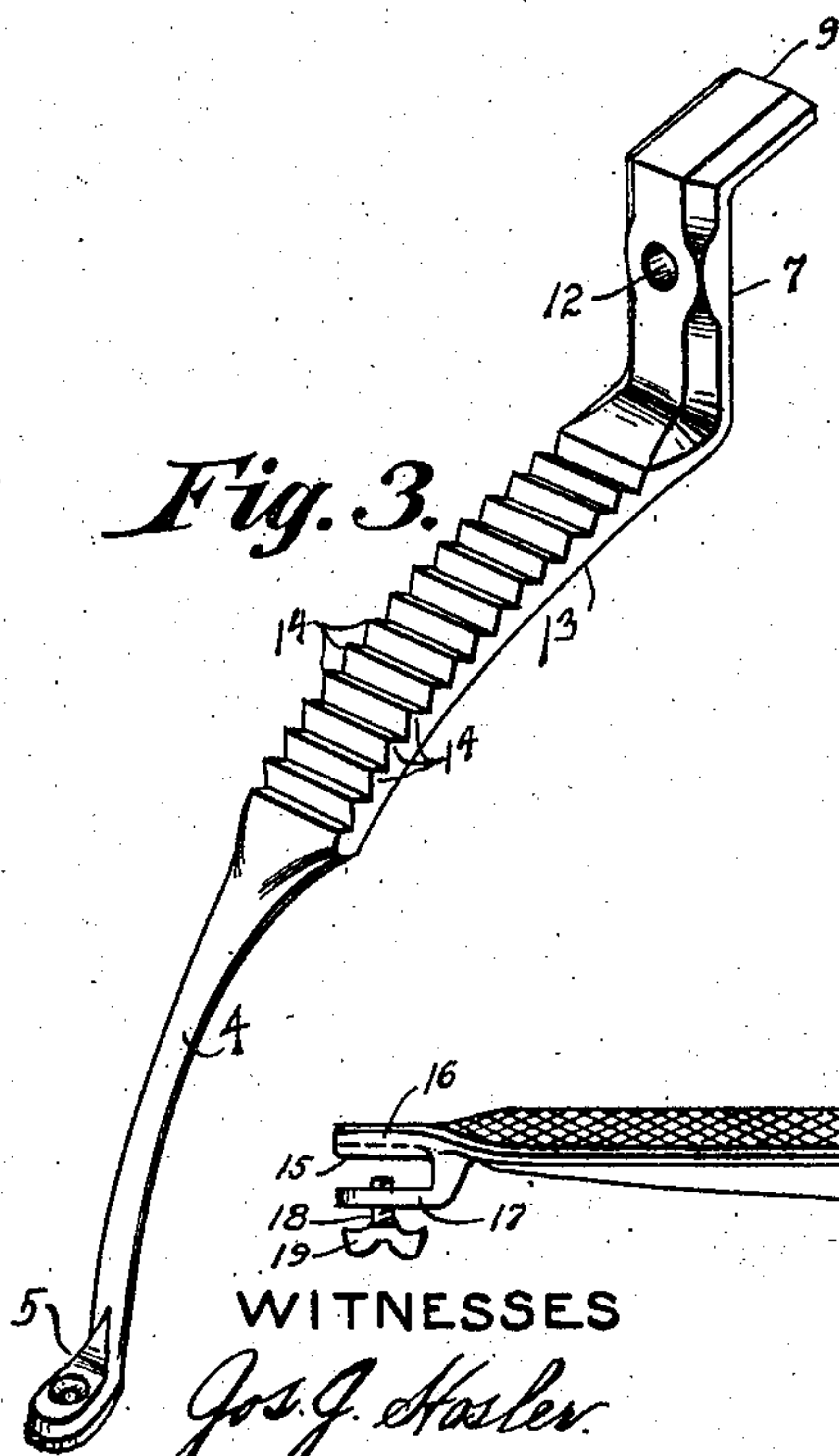
*Fig. 1.*



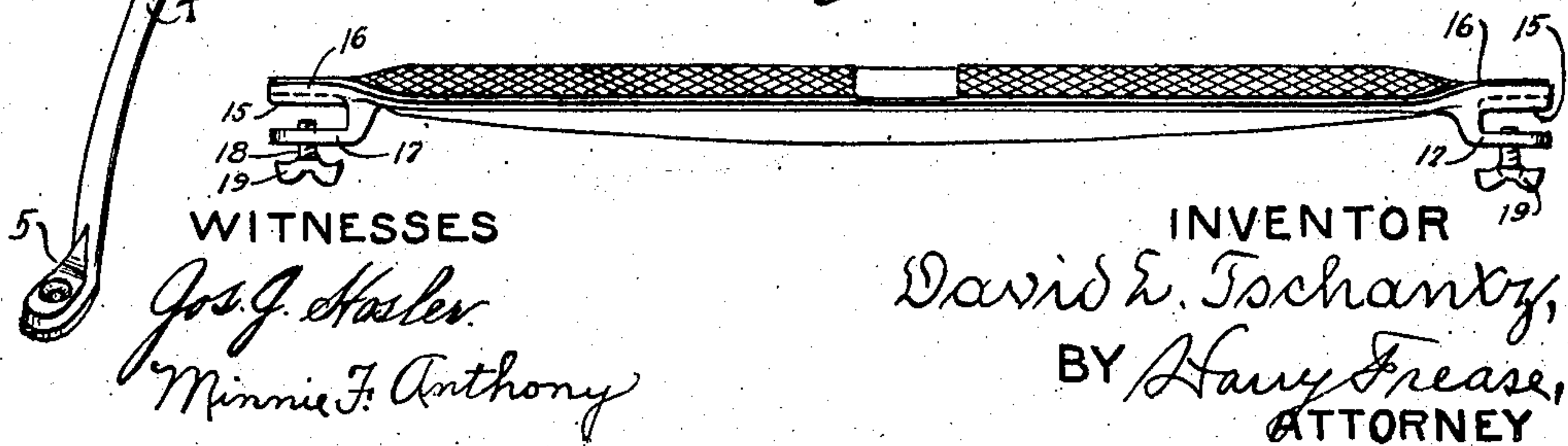
*Fig. 2.*



*Fig. 3.*



*Fig. 4.*



WITNESSES

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# UNITED STATES PATENT OFFICE.

DAVID L. TSCHANTZ, OF CANTON, OHIO.

## TOE-RAIL AND BRACKET.

No. 827,194.

Specification of Letters Patent.

Patented July 31, 1906.

Application filed May 3, 1905. Serial No. 258,651.

*To all whom it may concern:*

Be it known that I, DAVID L. TSCHANTZ, a citizen of the United States, residing at Canton, in the county of Stark and State of Ohio, have invented a new and useful Improvement in Toe-Rails and Brackets, of which the following is a specification.

The invention relates to a toe-rail and bracket for the box of a vehicle; and the object of the improvement is to provide a bracket which will serve jointly as a brace for the forward end of the vehicle-box, as a foot for the dash, and as a support on which the toe-rail can be readily adjusted. This object is attained by the construction and arrangement illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of the front part of a vehicle-box, showing the toe-rail and bracket in place; Fig. 2, a sectional view of the same; Fig. 3, a detached perspective view of the bracket, and Fig. 4 a detached perspective view of the toe-rail.

Similar numerals refer to similar parts throughout the drawings.

The vehicle-box 1 is usually provided on each side with the bottom sill 2 and the corner-post 3. The bracket 4, of which one is provided on each side of the box, is formed with the foot 5, which is attached to the bottom sill, as by a screw or the bolt 6, whence it is extended and preferably curved upward and forward to the rear side of the corner-post, whence it is bent directly upward to form the shoulder portion 7, abutting against the post and extending to the upper end thereof, and whence it is bent directly forward along the top of the post and across the upper edge of the front board 8 of the box to a point flush with or preferably slightly in advance of the forward face thereof, where the end 9 of the bracket abuts against the dash 10 of the vehicle. The usual dash-bolt 11 is passed through the dash, the front board, the corner-post, and finally through the aper-

tures 12 in the shoulder portion of the bracket. By means of this construction and arrangement the bracket serves as a brace for the forward end of the box and at the same time it performs the function of the usual dash-foot.

The upper and preferably convex face of the body 13 of the bracket is provided with the transverse serrations 14, in which similar serrations 15 on the under side of the ends 16 of the toe-rail are adapted to mesh. The lugs 17 are provided on the under side of the toe-rail, near the ends thereof, which lugs are extended outward and under the body of the bracket, the space or interval between the lug extensions and toe-rail ends being sufficient to permit a disengagement of the rail and bracket serrations.

Suitable means are employed for holding the serrations enmesh when the toe-rail is in the desired location—as, for instance, the screws 18, passed through the lug extensions and adapted to be set against the under sides of the bracket-bodies. These screws are preferably provided with the butterfly-handles 19, so that they can be readily manipulated.

What I claim as my invention, and desire to secure by Letters Patent, is—

In a vehicle-box, brackets extending from the sill to the corner-posts and having transverse serrations on the upper side, a toe-rail having serrations on the ends meshing with the bracket-serrations, and lugs on the under side of the rail extending under the brackets, with screws in the lugs adapted to be set against the under side of the brackets.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

DAVID L. TSCHANTZ.

Witnesses:

MAGGIE TSCHANTZ,  
HARRY FREASE.