

UNITED STATES PATENT OFFICE.

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CHRISTOPHER C. BRADLEY, JR., OF SAME PLACE.

TOE-RAIL FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 536,370, dated March 26, 1895.

Application filed December 10, 1894. Serial No. 531,345. (No model.)

To all whom it may concern:

Be it known that I, CHRISTOPHER C. BRADLEY, a citizen of the United States, residing at Syracuse, in the county of Onondaga and State of New York, have invented a new and useful Improvement in Toe-Rails for Vehicles, of which the following is a specification.

This invention relates to the toe or foot rails which are secured in the front portions of buggies and other vehicles for supporting the feet of the driver. It is desirable to have these toe rails adjustable forwardly and backwardly so that they can be placed in that position which is most comfortable for the driver, a tall person requiring the toe rail to be arranged farther forwardly than a short person.

My invention has the object to provide simple means for making the toe rail adjustable forwardly and backwardly in the vehicle.

In the accompanying drawings: Figure 1 is a longitudinal sectional elevation of a toe rail embodying my improvement and having the front ends of the slotted supporting brackets secured to the upright front portion of the vehicle body. Fig. 2 is a fragmentary top plan view thereof, showing one of the slotted brackets partly in section, the section being taken in line 2—2, Fig. 1. Fig. 3 is a longitudinal sectional elevation of a toe rail embodying my improvement and having both ends of the supporting brackets secured to the bottom or sill of the vehicle body. Fig. 4 is a longitudinal sectional elevation of a toe rail embodying my improvement, showing the supporting brackets mounted on longitudinally slotted base bars or rails. Fig. 5 is cross section, in line 5—5, Fig. 4.

Like letters of reference refer to like parts in the several figures.

A represents the bottom or bottom sill and B the upright front portion of a vehicle body.

C represents the toe rail arranged transversely above the bottom and in rear of the front portion of the vehicle body.

D represents the supporting brackets whereby both ends of the toe rail are held in an elevated position and which are provided

with longitudinal slots in which the ends of the toe rail are adjustably secured, preferably, as shown in Fig. 2, by a reduced screw bolt or threaded neck *e* formed at each end of the toe rail and a screw nut *f* and suitable washers. Upon loosening the screw nuts the toe rail can be adjusted back and forth in the slots of the brackets.

The rear arm *g* of the bracket may be secured to the bottom or bottom sill of the vehicle body and the front arm *h* be extended upwardly and forwardly and secured to the upright front portion of the body, as represented in Figs. 1 and 2. If preferred the front arm *g'* may extend downwardly and be secured to the bottom of the vehicle body like the rear arm, as represented in Fig. 3.

In the construction represented in Figs. 4 and 5 each bracket I is adjustably supported on a base rail K which is secured to the bottom of the vehicle. This base rail is provided with a longitudinal slot *l* into which the base of the bracket projects by means of depending lips *m*, the main portion of the base resting on the flat top of the base rail. The bracket is secured to this rail by an upright screw bolt *n*. Upon releasing the bolts of both brackets the latter can be adjusted forwardly or backwardly on the slotted supporting rails, carrying the toe rail with them which is secured to the upper ends of both brackets.

I claim as my invention—

1. The combination with the toe rail, of slotted end supports and means whereby the toe rail can be adjusted forwardly and backwardly on said slotted end supports, substantially as set forth.

2. The combination with the toe rail, of elevated supporting brackets provided with longitudinal slots in which the ends of the toe rail are adjustably secured, substantially as set forth.

Witness my hand this 2d day of October, 1894.

CHRISTOPHER C. BRADLEY.

Witnesses:

JULIE R. JENNEY,
EDWARD WILHELM.